# A BRITISH ELECTION

## Some Facts and Figures as to the Cost.

People's Journal.

Every one is probably aware that any election, whether it be town council, parish council, or school board, runs up expenses. There are returning officers, there are clerks, there are enumerators, and there are others who give of their time and labor at certain specified figures. Then there is the polling booth official, literature, the pencils and cabs, and the many odds and ends. Everything means money, more or less; the total is charged against the town or district as election expenses, and the ratepayers stump up accordingly.

With a general election the system is practically the same, but on an infinitely greater scale, and the nation has to pay. It is computed that about a million pounds comes from the country's financial stockpot on the occasion of every general election. Well, after all, a million pounds is not a crushing amount for a country like ours. Why, a day or so of the South African war ran up that sum, and it lasted much longer than the 1906 general election will do.

Taking our figures from former elections, we may safely say that the charges made by returning officers for this election will reach about £160,000; and then there are the piles of stationery, official matter—not the political literature which is supplied and paid for by the various candidates or by the parties to which they belong.

Yet the official expenses borne by the nation are, after all, a mere flea-bite compared to the money that flows from the coffers of the parties and from the pockets of the candidates. Nowadays, of course, there is no bribing, no promiscuous turning on of the liquor taps, no hired coaches flying round to pick the elector up, no anything that is not above board. Even every placard or every leaflet that is issued must bear the name of the firm who gave it birth, as a guarantee to the law that the bill, if necessary, can be checked.

**In the Old Days.**

It was not always thus. Before the Corrupt Practice Act, 1883, came into force, seats in Parliament were won and lost according to the depths of their candidates' purses, and their willingness to dive into them. The elector is coddled yet, but he was bribed then. For instance, let us glance back to what are often called the good old days, and give an illustration or two of how the money then went.

In 1807, in a contest for Yorkshire, Lord Milton, William Wilberforce, and the Honorable H. Lascelles were the candidates for two seats. The poll lasted fifteen days, and was taken at thirteen different booths, and when it was over Lord Milton was a member, and to become such he had spent over £250,000. Wilberforce, who was the sitting member, was returned, and his expenses, combined with Lascelles, who was defeated, same to about the same as Lord Milton. In all, this contest cost the three candidates half a million pounds. This election was the most expensive known, and it was styled the "Austerlitz of electioneering."

Another instance of extraordinary expenditure was that what come to be known as the "Spendthrift Election." In it the Earls of Halifax, Northampton, and Spencer—one might almost call them "the dauntless three"—fought for the seat of Northampton. For fourteen days the poll went on, and money must have been greatly in evidence, for Lord Spencer's little item of expenditure totalled up to £100,000, and his two opponents not only equalled, but added each £50,000 to that score. One would be almost inclined to think that votes in those days must have been put up to auction, and undoubtedly there must have been lively times during the fourteen days that those £400,000 were being pitched about in Northampton.

Breaking away from the expense side for a moment, it may be of interest to note that after a scrutiny lasting six weeks the votes of the three candidates in the foregoing election were found to be equal, and the election was made a matter of chance. The candidates tossed for the seat. Lord Spencer won, and he nominated a gentleman out in India. Loose methods must have prevailed in those days.

Spending money in this wild and reckless manner is fortunately not permitted now. The law has stepped in, and the expenses of candidates are regulated according to the number of voters in the constituency which they are wooing.

**What a Candidate May Spend.**

Towns in this respect differ from country districts, for in the one the electors are grouped together and can be got at much more easily than when scattered over miles and miles of country. Recognizing this, the statute only allows the candidate for the city constituency to spend, if the electors do not exceed 2,000, the sum of £350, and for a country district, where the candidate has to cover many miles rushing from village to village, the sum of £650 is permitted. As the electors increase in numbers, so is the candidate allowed a freer hand. Above 2,000, but not over 3,000, the sum not to be exceeded is, in towns, £380, and in country districts £700; and in the case of there being 3,000 electors or over a sum of £30 is allowed for every additional 1,000 in the towns and £60 for the same in the country districts.

But is electioneering expenditure kept within these bounds? Of course, no more must be shown and no more must be known during the period between the date when the candidates are duly nominated for the seats until the election is a thing of the past. There is, however, a stage, before the nomination of a candidate, what may be called the prospective stage, and it can be worked upon to a great extent.

A man who is desirous of entering parliament, and who is wealthy, say a laird, who wishes to become the member for his own district, why, he can engraft himself into the affections of the people by his open handedness for years beforehand. He can take an interest in his farmers, knock off a few percents of rent now and again, give them manure for the land, bear the expense of digging drains, attend to their horses, give a village here and there a public hall, put a new tower to a church, attend all the local functions, and when he finishes his speech add a liberal contribution; patronize and open bazaars, give a few cups and money prizes for the plowing matches; in fact, pat all and sundry on the back, and keep up the policy of give, give, give, and be a Tory or Liberal, when the political fight for which he has been preparing for years does begin, he is a man of great local influence, and such cover a multitude of sins.

That man has been bribing a constituency in reality, but it does not count as such—it is only when the battle begins that the fight must be clean and fair.

In much the same manner a city man may be preparing long beforehand, by a policy of give, for the day when he will fight to be the M. P. of the town to which he has been so liberal in the past, and he, too, has much local influence, and all paid for. Therefore, although the law steps in at the actual contest, a constituency may be carefully tended and nursed at a considerable expense for years previously.

**Paying the Printer.**

Much of the candidate's expenditure when the contest really begins goes for political literature. Without it the fight would be tame—and so the printer and advertiser come in for a goodly share, and if one glances over the items of expense of candidates of former recent elections it would appear as if those who incurred the heaviest printing, advertising and stationery bills stood the best chance of winning if other things were about equal.

For instance, Mr. Herbert Gladstone fought Colonel North in Leeds, and paid for literature, etc., £427, while the Colonel's account only reached $350. Mr. Gladstone won. Sir W. Harcourt and Sir Thomas Roe at Derby spent £350 on the same items, and their opponents, Messrs Drake and Bemrose, beat them by £200, and the latter two gained the victory. In East Manchester Mr. Balfour totalled up for printing, etc., £338, and his opponent £270. Mr. Balfour stepped into the seat.

In some of the strongholds of either party, however, all the literature in the kingdom would not sway the voter, yet in political warfare the white feather must never be shown, even though one of the fighters and his party know full well that defeat is certain.

Let us now glance at the figures collectively of the past three general elections, and see what the total bills were. In 1892, for the 670 seats, 1,307 candidates came forward to the battle, and their average expenses exceeded £700 each.

In 1895, to vary the statistics, we will value the votes. Four million, three hundred and forty-eight thousand, five hundred and twenty-seven electors visited the polls, and for each one of those votes the country and the candidates combined had to pay 8s. 8¾d.

In 1900, the last general election, the number of votes recorded was 3,519,345, and on this occasion the price of each was a little higher, coming to 4s. 4d. each.

A general election, as can be learned from the foregoing, is not a matter to be considered lightly. The country has its share to pay, the candidates who have the means pay theirs, and those who have not the means are taken in hand by the parties who are running them. For this purpose funds are organized, and, however it is, even in these days of stagnation of work and scarcity of money, there is no lack of funds wherewith to fight a political battle.

# Continuation of The Inquiry

## Capt. Townsend of the Queen City Examined Respecting Valencia Wreck.

## Boatswain McCarthy Who Handled Volunteer Crew Also Gives Evidence.

(From Saturday's Daily.)

Slow progress was made yesterday into the investigation of the wreck of the Valencia, the commissioners only examining two witnesses, Captain John Townsend of the Queen City, and Boatswain McCarthy, who headed the volunteer crew of the Valencia that went off in the last boat to seek assistance from land.

During the afternoon session Ralph Smith, M.P., was an interested spectator of the proceedings.

The commissioners decided to adjourn the enquiry yesterday afternoon until Monday morning when half a dozen passengers who survived the wreck will be in the city from Seattle. Besides the passengers several more of the crew of the ill-fated steamer are yet to be examined, including Mr. Long, who is in the marine hospital. It will possibly take another full week before the commissioners complete the task of taking evidence.

**Captain Townsend Examined**

When the investigation started yesterday morning Captain John Townsend was called to the stand. He told the commissioners that he had had about 17 years' experience on the north Pacific and had considerable to do with the handling of small craft at sea. He stated that he had not taken any particular notice of the trend of the currents along the coast of lower California but towards the entrance of the straits there was a pronounced northerly current, and along Vancouver Island a westerly trend of current.

The witness said he had noticed a defect on the fog horn at Carmanah as when standing well off in the straits its sound was quite distinct but when close in shore to the westward the sound could not be distinguished.

Giving his opinion as to the possibility of rendering assistance from the sea by the aid of small boats the captain said that such a thing was almost an impossibility.

On the arrival of the Queen City at Bamfield he had telephoned to Cape Beale in order to find out if he could be of assistance and not until he was absolutely certain that no assistance could be rendered by him did he abandon the idea of going to the scene of the wreck.

**Life Saving Stations**

To Mr. Lugrin the witness said that Clo-oose was a suitable point for the establishment of a life saving station or at Bamfield Creek. A fog horn at Cape Beale was also needed.

To Mr. McPhillips he said that he did not think there was a good beach between Carmanah and Cape Beale during rough weather. The captain told counsel that the chart exhibited was "a late survey" and good. Several objections were here made by the commissioners to questions propounded to witness by counsel for the province and Captain Gaudin reiterated his first opinion that no questions should be asked concerning the ships comprising the rescue fleet, unless the respective companies were represented by counsel.

At the conclusion of Mr. McPhillips' examination of Capt. Townsend Mr. Lawson informed the commissioners that the Pacific Coast Steamship Company was calling every member of the crew available, even having gone so far as sending for a man in San Francisco and the commissioners could rest assured that the company would assist the inquiry by every means in its power.

"Will Captain Cousins be summoned?" asked Mr. McPhillips, to which the counsel for the Pacific Coast Steamship Company replied that if his presence was needed he would be requested to give evidence

**Boatswain McCarthy**

Just before the noon hour Boatswain McCarthy was called. He was closely questioned by the commissioners on the inspection made of the life preservers and stated that so far as the deck department was concerned the inspection was most thorough. Continuing he stated that there had been boat and fire drill twice on a previous trip of the Valencia. The crew got their stations from the instruction cards. His boat was No. 1, of which the captain was in charge. In case the latter was absent he took control. He stated that he had no personal knowledge of the reading of the logs on the way north from San Francisco.

At this point an adjournment was made for recess.

**Afternoon Session**

Boatswain McCarthy on resuming his evidence after the lunch hour described the first shock to the ship. The engines were working slowly. It was quite dark when the boats were lowered. He recounted the lowering of all the boats except the work boat and the terrible listing of the vessel when all the lights went out. This was about 12.45. The fourth officer was with the captain when the rockets were fired. If boats had not been lowered that first night they would undoubtedly have been smashed by the heavy seas.

When the passengers saw the beach through the firing of the sky rockets they settled down very quietly. There was no method tried by the captain and officer to distribute the passengers into the boats. At low tide the Valencia was fully 150 yards from the shore.

The steward and chief officer went around among the passengers putting on the life belts. It was everybody's place to assist. To the best of his belief the purser was in the No. 3 boat. Captain's instruction to the steward was to be very sparing with the liquors.

Continuing his narative he said:

"At daylight we thought certain that some one had got ashore. We saw one man on the land and made motions to him to climb up the cliff but he did not understand. Meanwhile the seas were pounding on the ship and the captain came to me and said "I believe if you could get ashore some way you could help get a line attached." Finally he said: "Will you go in the boat?" I said "I'll try." I asked two of the crew to come with me who at first declined. When Brown volunteered, they all offered to come with me in boat No. 5. After making arrangements for using the Lyle gun the captain instructed me to

**Prepare the Boat**

The boat was lowered and cleared the ship. We worked her out to sea. The people cheered us. We rowed for quite awhile along the shore line. Finally we saw rocks off Birds Island. We encountered several heavy seas before making a safe landing."

The witness described on a chart the location of the beach where the landing was made. They had followed a trail to a signboard that read "Three miles to Cape Beale," which lead them to the Cape Beale lighthouse.

"On our arrival Mrs. Paterson expressed regret that she could not hear us over the wire. Then I told her it must have been some other survivors. I asked her to wire the news of the wreck to Victoria and Seattle which she did. Afterwards we again heard the phone going, and Mrs. Paterson adjusted it and spoke to Bunker telling him to remain where he was and help would be sent. A little later word came from Victoria that the Salvor and Czar had been despatched to the scene of the wreck. Mrs. Paterson organized relief parties to send out to Bunker and his party of survivors. With my party I went to Bamfield and we were taken on the Salvor, from which boat we were subsequently put on the City of Topeka."

To Commissioner Gaudin—The idea when we left the ship was to find a landing and then go back to the wreck and secure a line. We could not find a beach, but when we did make a landing I tried to go back to the wreck but could not make it. It would not have been possible under ordinary circumstances for rescue to

**Come From the Sea**

Had seen boats No. 2, 3 and 6 get away. We saw No. 2 under the searchlight until it went out."

Witness said that he had no part in the navigation of the vessel or knew whether observations had been taken. The captain, chief officer and officer of watch took the observations.

To Commissioner Newcombe — The passengers had rushed the boats, which in his opinion caused the smashing of the davits of No. 1 boat. He knew that an officer accompanied No. 2 with two petty officers. Did not think it possible for the boat to live in the sea that was running on the night of the wreck. Had never had experience in a properly manned life saving boat. He thought it impossible for the Czar to send in a boat. It was a matter of good luck that No. 5 made the landing. He himself would not in an ordinary boat and with an ordinary crew have liked to have attempted to reach the Valencia from the sea.

To Mr. Lugrin the boatswain said the Valencia had three rafts, one of which went overboard when the vessel listed. Had never heard if anyone was saved from No. 2 boat. Davits of none of the other boats broke except No. 1. The witness, at the suggestion of counsel, told how the captain tried to

**Cheer the Passengers**

up and his great regrets at the loss of life in the swamping of the boats. He was positive that the captain gave no instructions to lower the boats into the water. In thick weather off Cape Flattery they always took soundings. The captain kept a stiff upper lip all the time.

"In my opinion the volunteer crew could not have done more than they did," replied the witness to a direct question of Commissioner Gaudin that the crew had done all they could under the circumstances.

To Mr. McPhillips' cross-examination Boatswain McCarthy described the attempt to rescue the passengers capsized from boat No. 1. At that time Nos. 4 and 5 had not been lowered, but may have been got out and prepared. The captain was on the bridge all the time. He never heard him give an order for boats to leave the ship or to recall them.

Mr. Lugrin thought that counsel for the province was treating witness in a hostile light. "I object to this witness being 'brow-beaten,' said the Dominion counsel.

Capt. Gaudin voiced the opinion of Mr. Lugrin and told Mr. McPhillips that he would rule any irrelevant question out.

"I ask you if the boats left the ship, whilst there were lights on the ship and whilst the searchlight was on?" asked Mr. McPhillips. "Yes sir."

"I heard no orders to lower away. It would be impossible for the captain to see most of the boats. The captain and officers were all about when the ship struck and the boats were lowered. Had heard of no order to launch. I could not say if No. 4 got away with passengers in her. No. 2 did."

On reaching the land the witness said they made an attempt to get back to the ship but it was futile as they could not get around the rocks along the shore. He did not think the captain had saved the charts and was sure the captain had not given him any particular directions.

"Then put it in this way," said Mr. McPhillips: "There was no discipline on the ship and the passengers took control"—but the witness declined to agree to counsel's summing up. Mr. Lawson, Jr., objected to the suggestion.

The examination closed by witness replying to Mr. Lawson's questions, recounting what happened to each of the boats as they left the ship.

The commission then adjourned until Monday at 10 a.m.

# DEATH YESTERDAY OF W. L. McBRIDE

## Brother of Premier Succumbs at St Joseph's Hospital After Operation.

(From Sunday's Daily.

William Leonard McBride, brother of the Premier and who was brought from Port Guichon on Wednesday for treatment at St. Joseph's Hospital, died yesterday afternoon, in spite of every effort that medical skill could devise to prolong his life. Mr. McBride underwent an operation on Thursday, but it was unavailing and yesterday the end came.

The son of Mr. A. H. McBride, the former warden of the New Westminster penitentiary, deceased was born on February 1, 1869, and was therefore 37 years of age. He passed his boyhood days in New Westminster and later went to Ladners, where he remained until a few years ago, when he removed to Port Guichon, where he since conducted a store of his own.

Of a generous and bright disposition, he made hosts of friends and his loss will be generally deplored. He leaves a wife and four children, besides his father and mother; two sisters, Mrs. Allison of Greenwood and Miss McBride, living in Victoria; and two brothers, Premier McBride and E. G. McBride.

The body will be taken to Vancouver and thence to New Westminster, where the funeral takes place tomorrow from Holy Trinity Church, the interment being in Sapperton cemetery.

## NEWS OF ROYAL CITY.

### Qualifications of Mission Councillor Called in Question.

New Westminster, Feb. 7.—(Special.)—Some of the ratepayers of Mission municipality claim that Councillor J. O. Manser had not the necessary qualification to hold his seat on the council at the time he was elected, and they are consequently about to take the matter into the courts. It appears that Mr. Manser has homesteaded his property and only obtained his Crown Grant since his election.

The B. C. Electric Railway Carbuilding Works have been fitted with the Grinnell automatic fire sprinkler at a cost of several thousand dollars. A test of the apparatus was made on Saturday before General Manager Sperling, General Supt. Milne, Local Manager Glover, Mr. Gilbert, secretary of the Board of Fire Underwriters, and others. A rough model of the shops were built and fitted with a duplicate of the automatic sprinkler equipment. The model building was filled with shavings, sticks, etc., and set on fire. Twenty-five seconds after the fire was started the automatic valve melted and set the alarm ringing and the water began to pour from the springlers, and in a short time the blaze was extinguished. On examination it was found that the building had very little actual damage from the fire, and the general manager expressed himself as well satisfied with the apparent efficiency of the apparatus.

Farmers on the line of the Westminster Southern railway are planning to sue the company for the loss of cattle killed on the track owing to alleged faulty cattle guards. The first case, in which Brown Bros. of Surrey will appear as plaintiffs, has already been commenced and will be taken as a test case.

There were twenty-two cases of infectious diseases in the city during the month of January, but only one death resulted. The diseases were typhoid, 15; tuberculosis, 4; diptheria, 4; scarlatina, 1. A number of cases of typhoid are reported in the vicinity of Hall's Prairie, near the boundary line.

Mr. Richardson, manager of the Ladner branch of the Royal Bank of Canada, leaves for Victoria in a few days to claim one of the fair daughters of that city as his bride.

## TROUBLE IN SOUTH AFRICA.

### Expedition Sets Out for Scene of Recent Outbreak in Natal.

Pietermaritzburg, Feb. 10.—An expedition of 400 carbines with artillery left today for the scene of the troubles in the Richmond district caused by the natives refusing to pay the poll tax. Another detachment of two hundred and twenty-five men will start Sunday.

The ringleaders of the turbulent factions have disappeared in the bush. The chief of the tribe who is now here describes the malcontents as being the "Troublesome Christianized section of the tribe." They are said to be converts to the Ethiopian church, whose banner is inscribed with the words "Africa for the Africans." The government does not anticipate protracted field operations.

Durban, Natal, Feb. 10.—Ninety mounted police have started from Durban for the centre of the native disturbances. The local militia has been warned to be in readiness for active service.


David Spencer Ltd.
WESTERN CANADA'S BIG STORE

# High-Class Furniture

## In the Furniture Sale

The merit of values is best evidenced by the growth of the sale.
Special for Monday—Sample Pieces at nearly One-Half.

$85.00 Mahogany Dressers for ..... $47.50
75.00 Mahogany Dressers for ..... 42.50
Special—18 3-Piece Bedroom Sets, regular price $24.75. Monday ..... 14.90

# MONDAY

All-Over Laces, value 75c per yard; 200 yards on sale Monday; colors white, ecru and Paris guipure and valenciennes laces, per yard ..... 35c
500 yards Guipure and Net Laces, 4 to 8 inches wide; colors cream, Paris white and ecru; values 25c, 35c and 50c. Monday, per yard ..... 17c
298 yards of Laces and Insertions; values 15c and 25c. Monday, per yard ..... 10c
200 yards of Cluny Laces and Insertions, very wide, suitable for flounces, etc.; values 35c to 75c. Monday, per yard ..... 10c
697 yards Real Torchon Laces; various widths, from 2½ to 4½ inches; values 25c, 35c and 50c yard. Monday ..... 15c
Cotton Torchon Laces and Insertions; 1800 yards; qualities 50c to $1.25 dozen, according to width. Monday, per dozen ..... 35c
An odd lot of Laces; 2000 yards Valenciennes Laces, Guipure and Net Laces and Insertions of various makes. Monday, per yard ..... 5c
A small lot of Dressing Gowns to be cleared out Monday at ..... $1.50
French Flannel in sky, mauve and red, lace and satin trimmed, value $4 50. Monday ..... $1.50
German Flannel in pinks, blues and greys, value $5.00. Monday ..... $1.50
19 Gowns, mostly eiderdowns, lace and satin trimmed; in red, green, blue, pink, etc., values $5.00, $6.50 and $7.50. Monday ..... $2.50

# Some Values Out of the Ordinary in Silks

English Wash Silk, 21 inches wide, in pink and white, blue and white, white ground with black stripe, black ground with white stripe, hello and white, red and black, red and white, brown and white, navy and white, Nile green with white check, Alice blue stripe and check, navy blue ground with white spot (small, medium and large), steel grey, white and black stripe and check.

## Monday, 50 Cents Per Yard.

Fancy Taffeta Silk, 20 inches wide in Alice blue and white check, navy and white check, pink and white check, sky and white check, brown and white check, red and white shot, navy and white pin stripe, green, brown and white fancy check mixture, black and white pin stripe, navy and white fancy check, Nile and white check, resida and white check, green and white check, cardinal and white check, brown and white check, black and white stripe, hello and fawn fancy check, old rose and turquoise fancy check, turquoise and white check.

## Monday, 75 Cents Per Yard.

Fancy Taffeta Silk, 20 inches wide, in black and white check, red and white check, grey and white check, white and black check, navy and white, white and black pin check, navy and white large check, resida and white check, fawn and white check, Nile green and white check. $1.00 per yard.
Fancy Louisine Silk, 21 inches wide, in white stripe and self spot, black and white stripe and spot, hello and white stripe and spot, fawn and white stripe and spot, resida and white stripe and spot, black and white stripe and spot. $1.25 per yard.
Fancy Louisine Silk, 21 inches wide, navy blue with spot, gold with spot, brown with spot, resida with spot, white with spot, cream with spot, hello with spot, pink with spot. 50c per yard.
21-inch Ombre Effect Silk, in various shades. $1.50 per yard.
White and Black Fancy Combination Peau de Sole, 21 inches wide, $2.00 per yard.
11 pieces of 20-inch Fancy Tartan Silks, various shades. 75c. per yard.
21-inch French Taffeta Tartans, Stuart, McKinnon, Cameron, Victoria, Murray, Queen Alexandra, King Edward, Black Watch and black and white McKenzie. $1.25 per yard.
Fancy 20-inch Taffeta Silk, 5 pieces in all, fancy broche. $1.00 per yard.
Fancy 21-inch Taffeta Silk in brown and navy, fancy broche, green and blue fancy broche, hello and fawn fancy broche, Nile green and white fancy broche. $1.00 per yard.
French Paillette, 20-inch, in Alice blue, pink, white, cream, navy, grey, resida, black, brown and fawn. 50c. per yard.
Colored Taffeta Silk, 20 inches wide, in white, cream, black, Alice blue, sky, pink, brown, navy, resida and fawn. 50c. per yard.
French Taffeta, 20 inches wide, in white, cream, fawn, black, brown, hello, mauve, resida, grey, pink and sky. 75c. per yard.
French Taffeta, 20 inches wide, white, cream, black, Alice blue, sky, pink, fawn, resida, dark green, navy, mauve and hello. 90c. per yard.
White and Cream Satins, 22 inches wide. 50c., 75c., $1.00, $1.25, $1.50, $1.75, $2.00 and $2.25.
Black Satin, 23 inches wide. 50c., 75c., $1.00 and $1.25.
23-inch All-Silk Duchesse Satin. $1.50, $1.75, $2.00 and $2.25.
Black Peau de Sole, 22 and 23 in. wide. 90c., $1.00, $1.25, $1.50, $1.75 and $2.00.
Black Paillette, 23 inches wide. 50c., 75c., 90c., $1.00, $1.25 and $1.50.
Black Taffeta, from 20 to 28 inches wide. 50c., 65c., 75c., 90c., $1.00, $1.25 and $1.50.
Black Broche Silks, small and large designs, 21 and 22 inches wide. 75c., $1.00, $1.25 and $1.50.
Black Taffeta Silk, 36 inches wide. $1.00, $1.25, $1.50 and $1.75.
Rich Brocaded Silk, 21 inches wide, in light and dark designs. $2.50 per yard.
White and Cream Bengaline, 22 inches wide. $1.00, $1.50 and $1.75.
Colored Paillettes, 21 inches wide, in white, cream, black, fawn, grey, brown, navy, sky and pink. 90c. per yard.

# DRESS GOODS.

Black Nuns Veiling. 40c., 50c., 55c per yard.
Black Eolienne. $1.00 per yard.
Black Estamine Serge. 50c. per yd.
Black French Twill. 50c. and 65c. per yard.
FANCY FRENCH DRESS PATTERNS.
Black Eolienne, with silk embroidered spots.
Black Eolienne, with silk embroidered squares.
Black Grenadine.
Black Voile, silk embroidered borders with flowered embroidered work running up to the waist.
Black Silk Crepe de Chene.
Black Embroidered Crepe de Chene
Black Embroidered Voiles with buttonhole embroidery.
Black Striped Grenadine, fancy check.
Crepe de Chene, silk embroidered check.
Black Bedford Cord. $1.25 per yd.
Black Poplin Dress Goods. 75c. and $1.00 per yard.
Black Mohair and Lustre. 75c., $1.00 and $1.25 per yard.
All-Wool Black Navy Serge. 50c. and 65c. per yard.
Fancy French Delaine, with silk embroidered spots and stripes; colors, mauve, green, pink, blue and champagne; latest French material, for $1.00 per yard.
Fancy Organdie Muslin, with silk finished stripes in pink, blue, black and hello.
White and Colored Nuns Veiling. 40c. and 50c. per yard.
White Crepe de Chene. 75c. per yard.
Cream Estamine Serge. 50c. and 75c. per yard.
White Voiles. 75c., $1.00 and $1.25 per yard.
White Cloths for evening wraps. $1.50, $1.75, $2.00.
White and Colored Cloths for evening wraps, in pinks, greys, fawn, Nile and hello, the latest materials for evening coats, etc. $1.50, $1.75, $2.00.
Colored Poplins, in blue, purple, Nile, fawn, grey, old rose and hello. 65c. per yard.
Fancy Alpaca, with invisible check, in Alice blue, red, light grey, old grey, brown and navy blue. 50c. per yard.
Plain Colored Lustres, brown, green, navy, grey, resida, pale blue. 35c. per yard.
French Dress Patterns, silk Eolienne with embroidered spots, silk Eolienne with invisible check, crepe de chene with embroidered spots; all silk crepe de chene. Colors, white, green, pink, mauve, strawberry, hello, grey, $15.00 to $25.00.
Homespuns, 54 inches wide, invisible checks, light and mid. greys. $1.00 per yard.
Scotch Wool Suitings, invisible checks and stripes, grey, brown and fawn. $1.25 and $1.50 per yd.
Navy Blue Serges, Navy Estamine and French Twill, 44 and 46 inches wide. 50c. per yard.
Navy Serge, single width, 32 inches wide. 50c. and 65c. per yard.
15 pieces of Tweeds, suitable for children's school dresses. Colors, grey, fawn, brown, green, light grey, old rose. Special, 35c. per yard.

## Kleinert's Hook on Hose Supporters

Best Quality Silk, frilled elastic satin pad, assorted colors. Were $1.25. MONDAY, per pair ..... 60c.

## Kleinert's Sew On Corset Hose Supporters

Plain Silk Elastic. Were 85c. MONDAY, per pair ..... 60c.

## Velvet Grip Sew On Corset Hose Supporter

Made of extra wide heavy elastic webbing, Black or White. MONDAY, per pair ..... $1.00