

THE SHAMROCK AT LAST STARTS FOR NEW YORK.

British Cup Challenger Sails from Fairlie for American Waters Alone, but Will Be Overhauled and Escorted by the Erin.

FAIRLIE, Aug. 3.—After making a false start which delayed her seven hours, the cup challenger Shamrock sailed this evening for New York, cheered by thousands of sanguine Britons.

Yachtsmen conjecture that she will cross the Atlantic in something like thirty days, and they express confidence that she is even better fitted for the trip than Valkyrie III., a staunch sea boat.

Shamrock will be escorted by Sir Thomas Lipton's steam yacht Erin, from the deck of which Sir Thomas himself witnessed the challenger's start. This was at 5 o'clock.

The signal to set sail was shown from Erin's main peak. At once the challenger weighed anchor, and presently, with all her cruising sails drawing, she left her moorings, which happened to be just opposite the house in which Mr. Fife, her designer, was born.

A stiff breeze was blowing off Ayrshire. Captain "Archie" Hogarth, skipper No. 1, took the tiller, and Captain Robert Wringe, skipper No. 2, looked after things forward. Shamrock swung twice around Erin, receiving cheers from the crews assembled in Fairlie Roads.

The crew of a training ship lying near sang out lustily: "Bring back the cup!"

When Shamrock had circled twice around Erin Captain Hogarth dipped the blue ensign as the yacht stood off down Bute Sound under trysail, foresail, jib-headed topsail and tryszen.

The mizzen, which will be a great benefit in navigating her in rough weather, gave her a seam an-like air. One might have taken her for a trading ketch, such as are common on this coast, but for the gracefulness of her lines and the height of her mainmast.

In order to avoid straining by use of the spinnaker, Captain Hogarth has rigged up the cross jackyard with a square sail.

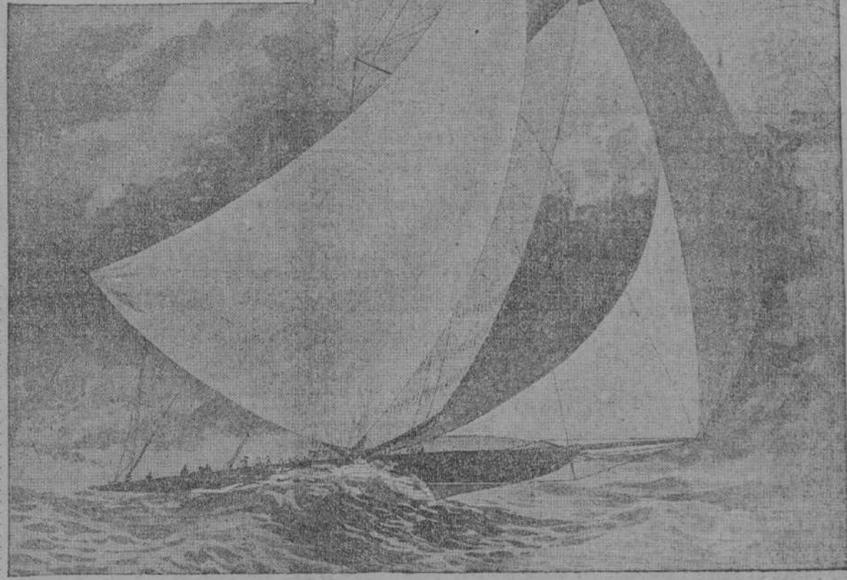
Everything was housed snug, and the racer had a bone in her teeth as she thrashed off alone for the open sea.

Erin did not start after her at once. Sir Thomas Lipton had a large company of friends on board, and they were all so anxious to see the last of the challenger that they were in no hurry to land.

Among those on board was Mr. Martineau, the marine painter.



SIR THOMAS LIPTON.



The Cup Challenger Shamrock.

Two Trials Required to Get Her Away, an Accident to the Bowsprit Forcing Her to Return After She Makes Her First Start.

er to the Queen, but he did not go ashore with Sir Thomas and his guests, because he is a passenger for New York by the Erin.

Mr. Martineau will make many studies in oils of the Shamrock racing and cruising. He hopes to paint her in the act of winning the cup.

The challenger set sail on her long voyage at 10 o'clock this morning, but was forced to put back after several hours, on account of a slight accident to her bowsprit. She got a great send-off from the big crowd that had assembled on shore. The crowd rent the air with cheer after cheer, and as the boat left her anchorage Captain Hogarth cried to those on shore:

"The cup is as good as in the Shamrock's locker."

The Shamrock will follow a course south of the ocean steamship track, and it is unlikely that any word from her will be received until the Azores are approached.

Lipton Promises His Crew Rewards.

Addressing the crew on his farewell visit, Sir Thomas Lipton expressed his confidence that they would strain every nerve to win the cup.

If they succeeded, he said, he would show his appreciation of their services in a manner that would satisfy all.

He bade them remember that the eyes of the civilized world were upon them; and he remarked that he was entirely confident that they would get as fair play in the United States as anywhere in the world.

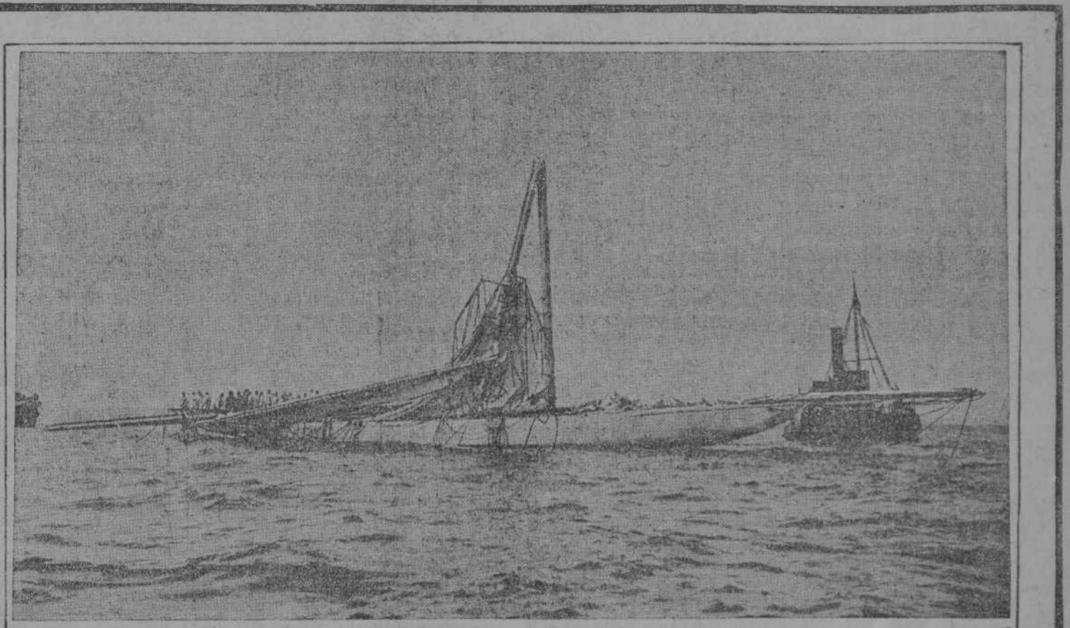
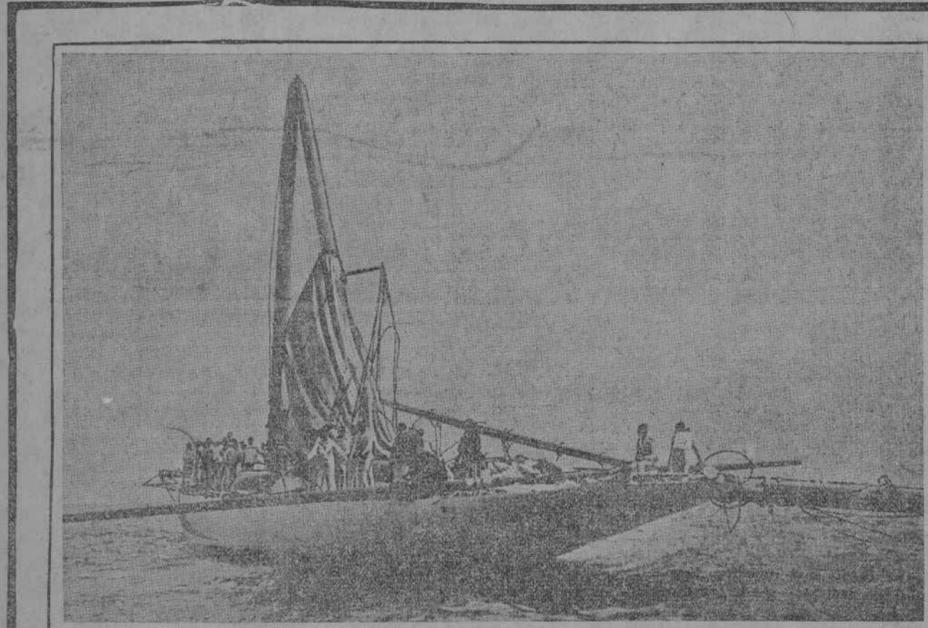
Sir Thomas Lipton, Captain Hogarth and Captain Wringe, in their concluding interview, expressed themselves in terms of the utmost confidence regarding the result.

The breeze gave Shamrock a good run down Fairlie Roads, and even in the broken water she left practically no wave. She appeared to be a good weather boat.

If Shamrock and Erin lose sight of each other, the plan is to run for the Azores, and another rendezvous has been arranged between the Azores and America.

Shamrock carries two collapsible boats, a cutter gig and a dingy, and is provided with all the necessaries for the safety of the crew.

TWO PHOTOGRAPHS OF THE COLUMBIA AFTER HER MAST SNAPPED OFF.



Photographs Copyrighted, 1899, by Childs, Newport.

Bristol, R. I., Aug. 3.—The work of putting Columbia into racing condition again after her disastrous experience off Newport yesterday was begun with great vigor this morning, the preliminaries having been arranged by wire last night from Newport by Designer Nat G. Herreshoff, who was on board the yacht when her steel mast gave way.

By daylight the steam derrick Archer, Captain Terry, had arrived from Fall River man's, Boston, came down on the first

to unstep the mast; riggers from Bill-train; boss steel worker Morgan had an extra force on hand at 7 o'clock, and Columbia's crew was up with the lark in order to straighten out things so that the riggers and steel workers might get to work in the quickest possible time.

The sails which went by the board yesterday were first attended to. After being detached from the badly twisted rigging the mainsail, baby jib and club topsails were taken down the bay to the lawn of Mrs. A. S. Van Winkle, where they were

spread out in the sun to dry. After drying they were taken to the sail loft to be repaired.

The topmast, the first spar to break yesterday when the spreader gave way, was laid out on the north wharf in sections. All the steel wire rigging not broken or so badly twisted as to be unserviceable was neatly coiled and the decks cleared of wreckage.

The deck rails of wood were found to be broken in several places. There was a big dent in the starboard side in the sheer plating and considerable paint had been scraped off the bronze tapides in the midship section. Near the jaws of the steel

main boom there were several small indentations, but the gaff, also of steel, was in perfect condition.

The rent in the main sail was less than twenty feet long. A new suit of sails, however, will be used in Columbia's next race. This suit is ready.

The riggers set to work promptly to remove the covering from the Oregon pine mast, which was unstepped last week to make way for the steel spar and began to adjust the rigging. The steel mast was unstepped shortly before 6 o'clock this evening and the Oregon pine spar will be stepped early in the morning.

Steel spreaders are to be made for the

steel mast before it is used again, and the telescope feature will be retained. It is hoped to have Columbia rigged for sailing to-morrow night.

The Navaho came off the launching ways this afternoon in trim for Saturday's brush with Vigilant and sailed for Newport.

Mr. Iselin said this afternoon that he should try to get Columbia ready to take part in Saturday's race.

Providence, R. I., Aug. 3.—Henry F. Lippitt, member of the America's Cup Committee, owner of the speedy schooner Quisetta and one of Managing-Owner Iselin's guests on the Columbia yesterday when she was disabled, tells a graphic story of the accident.

He was the first one to notice the cracking of the ill-fated topmast.

Mr. Lippitt says: "First came a little snap, always a sign on board a yacht that something has given way. It was not loud. I knew what it meant, for I have heard it before. Nothing seemed out of the way in the rigging, and although every one looked about at once, nothing was seen amiss."

"Then, as I looked up, I saw that the spreader was on a curve. On smaller boats spreaders are often curved, but on the big yachts they are always straight, and this struck me as such an innovation that I turned to ask the designer about it. I changed my mind, and then before I looked

back again came the crash.

"There was no excitement on board after the accident, and every one remained cool and calm. In fact, the discipline was perfect. Within a minute after the accident every one of Captain Barr's Deer Islanders was at work clearing away the wreckage."

Asked what he thought of the Columbia, Mr. Lippitt said: "She is as much faster than Defender as Defender was faster than Vigilant. If the race had been finished the new boat would have won by eight or ten minutes. There can be no question about the value of the steel mast or the superiority of the new yacht on all points of sailing."

JUDGE WOULD HANG THIEVES IF HE COULD.

Yonkers Magistrate Declares That Robbery is the Most Despicable Form of Crime.

City Judge William Riley, of Yonkers, announced from the bench yesterday that he was inclined to favor the hanging of thieves. George Ernest, of West Sixty-fifth street, was the thief to whom this was directed.

Arrest broke into the shop of A. C. Gould in Lamartine avenue and destroyed a valuable marine engine in the effort to get the brass it contained. He was captured by Robert Heeks, a negro, after a sharp tussle, and was sentenced by Judge Riley to six months in the penitentiary.

"I'll kill that nigger!" he muttered as he was being led away. The policeman heard him and promptly hustled him back behind the bars.

"So you would kill, would you?" remarked the Court. "Well, if I had my way I'd hang a thief. Robbery is the most despicable form of crime."

TOLEDO'S MAYOR SENDS OUT SCRIPTURAL CIRCULARS.

Accompany a Petition Whose Heading is "The Man with the Hoe."

Toledo, O., Aug. 3.—Simultaneously with the opening of Mayor Jones's headquarters today in this city his petition, which is to be circulated over the State, was issued. The Mayor sends with these petitions a circular telling the people how they should be signed and stating that he desires only free-will signatures.

The petition itself is a combination affair, the texts being taken from Edward Markham's poem, "The Man with the Hoe," while the Bible is freely used.

At the top of the petition is a copy of the picture of "The Man with the Hoe," while beneath appears two verses of the poem. Beneath this is the quotation: "God created man in His own image; in His own image created He him."

The Bible is much quoted, all of the quotations bearing on the labor question.

MAINE DIVINE MARRIES A NEW YORK GIRL.

Elizabeth Jackson Becomes the Wife of the Rev. William Osborne Baker at Bar Harbor.

Bar Harbor, Me., Aug. 3.—The Rev. William Osborne Baker, rector of St. Saviour's Church, and son of the Rev. Albert B. Baker, of Princeton, married at noon today Elizabeth Jackson, the daughter of Mr. and Mrs. Charles Jackson, of New York. The ceremony was performed at St. Saviour's Church by the Rev. Dr. Vibbert, of Trinity Chapel, New York, assisted by Canon Leffingwell.

Miss Van Nest, of New York, was maid of honor, and the bridesmaids were Miss Allow Van Rensselaer, Miss Edith Miller, Miss Mary Brown and Miss Vibbert. The bridegroom was attended by the Rev. Murry Bartlett, of Rochester. The ushers were Richard Levin, Reginald Johnson, Oswald Jackson and A. W. Cobb.

An Editor and His Friend Hurt.

Newton Harrison, editor of the Electrical Age, at No. 83 Park row, and Dwight D. Cook, a friend, having an office at No. 108 West street, were painfully burned at the offices of the Electrical Age, on Wednesday evening, while experimenting with caustic soda.

A PLAGUE OF FLEAS.

Astonishing doings of the fleas in New York. See next Sunday's Journal.

FELL ON THE THIRD RAIL; ELECTRICITY KILLED HIM.

Unusual Accident on the New York, New Haven & Hartford Proves Fatal.

Weymouth Mass., Aug. 3.—Michael Kane, of Hingham, employed by the New York, New Haven & Hartford Railroad, was instantly killed today by falling on the third rail, which carries the electricity for the operation of the line.

He was thirty-five years old.

SWIFT FATE OVERTOOK HIM.

An Escaping Convict, After Attempting Murder, Cut in Two by a Train.

Leavenworth, Kan., Aug. 3.—John Holly, I. Priest, and William Bobo, prisoners at the Federal Penitentiary at Fort Leavenworth, ferociously assaulted Guard F. Kufel and, after almost severing his head from his body with shovels, made their escape.

A few minutes later Holly attempted to board a fast flying Santa Fe train, missed his foothold and was cut in two.

NEW TUBERCULOSIS REMEDY IS TRIED IN FRANCE.

Essence of Eucalyptus, Thyme and Cinnamon Injected into the Bronchial Tubes in Olive Oil.

Washington, Aug. 3.—A new remedy for tuberculosis developed in France has been reported to the State Department by United States Commercial Agent Arwell at Roubaix. It is a treatment called to the attention of the Academy of Medicine by Dr. Meudel, and consists in the daily injection into the bronchial tubes of essence of eucalyptus, thyme and cinnamon, held in solution in olive oil.

The oil in descending slowly comes into contact with the walls of the tubes and upper lungs. The gas set free saturates the air in the lungs and sets on the mucous membranes. In sixteen cases treated, after one or two weeks there was in all a lessening or complete cessation of the cough of expectoration, as well as a return of sleep, appetite and strength.

John Brown House Owner Inmate.

Winsted, Conn., Aug. 3.—William Cook, who owns and occupies the historic house at Torrington, in which John Brown, the American abolitionist, was born on Mar. 9, 1800, was to-day adjudged insane and a dangerous person to be at large, and was committed to the insane retreat at Middletown.

Charged with Poisoning a Well.

Oregon, N. Y., Aug. 3.—Mrs. Jennie Smith, aged sixty, and her fourteen-year-old grandson, Earl Smith, were arrested last night at their home on many pieces of bone and charged with putting Paris green in the well of a neighbor, Philo Bardeen.

ONCE WORTH \$50,000; NOW JUST A POOR SOLDIER.

Joseph F. Lincoln, of Winsted, Asks Aid in Securing Entrance to a Soldiers' Home.

Joseph F. Lincoln, a few years ago a Winsted business man worth \$50,000, yesterday asked General L. A. Dickinson for aid in securing entrance to a Soldiers' Home.

Lincoln said between his sons: "I served in the civil war and was honorably mustered out. After the war I was easily worth \$50,000 at one time. But I lost it and I wouldn't be here now asking the privilege of resting my head in the last place left for an old soldier. I want you to help me get into the Soldiers' Home. It's my last resort."

Lincoln was a brother-in-law of the late Judge A. H. Penn, of the Connecticut Superior Court.

PASSENGERS NOT ROBBED.

Erie Road Officials Show Thievery Was Not Practised at Sunday's Wreck.

Statements made by officials of the Erie Railroad show to be untrue the assertion that victims of the Erie wreck near Lackawanna on Sunday last were also robbed.

PRINCETON STILLS BARS OUT A TROLLEY LINE.

Friend of the University Buys Three Farms to Keep the Electric Road from Entering the Town.

M. Taylor Frye has completed negotiations in the purchase of three farms between Princeton and Lawrenceville, and through this purchase has frustrated the plans of the Trenton Trolley Company to get into the college town by the trolleys.

Being now shut off from this route, they will have to extend the road at least a mile eastward at Cox's Corner if they come on to Princeton.

SURE IT WILL BE BRYAN.

Colonel Morgan, of Missouri, Believes Ex-Governor Storie Will Be the Nebraska's Running Mate.

Chairman F. G. Du Bignon, of the Georgia Democratic State Committee; Colonel Charles H. Morgan and a party of Democratic politicians from Missouri, left here yesterday to join the little colony of leaders at Saratoga.