

# It Is a Fact—



You will be pleased with the "CRESO"—no doubt about that—for it ALWAYS gives satisfaction

That the better the goods—the better the trade—and this explains why so many particular people buy at this store—everything we sell is good—all of our styles are new—and we try to please our friends.

**Curtains—Nottingham lace curtains.**

Full length and width, at \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, \$2.25, \$2.50 and \$3.00 per pair.

**CURTAIN SWISSSES.**

26 inches wide—at 10c, 12½c, 15c, 18c per yard.

45 inches wide—at 25c and 35c per yard.

Embroidered Swiss, 27 inches wide—at 15c and 18c per yard.

36 inches wide, at 25c and 35c per yard.

Dotted net, embroidered edges, 26 inches wide—at 40c and 50c per yard.

**Great Remnants Final sale of all remnants.**

Our 45c French organdies,  
35c colored batiste,  
45c colored grenadine,  
25c colored organdies,  
25c Irish dimities,  
35c French colored organdies.  
Length from 2 yards to 12 yards.  
Remnant price 10c per yard.

**Ties and Sashes—**

Monday morning all of our fringed end silk ribbon ties and colored sashes will be sold at special prices.

**Men's Furnishings—**Fine worsted golf hose.

Neat patterns \$1.00 a pair.  
Black cotton bicycle hose, in size 10 only, now 50c, former price 75c.  
Boys' print waist reduced to 15c each.

**Low Prices on Wash Goods**

These are the features which keep up the luster of busy trading in this department.

At 5c per yard—Lawn that we used to sell at 10c and 12½c per yard.

At 7½c per yard—Lawns and dimities, light and dark effects—these are now 10c that used to sell at 15c, 15c, 12½c and 10c per yard.

At 10c per yard—We have the choice line of lawns and dimities to be found in the city, plenty of light blue and pink.

At 12½c per yard—Fine dimities and organdies in the latest styles.

At 15c per yard—New line of extra fine dimities and organdies that we have sold during the season for 18c per yard.



**Leather Goods—**New belts, new chatelaine bags, new pocketbooks.

White kid belts, with white buckles, 25c each.

Chatelaine bags at 15c, 20c, 30c, 40c, 50c, 60c, 75c, \$1.00, \$1.25 and up to \$4.50.

Pocketbooks at from 50c to \$6.00 each. Coin purses at 10c, 15c, 20c and 25c each.

**Corsets—**W. C. C. corsets.

Latest Parisian model medium waist, made of a fine Swiss netting, satin stripes, lace trimmed top and bottom, price \$1.50 each.

P. D. Corsets, long and short models, made of a strong canvas netting, French coulisse strips, two side steel, at \$2.00 each.

Ladies' ribbed lisle vests, fancy front, short sleeves, shaped at waist, with pants to match—50c each.

Boys' fine jersey ribbed vests, high neck long sleeves, silk length drawers to match—25c each.

Children's fine ribbed tan cotton vest, with double knees, soles and heel—15c pair.

**Underwear—**

Ladies' fine guaze lise vests, square neck, short sleeves, silk tape, white and ecru, 25c each.

Ladies' ribbed lisle vests, fancy front, short sleeves, shaped at waist, with pants to match—50c each.

Boys' fine jersey ribbed vests, high neck long sleeves, silk length drawers to match—25c each.

Children's guaze vests, low neck and sleeveless, white and ecru—10c each.

## THOMPSON, BELDEN & CO.

Four large guns are of the thirteen-inch, while those of the Iowa are twelve-inch. In other respects their batteries are similar to the Iowa. They are commonly regarded as rather better seagoing ships than the Iowa.

The department has not decided to increase the number of Commodore Watson's ships, as it is reported that the list announced yesterday is quite ample to take care of Captain Camara's squadron now returning hastily to protect the coast of Spain. Camara's unarmored ships are the Palma and Cartagena, the former of 9,000 and the latter of 9,900 tons. They are outranked in every particular by ships of our squadron in armor, speed, size of guns and general effectiveness.

**BOTH ARE TO BE PROMOTED**

Sampson and Schley will be recommended by the President when the official report is received.

WASHINGTON, July 9.—The President has determined to promote Acting Admiral Sampson and Commodore Schley in recognition of their services in the destruction of the Spanish fleet in American waters, and yet declined as to the date of promotion.

Although Admiral Sampson ranks Commodore Schley in command of the naval forces in Cuban waters he is subordinate to that office by two numbers in the naval register. Commodore Schley stands number eight in the list of commodores and Sampson stands number ten, having been promoted to that grade within the last week.

Commodore Watson, also on duty with the fleet, is senior to both of the others, standing number six in his grade.

When an official report is received a decision will be reached as to the extent of promotion to be made.

**Postoffices with the Army.**

WASHINGTON, July 9.—Secretary Alger has approved a number of suggestions made by the postmaster general regarding the establishment of a military mail. These have been published in a general order. The Postmaster General is to keep the supervision and management of the mail.

A postoffice branch is to be established at every post or camp during the present war, to be under the charge of a postal supervisor. The department is to detail to each postoffice an expert money order clerk.

**Wounded Officer Doing Well.**

WASHINGTON, July 9.—Information has been received here to the effect that the wound in the leg, received by Major Phil H. Ellis of the Fifteenth Infantry in the fight before Santiago, is not serious. He is being sent to Key West.

Lieutenant B. H. Wells of the Second Infantry, who received a flesh wound in the leg, is also doing well.

### CREW GIVES ITS VERSION

Men of the La Bourgogne Deny Charges of Cowardice and Brutality.

**PASSENGERS ARE DEAF TO REASONING**

Only Violence Shown is by Australian and Italian Steerage Passengers, Who Fight on All Others.

(Copyright, 1888, by Press Publishing Co.) PARIS, July 9.—(New York World Cablegram)—Sampson, admiral, engineer-in-chief of the Transatlantic company, states that the Bourgogne, in point of water tight compartments, was one of the most perfect vessels afloat, but that any vessel, if struck amidships, would be liable to sink. The ship had been struck amidships, and with the striking vessel. He cites cases of the British war ships Victoria and Camperdown as examples and the loss of the Gunters Oregon in identical circumstances with the Bourgogne.

Twenty Austrian sailors from the steerage seized boat No. 11. There was room for fifty in the boat, but passengers and crew were fought out by the men in it. Passengers in the water tried to get aboard, but the boats could not be induced to leave the boats, as a crowd of steerage passengers appeared ready to take their places. The sailors heaved away at them and could not budge them and gave up in despair.

Three Boats Are Sunshined.

On the starboard side three boats were smashed by the Cromartyshire in the collision. Boat No. 7 was filled with women and other passengers and had been launched successfully, when the big funnel fell, crushing the boat and killing most of those in it.

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The One boat of the port side, where the first class passengers had rushed after leaving the starboard side, was No. 8. The first class passengers had rushed after leaving the starboard side, was No. 8. The sailors around it succeeded in getting it launched, leaped into it as the ship went down, and picked up passengers enough from the water to fill it.

Passengers were also rescued from the water by the only raft saved.

Boats from the Cromartyshire came up as the ship sank. Two good boats and part of the half smashed boat to which some were clinging were taken to the sailing ship. The boats manned by the crew of the Bourgogne and the English ship cleared away about where the big ship had sunk picking up survivors.

The French crew said that the sailors saw that the compartment doors were closed. The crew says the life preservers were furnished by the crew to the passengers, but they were in a complete state of panic and threw them away in many instances.

Consul Bruwaert inquired particularly as to the fighting among the crew or passengers. All the stories of the wrecked men agreed that neither men from the La Bourgogne crew nor passengers did any fighting, excepting the Australians and the Italians. Most of the fighting was done by the Aussrians in the single boats.

Among the callers at the steamship company's office today was Brother Romaine, a steamer. He told his own experience. He could not bear out the criticism of the La Bourgogne's crew. He said the officers of the ship were in their places doing everything they could to restrain the panic among the passengers.

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The captain ordered the boats to be lowered. The ship was stopped about this time. Passengers from all parts of the ship came rushing on the deck and ran about in a panic. They got in the way of the sailors and pushed them out of the boats as the sailors were hoisting them.

Before the boats could be got from the davits and ready to launch the ship lurched to starboard, throwing the passengers overboard. The slant of the deck was so steep that passengers could not stand upon it. The passengers of the first class cabin had rushed out of their rooms to the port side of the ship and against the protests of the sailors clambered into the six boats there.

When the collision occurred Captain Belden was on the bridge. Seeing that the ship had been hit by the collision, the captain ordered the ship to steer for Sable Island. At this time he sent for the doctor to the ship, who he directed the twelve lieutenants to be manned by the crew.

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