

R. H. TAG & CO.

SIXTH AVENUE, 13TH TO 14TH ST.

BARGAINS IN ALL DEPARTMENTS.

We have completed our SEMI-ANNUAL INVENTORY And have naturally found a few showprow goods and some broken lots, which we have reduced from 33 to 50 per cent., to close out quickly.

LINENS. CLOAK DEP'T.

AT THE FOLLOWING SPECIAL PRICES, IT WILL PAY OUR CUSTOMERS TO ANTICIPATE FUTURE WANTS. BLEMISHED DAMASK, 2 yds wide, 49c. per yd. Three assorted lace COLORED BORDER LINEN SETS, \$2.49, \$2.69, and \$3.11.

SILVERWARE.

600 patent BAKING DISHES, WARRANTED QUADRUPLE PLATE, on white metal, with fire-proof lining; former price, \$2.97. 4,000 dozen TEASPOONS, WARRANTED STANDARD PLATE; list price, \$4.75.

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GOSSIP OF THE CLUBS.

The election at the Union League will be held next Thursday evening. The ticket selected by the Nominating Committee is announced as being a compromise, arranged to satisfy the demands of the members who desire to make the social life in the club of more importance than the political.

THE CONNECTICUT MASON.

HUGH STIRLING OF BRIDGEPORT WILL BE GRAND MASTER FOR 1891. HARTFORD, Conn., Jan. 3.—The one hundred and third annual communication of the Grand Masonic Lodge of Connecticut will be held at New-Haven, Jan. 21 and 22. The annual address will be delivered by Grand Master Clark Buckingham of that city.

OBSTINATE DAVID BURNS

HE OWNED THE LAND UPON WHICH WASHINGTON IS BUILT.

OLD LANDMARKS AT THE CAPITAL THAT FEW PERSONS KNOW ANYTHING ABOUT—HOUSES WHERE EARLY HOSPITALITIES WERE DISPENSED.

The greater portion of the land upon which the city of Washington now stands was purchased from the famous David Burns. He owned, or rather his family owned, nearly the whole of the land upon which the city now stands stretched to the southeast as far as the Tiber Creek, which used to roll by Capitol Hill. Yet the 600 acres that Burns owned was considered such a small plantation for those days that it was known as the "Widow's Mite," and it only became valuable as Georgetown grew in prosperity, sharing a large and important shipping trade with the river.

MUSLIN UNDERWEAR.

FROM OUR OWN WORKROOMS: WHICH MEANS CONSCIENTIOUS WORKMANSHIP, FOR WEAR, NOT TO MEET A PRICE. Mother Hubbard GOWNS, with insertion, 47c. Mother Hubbard GOWNS, with insertion and embroidered edge, 61c.

HALF AN HOUR ON A REEF

THE SMEATON TOWER MAKES THE WRONG PORT.

A SPANISH LIFE-SAVING CREW TO THE RESCUE—BUT CAPT. GODFREY IS "VERBA ENGLISH" AND REFUSES TO ACCEPT ASSISTANCE.

There is music in the air as the Smeaton Tower bows smoothly along toward Porto Rico. Capt. Godfrey is fond of music, and he has four instruments at hand—a violin, a guitar, a cornet, and a flute-harmonium. The latter is a curious French instrument with a bellows at the back like an accordion and a row of keys in front like a piano.

THE TRAVELS OF A BOTTLE.

IT DRIFTED MORE THAN 6,000 MILES AND WAS AFOAT THREE YEARS. The interesting account printed in the Times of Dec. 24 telling of the long voyage of a bottle which was thrown overboard from a Cunard steamship in November, 1887, and was picked up at Ambergris Key, in the Bahamas, probably some time last month, has received final verification through a letter which has just been received from Mr. Lippard.

TO PROVIDE FOR KOSSUTH.

From the London World. I alluded last week to the straitened circumstances in which Louis Kossuth finds himself.

WHERE IS W. D. LOVELL?

BOSTON, Jan. 3.—W. D. Lovell of the Pottery Lovell Company, the embarrassed banking firm of this city, has been absent from the city since the second week in December and is said to be in the hands of the law.

GRAND DUKE NICHOLAS'S OASE.

The state of the Grand Duke Nicholas's health is causing much anxiety in Russia. His mind is now so overclouded that he recognizes nobody but his daughter, the Baroness Nikoloff.

THE EYES OF THE FLEET

PLACE OF FAST CRUISERS IN MODERN ARMAMENTS

WHAT THE DIFFERENT KINDS OF WAR VESSELS ARE—THE DUTIES THEY ARE CALLED UPON TO PERFORM—EACH HAS ITS POSITION AND ITS WORK.

Commerce destroying, or, as the French call it, guerre de course, has been with us Americans a fascinating idea throughout our history, and especially since the civil war. It is certain that our commerce disappeared shortly after the advent of the Alabama, and post hoc ergo propter hoc it is doubted easy of application. Writers on naval wars are nearly unanimous that commerce destroying in itself never affected the serious issue of the struggle, and this, even in the days of Jean Bart, Forbin, and Duguay Trouin, very princes of privateering.

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