MBIA OUTPOINTED HER OPPONENT AND THE SHAMROCK NEVER HAD A CHANCE TO WIN.

d Away While the Yankee Boat Was Five s From Home—Change in Shamrock's Ballast No Improvement.

e reason she stood off to the d, on the starboard tack, for near- minutes, and lost considerable thereby. In fact, she lost every t distance traversed on that tack, hen she tacked to the westward the had hauled so that Columbia could d as high as she.

e Columbia at once began to walk ay from the Irish yacht in a way that oat have surprised the people on the reen boat, for within an hour after turning the Columbia had a lead of nearly three miles, though part of this lead was due to the fact that at times the American boat was favored with a better wind and also to the bad tack that the Shamrock made after the turn. The wind at 3:48 hauled around southwest, but did not gain in strength. The Columbia set a balloon jibtopsail, while Shamrock set a No. 1 jibtopsail and balloon forestaysail and took in her jib, but with these light kites they made but slow progress and were fully five miles away from the finish when the committee called the race off, at 4:20 o'clock.

The performance of the Shamrock yesterday seemed to indicate that the extra lead that was put in at Erie Basin on Wednesday has not improved her chances for defeating the American yacht in light weather, for she did not seem to have the lively move she showed on the first two days she met Columbia.

COLUMBIA WOULD HAVE WON HAD WIND HELD.

By Duncan Curry.

The English cup challenger Shamrock has now completely demonstrated the hopelessness of her cup hunting expedition. She might beat the Columbia in a West Indian hurricane or under conditions that prevail at the North Pole, but she cannot do it in the sort of weather she is likely to encounter off Sandy Hook in September or October.

For the tenth time the two beautiful yachts went out beyond the Hook to race. For the eighth time the attempt was a failure, and the score remains as it was on Tuesday, two wins for the Columbia. There was not enough wind to enable the Columbia to finish within the time limit of five hours and a half. If she defeats the Shamrock again the series is over and the cup stays here. To carry it off the English yacht must win three straight races.

It was a fifteen-mile run to leeward and back. On the first leg before the wind the Columbia rounded the mark five minutes and forty-nine seconds ahead of the English boat. In Monday's race going before the wind the Shamrock lost less than half a minute on her fifteen-mile run. In her beat to windward on Monday she lost nearly ten minutes. Her friends argued that she was certainly a beauty at leeward work, however defective she might be at beating. But that contention is not supported by her defeat yesterday by nearly six minutes in going before the wind.

When the race was declared off ten minutes before the time at which it should have finished the boats were about five miles from the finishing point, and the Columbia led by two miles. She would have won by twelve minutes had there been wind, and the cup series would have been at an end.

The boats will go to Sandy Hook Lightship again to-day and try to make a race of it. The course will be the same as that laid out for yesterday—fifteen miles to windward or leeward and back.

For about the first time since October 3, the day scheduled for the first race, there was a fine breeze early in the morning. The sky was blue and clear, and although a slight mist rested upon the waters, it was not enough to bother the racers. A twelve-knot breeze came from the northwest, tempting from the harbor a large fleet of schooners that for many days had waited a favorable breeze. Long shore skippers were convinced that the wind would stay. Captain "Hank" Haff, the Journal's expert racing writer who boarded the Journal's yacht Buccaneer early in the morning, however, expressed grave doubts as to its enduring long enough to make a finish possible.

Shamrock's Early Start.

The Shamrock made an unusually early start from her moorings in the Sandy Hook horseshoe. She wanted to get outside in ample time to stretch and try the new topsail shrouds that replaced those that went adrift so disastrously on Tuesday. The collapsed anger was skimming around the Irish chall. ne time before the Columbia Lightship so. tow of her tender. arrived there h. is usual carried her big.

The Fife boat. n the fresh breeze she gest club topsail. has been customary heeled over more than. pig lead ballast in spite of the additional ton and a half amounting to more than a Tuesday night that was put in her hold on. of beauty The Shamrock is certainly a thing. heeled in spite of her lack of speed. She. f round gracefully and easily, trying her. at all sorts of angles and stretching her new wires.

The Columbia cast off her tow line at about 10 o'clock, after hoisting a rather small club topsail, or at least one that looked smaller than the sail she carried in her other races. The boats swirled around the Lightship for three-quarters of an hour. A signal from the committee tug set the course southeast by south. At 10:45 the preparatory signal sounded. There was only an eight-knot breeze then, and there was a droop to the wind.

At 10:55, as the warning gun banged out, both yachts stood to the northward of the line close hauled on the port tack. The Columbia was to windward. In a slight sprint between them it could be seen from the Journal's yacht Buccaneer that the Columbia was pulling away from her rival. She spurted ahead half a length, but after that the Shamrock held her own. It is not often that the yachts have tried their merits exactly abreast. This little dash gave a good chance for a comparison of their capacity.

Two minutes before the starting gun was fired the Columbia came about to starboard and the Shamrock wore ship. It seemed to most observers that they made the turn too late and that they would not get over the line in time. As they stood for the starting point it was plain from the way in which the Shamrock luffed out that Captain Hogarth wanted the Columbia to cross first. It was not a case of politeness as at the battle of Fontenoy, when the English and French raised their hats to each other and said: "Pray, fire first, gentlemen." It was a business proposition pure and simple. Hogarth believed that in the run to leeward a position astern would be the better—one of its advantages being that he could blanket the Yankee when he wanted to do so. He did not know at that time, however, how hopeless a proposition it would be for him to blanket any one from his position far astern.

This time the Columbia had her jib and staysail drawing, and her balloon jib in stops. The Shamrock at first carried only her jib, but to avoid being handicapped had to break out her balloon jib topsail before she got to the line, while the Columbia set hers just as she crossed. With booms eased off to port and ballooners drawing the yachts stood out for the guide boat, which, with a stake at her stern, was three miles to leeward. The Columbia's time at the start was 11:01:33, the Shamrock's 11:02:02. The Shamrock, owing to her increased low-water line, allowed the Columbia sixteen seconds, instead of taking six seconds from her, as in the previous races. But as she crossed the line two seconds after the handicap gun two seconds was deducted from her allowance.

Full Play for Ballooners.

Both boats lowered their spinnakers to port, but they were not broken out, as both luffed away out to the south of their course. After a short run the American boat took in her forestaysail and jib, while the Green yacht downed her jib. This was to give their ballooners full play.

For a while the boats held their relative positions. The American 300 yards ahead, and then the Columbia's long, slender white nose slowly but surely drew away from her rival. She rolled more easily in the gentle swell, and at times her rolling seemed to kill the wind out of her ballooner. There was a soft heave to the ocean, such as one sees on the calmest of Summer days. The breeze was an eight-knot one. It died out slowly as the boats neared the outer mark, and the contest became little better than a drifting match. There were moments when a three-knot wind would have seemed like half a gale to the restless sailors on the racers.

It was not until fifty minutes after the start that they put out their spinnakers. The wind in them rose and fell, making them look like big wind bags from which the air was escaping. The breeze kept getting lighter and lighter, and at 12:49 the Shamrock took in her spinnaker, gybed her boom over to starboard and reset the spinnaker to port. The Columbia instantly followed her example, and the Deer Islanders on the Yankee boat made by far the better job of it.

When the mark hove in sight both boats had luffed to the southward of their course and had to gybe to make it. The committee boat, the revenue cutter Manning, and the other cutters which constitute the starboard guard column, the excursion steamer Plymouth, the Angler jammed with passengers and a squadron of vessels of assorted sizes and classes reached the mark ahead of the yachts and there awaited them. The white boats could be seen coming down the wind head on for the stake boat.

Only a Few Knots an Hour.

Their canvas drooped every once in a while and then recovering itself filled out, but the pull upon the ropes was faint and it is doubtful if they made more than a couple of knots an hour.

The Columbia rounded at 2:24:45. She had spent nearly three hours and a half in coming fifteen miles—less fast than a man can walk. As she rounded, the hoarse hoot of every steam whistle afloat in the neighborhood greeted her. Just before she arrived at the stake the Columbia pulled in her spinnaker. The Shamrock seemed not more than 400 yards behind, but she was in a rapidly dying wind. The Lipton boat held on to her spinnaker as long as possible so as to have the benefit of its impetus. Both had taken in their balloon jib topsails and set baby ones for the beat home. The Shamrock rounded at 2:31:03, fifty minutes and forty-nine seconds later than the Columbia. In other words, it took the Shamrock nearly six minutes to sail 400 yards.

The wind having hauled more to the south, it was a reach instead of a beat home. The Columbia swung out on the port tack and headed for the lightship, while the Shamrock held off to the southward on the starboard tack for eight minutes, when she came about and followed the Columbia. She made an enormous circle of it, in the hope of getting more benefit out of the wind, but it was an error in judgment that cost the Irish yacht perhaps a minute, for while she lay practically becalmed the Columbia caught a little breeze and rapidly increased her lead.

From that time on it was not a race, but a parade. The conditions resembled those of Monday, when the Columbia, two miles ahead, made a procession of it on the run to leeward. The only difference was that this was a procession to windward. An hour after they left the stakeboat the Columbia was fully two miles and a half ahead. It seemed to those on the excursion steamers that everything was over but the shouting, and this they were prepared to do at short notice.

Shamrock Gained a Bit.

But they had reckoned without allowing for the time limit of five hours and a half in which the race must be finished. The wind died down so rapidly that it was soon plain that it would be another case of no race.

At about this time the Columbia ran out of the breeze and the Shamrock picked up a little, perhaps half a mile. At 3:45 the wind hauled still more to the south, and the Columbia took in her baby jib topsail and set a big jib topsail. Three minutes later the Shamrock took in her head sails and set her big jib topsail and her balloon forestaysail. Then the Columbia took in her big jib topsail and replaced it with a ballooner. It made little difference in the light air, however, and the race was declared off at 4:20. At that time the Columbia had a lead of about two miles, but was at least five miles from the finish.

At one time it looked as though the Columbia would cover the course within the required time and hold the cup. She would have done so beyond peradventure had the wind held.

BRIGADIER-GEN. FRANK RETIRES FROM THE ARMY.

He Is Placed on the Retired List by the War Department After Forty Years of Service.

Washington, Oct. 19.—The following army and navy orders and transfers were issued to-day:

NAVY—Surgeon H. D. Wilson, detached from the Solace. Cadet L. S. Shapley, ...sion officer on the ...from watch and ...ficer. Commander ...New Orleans to junior ...cruiting rendezvous, Chicago. Lieutenant F. ...ers, from Olympia home on waiting or...ary.

ARMY—Brigadier-General G. V. ...to command of the Missouri, headquarters Omaha, Neb.

Captain R. H. Savage, Twenty-seventh Infantry, having been found by a board of officers physically unfit for military service, is honorably discharged.

The retirement from active service of Brigadier-General R. T. Frank, having served forty years, is announced.

Hoist Falls with Two Workmen.

John Mitchell, a Pole, and Antonio Campolo, an Italian, were on one of the temporary hoists which had ascended to the third story of the unfinished immigration depot on Ellis Island yesterday afternoon, when the cables of the lift gave way. The men fell to the ground floor. Mitchell's left leg was fractured and both of Campolo's ankles were broken. They were taken to the Hudson Street Hospital.

His Body Found on the Beach.

After the tide had gone out at Sandy Hook yesterday morning the body of Samuel Worth, of Monmouth, was found lying face downward in the sands of the beach in front of Captain Barr's house. Worth had been seen alive a few hours before. With his brother Stephen he lived aboard the sloop Nettie Lee at Port Monmouth. Several times last night he is said to have jumped overboard, but was rescued each time.

News About Great Corporations.

Cleveland, O., Oct. 19.—The Ohio coal Traffic Association advanced freight rates on coal shipped from Ohio, Western Pennsylvania and West Virginia. The rate to Toledo was put up ten cents, to Detroit ten cents, to Chicago 15 cents.

Cleveland, O., Oct. 19.—Steel mills which will rival in size the big Johnson plant at Lorain, Ohio, will be established at Fairport Harbor, a few miles east of this city. The cost is said to be $5,000,000. The name will be the Holly Steel Company.

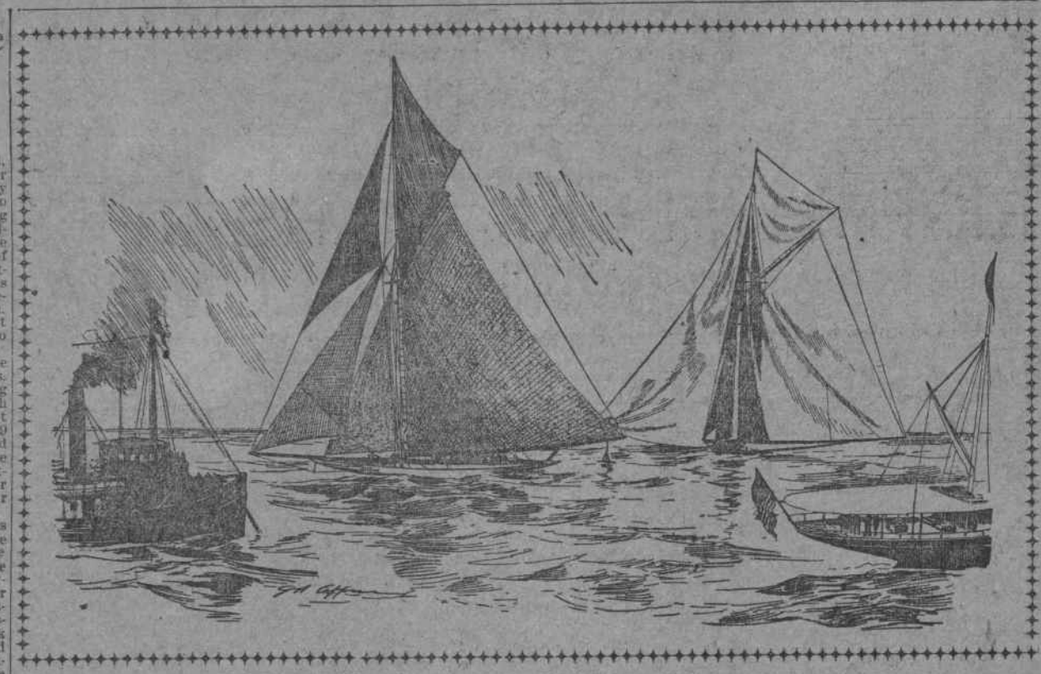
San Francisco, Oct. 19.—Suit has been brought against Colonel W. J. Sutherland, president of the Homes Mining Company, of Nevada, by A. H. Ricketts, representing minority stockholders, to prevent the sale of the Homes property and other Nevada mining properties to an English syndicate for $4,000,000.

Toledo, O., Oct. 19.—The United States Court has issued an order permitting the receivers of the Detroit and Lima Northern, to issue $500,000 to be applied in paying rights of way claims, for rolling stock, safety appliances, coal, material and supplies.

Toledo, O., Oct. 19.—The Wheeling and Lake Erie Railroad filed an instrument to-day mortgaging all its franchises, property, etc., to the Mercantile Trust Company for $15,000,000. The explanatory clause covers a number of stereotyped cases, but the progress is a refund of indebtedness. The mortgage is to secure the purchase price of the Cleveland, Loraine and Wheeling.

Golden Rod, Muenchener, Bottled at the brewery $1.25 per case of 24 bottles. At grocers. OTTO HUBER BREWERY, Manhattan office, Hotel Metropole, telephone 2002 38th st.

Great battle... are fought at the polls. Register to-day ... you can be one of the so...diers ... Novem...



Big Yachts Turning the Stake.

Columbia swept around the mark with a comfortable lead over her gr een rival.

SHOULD ANNOUNCE FILIPINO POLICY.

Schurmann Says Congress Ought to Make an Announcement.

CANNOT TURN BACK.

Commissioner Urges Promises About Future Government Be Made.

President Jacob Gould Schurmann, of Cornell University, was the guest at dinner last night of the Aldine Association at the club rooms, Fifth avenue and Eighteenth street. General Francis V. Greene, Captain French E. Chadwick, U. S. N., and Captain H. C. Taylor, U. S. N., were among the guests. H. Blanchard Dominick presided.

President Schurmann, who was one of President McKinley's Philippine Commissioners, made a speech in which he tersely summed up the troubles in the archipelago. Dr. Schurmann spoke in part as follows:

"Under the law of nations the United States has unimpeachable sovereignty over the Philippine Islands. This involves responsibility for their government. Our tutelage, at least for some time, is the one thing that can save the Filipinos from despotism and anarchy, and their islands from division among the European powers. National obligations and the best interests of the Filipinos therefore forbid our turning back after having once put out hand to the plough.

"It would seem both just and politic for Congress (to whom the treaty delegates the function) to declare authoritatively what rights and privileges the Filipinos are to enjoy under American sovereignty.

"I do not ask for a reduction of our forces. On the contrary, I think Congress should vote the President—unanimously, too—all the men and money that in any contingency can be needed for the prompt suppression of Aguinaldo's insurrection. But that is not enough. There are six or seven millions of Filipinos who are not fighting us. The Tagalogs who are fighting us number, men, women and children, not more than a million and a half. I plead alike on the ground of justice and expediency for an authoritative announcement to these peaceful Filipinos—the great majority of all the inhabitants of the archipelago, of the political and civil rights, privileges and immunities which the President and Congress of the United States undoubtedly have ready to bestow upon them."

RUMOR OF A CONTEST OF THE VANDERBILT WILL.

It Is Denied by a Law Firm Which Cornelius Has Visited Frequently of Late.

There was a rumor yesterday that Cornelius Vanderbilt ...ositively had decided to contest his father's wi... been based on The rumor proved to have ... that he the very flimsy foundation of ... had been seen to visit the offices of ...ter & Ledyard very frequently in the last week.

James C. Carter, the head of the firm, only returned from Europe yesterday, and may not be in his office for a week, although he stepped in for a moment yesterday morning.

George A. Miller, a member of the firm, said they had done legal work for Mr. Vanderbilt for a long while. He added that he never had heard a hint that Mr. Vanderbilt intended to contest the will or that he ven was discontented with its provisions.

Mr. Depew said last evening that it looked now as if there would be nothing given out until next week.

At Mr. Anderson's office reporters were told that there was absolutely no news.

KILLED BY FALLING WALL.

Remodelling of a Business Building in Binghamton Results in Disaster.

Binghamton, N. Y., Oct. 19.—The front of the building at Court and Water streets, which is being remodelled, fell in this afternoon, killing Norman C. Geer, timekeeper for the contractor, and injuring five others.

Timothy Donahue, whose ribs were fractured, will probably die.

A DAUGHTER OF THE "400" RESCUED.

One of New York's best-known citizens finds his daughter after twenty years of separation. See next Sunday's Journal.

M'KINLEY HOME FROM HIS TOUR.

Presidential Train Arrives in Washington an Hour Late.

MUCH ANXIETY OVER IT.

The President Happy Over the Result of His Campaign in the West.

Washington, Oct. 19.—President McKinley and party reached Washington at 12:25 to-day, nearly an hour behind schedule owing to delay on the grade in the Baltimore tunnel.

The train was met at the station by Secretary Root, Adjutant-General Corbin, District Marshal Palmer and John Addison Porter, Secretary to the President.

Some anxiety was caused at first by the announcement that the train was delayed three quarters of an hour near Baltimore, but it was afterward learned that the only trouble lay in the combination of a sharp curve, heavy grade and wet rails in the tunnel, which necessitated backing out to get another engine.

The train was stopped as usual on the Sixth street siding outside the Pennsylvania station. The President's carriage drove to the door of the car and the President and Mrs. McKinley stepped directly into it and were driven at once to the White House.

Mrs. McKinley was looking stronger than on her return from her last trip West, and it was agreed by the members of the party that she had improved in health on the journey.

Immediately after luncheon the President closeted himself with Secretary Porter and devoted three hours to the consideration of the accumulation of business. During the afternoon he saw but four of all those who called to pay their respects—Secretary Hay, Postmaster-General Smith, Assistant Secretary Allen of the Navy and Comptroller of the Currency Dawes.

The purpose of Mr. Dawes's visit was to get the President's confidential opinion of the situation as he found it in the West. As he left the White House, Mr. Dawes said the President was greatly pleased with the results of his trip; that he was more than satisfied that the people were heartily in accord with the policy of the Administration.

One of the important matters in the way of appointments now on the President's desk is the selection of a brigadier-general of the regular army to succeed General Shafter. The indications point to the selection of General Lawton, a colonel in the regulars.

PRUNIER SAYS ABDUCTION CHARGE IS A SUBTERFUGE.

Charges That Its Aim Is to Get Him to Vermont, Where He Is Liable for Contempt of Court.

Newburg, N. Y., Oct. 19.—Frederick Prunier, arrested here last night on a requisition from Burlington, Vt., charged with the abduction of his son, has secured a writ of habeas corpus, returnable next We...sday, and has been paroled in custody of ...er Bambausch.

He maintains ...ing him within the is a subterfuge to b... may be Vermont jurisdiction, so ... made amenable for contempt of court ... having failed to pay his wife the $25 a week of alimony which was awarded her when she applied for divorce.

The case is a sequel to the scandal which arose some four years ago over the will of William Campbell, the millionaire wall paper manufacturer. Mrs. Lillian Ash, to whom Campbell willed the bulk of his large fortune, is now known as Mrs. Lillian Campbell. Prunier, who was nurse to Campbell during his last illness, has since lived in fine style at Mrs. Campbell's sumptuous country place at Fishkill as her secretary. Immediately upon being released he went thither.

WILL DIRECT MISSIONS.

American Missionary Association Elects Officers for the Coming Year.

Binghamton, N. Y., Oct. 19.—The business session of the American Missionary Association's fifty-third annual meeting was held this afternoon. The following officers were elected:

President—The Rev. F. A. Noble, Illinois; Vice-Presidents—The Rev. Alexander McKenzie, Massachusetts; the Rev. Henry A. Stimson, New York; the Rev. Washington Gladden, Ohio; the Rev. George C. Adams, California; William H. Strong, Michigan. Corresponding Secretaries—The Revs. A. E. Beard, E. P. Woodbury and C. J. Ryder, New York. Recording Secretary—The Rev. H. A. Nelson, Massachusetts. Treasurer—Henry W. Hubbard, New York.

New Trolley Line on Long Island.

Albany, Oct. 19.—The Court of Appeals has sustained the action of the State Railroad Commissioners in granting to the New York & North Shore Railway permission to construct and operate an electric road from Flushing to College Point and Whitestone, L. I. The Long Island Railroad opposed the grant.

Change of your lifetime: $20 and $30 overcoats, silk-lined, $9.99. Cameron's, 205 Flatbush ave., Brooklyn.

LAW BOOKS HURLED IN STUDENTS' FIGHT.

Pitched Battle in a New York University Class Room.

AN ANNUAL CONFLICT.

This Time the First Year Class of the Law School Obtained the Advantage.

Verbal Blackstone, hurled nimbly across courtrooms by opposing counsel, has broken down innumerable barrles of citations and precedents and motions, but it seldom happens that Blackstone in bulk, bound in full calf, is used as a weapon.

Blackstone's material weight fell in large quantities last night upon the heads of the first year evening class of the New York University Law School, creating a number of scalp wounds.

At least that is what the members of the second year class say. But they did the Blackstone throwing, and perhaps their own account of the victory they claim may be a trifle exaggerated.

On the top floor of the big white building on the east side of Washington square three classes of young men listen to lectures on law six evenings in the week. Although they see each other only during recitations, and work hard in lawyers' offices during the day, they have as much class pride and as many college traditions to sustain as any university in the country.

It is one of the unbreakable laws of the institution, although not found in any revised statutes, that under no circumstances must the second year class allow the first year to hold their organization meeting in peace.

The first year's organization meeting took place last night in their big class room, which is separated from the room of their adversaries by two large folding doors.

"Good night, gentlemen," said Professor Summer, "I hope you will enjoy yourselves," as he concluded his lecture to the second year class men a quarter of an hour earlier than usual, and left the building.

His class waited until things got well under way on the other side of the folding doors. Then with a rush they forced them open, and in a flying wedge tried to go into the other room just as the first year men were making nominations for president. They met with stout resistance and were finally driven back, but not until one of their number had been captured and held as prisoner by the first year class.

Nothing daunted, the second year students rallied and dashed up the stairs to the roof, taking with them piles of legal cap folios, rolls of notices of replevin, and copies of Blackstone.

Over the first classmen's room is a large skylight, which their enemies forced open, and through it they hurled down legal missiles of every description.

Some of the men in the room below climbed up on a pile of chairs and desks and tried to reply in kind to the forces above them. But they were knocked down by falling books and sent sprawling to the floor.

The victorious second classmen on the roof cheered every one of the professors by name, and made such a din that the policeman on patrol rushed up the ten flights of stairs to find out what it was all about.

Thinking that he was one of the enemy, the students greeted him with a shower of law books that knocked off his helmet and knocked him down. When he got to his feet again his spirits were revived by ...cheers for the cop!" which came "Thr... roof.

from the ... midnight the second class.

Shortly bef... the building, leaving men marched out of th... in full the first year men and their pl... possession.

YOUNG GIRL LOCKED UP.

She Disappeared with Her Employer's Jewelry and Cash Recently.

Bertha Ackerman, an attractive girl, eighteen years old, together with $60 and a valuable gold chain disappeared from the house of her employer, Mrs. Santine, of No. 324 East Nineteenth street, about two weeks ago. As a result of the coincidence the girl is now locked up at police headquarters.

Yesterday afternoon Detective McCarthy made the arrest.

So far the girl has declined to make any statement. The police believe that she has been engaged in this business for some time, and that they have made an important arrest.

PULLMAN COMPANY'S PROFITS.

Prosperity Shown at the Annual Meeting and Election.

Chicago, Oct. 19.—At the annual meeting of stockholders of the Pullman Palace Car Company to-day all the directors were re-elected, and they in turn elected the following officers: Robert T. Lincoln, president; Thomas H. Wickes, vice-president; A. S. Weinsheimer, secretary.

The total revenue for the year was $11,478,929, of which amount $9,748,378 came from the earnings of cars, and $1,730,838 from manufacturing, rentals, etc. Operating expenses were $8,559,808.

Hogarth's Clever Jockeyship Was Useless Because Columbia Was Too Speedy Right at the Start.

The three hundred passengers who embarked on the steamboat Glen Island to see the yacht race, with the expectation of getting back their ticket in the event of no race, were bitterly disappointed. Agent Holly, the charterer, flatly refused to restore the tickets for use again, and, as a result, had a rough experience at the hands of the indignant excursionists. A policeman rescued him from the crowd at Pier No. 6, North River, where the passengers landed.

The advertisements extolling the merits of the Glen Island had the statement: "If no race, tickets given for next race day."

This was the cause of a universal demand for tickets made on Agent Holly, when the gun of the flagship, off Sandy Hook, announced "No race" yesterday afternoon.

But the agent was obdurate. He maintained that no promise to return the old tickets had been given, and finally took refuge in his stateroom, where he locked himself in.

A committee was appointed, headed by A. W. Roelker, of Bayonne, N. J., to see Mr. Holly and reason with him. But Mr. Holly refused to leave his stateroom, and told the Committee—through the door—to go about its business. Then some one kicked in the stateroom door.

The boat reached Pier 6 before any further damage was done, and Mr. Holly made his escape somehow to the pier. There he was again surrounded by excursionists, who threatened to give him a good trouncing. They would have kept their promise had not a policeman interposed and led Mr. Holly off the pier.

HOW THE DAY WAS SPENT ON THE ERIN.

The owner of the Erin and his friends and guests watched and waited for the wind that never came.

Pretty girls puckered their lips to whistle for the wind; Sir Thomas searched the clouds with his glass. Mascots were appealed to in a vain hope. When a butterfly dropped on a big chrysanthemum in the lapel of Sir Thomas's coat, everybody said: "That's the right mascot at last."

Then again an English swallow rested on the Erin's deck, and once more the guests argued that it was really the Shamrock's day.

As the hours wore along hope was abandoned, and from whistling for the wind in the morning, the guests whistled for the capful of it to go down in the afternoon. The day was delightful on the yacht. In easy chairs and under awnings, twenty or more people enjoyed the hospitality of Sir Thomas. Among them were Senor Morun, of Mexico; Abner McKinley, Mr. and Mrs. Edwin A. Sumner, Right Hon. Jesse Collings, of London; Colonel W. de H. Washington, Mrs. Ronald Stuart, Miss Mary Washington Bond, Paul L. Waterloo, Mr. and Mrs. Arthur Hill, of London, and William Love, of Glasgow. The usual house party of the Erin, Sir Henry Burdette, Hon. Charles Russell, Dr. Mackey and Chevalier Martino, neglected nothing to add to the hospitality.

Sir Thomas Lipton was often saluted. Excursionists yelled: "What's the matter with Tummy; he's all right." Sir Thomas lifted his cap, smiled, and was cheered again.

"Wind, wind," he said, "we want wind!"

SOAP MAN WILL SEND CHALLENGE FOR CUP.

Liverpool, Oct. 19.—The Echo announces authoritatively that in the event of the Shamrock failing to capture the America's Cup Mr. Lever, of Lever Brothers, Limited, the millionaire manufacturer of a soap, is prepared to issue a challenge for a race next year. Mr. Lever will spare no effort in trying to secure a first-class challenger for the cup.

W. H. Lever is the president of Lever Brothers, who own the largest soap works in the world, at Port Sunlight, opposite Liverpool, England. The factory, with its adjunct of "model village," covers 114 acres, and employs 2,500 persons. The firm also owns a large soap factory at Sydney, Australia; cottonseed mills at Vicksburg, Miss., and contemplates the erection of soap works in this country which will become in time as large as the Liverpool establishment.

The company has a paid up capital of $10,000,000, and Mr. Lever is sufficiently rich to build a yacht on quite as expensive lines as that of Sir Thomas Lipton's.

CONSOLIDATION EXTENDS THE SEABOARD AIR LINE.

President Williams Announces That Vestibule Trains Will Be Running from Here to Tampa Soon.

President Williams, of the Seaboard Air Line, was in this city yesterday and announced the completion by his road of arrangements for the operation of through vestibuled trains between this city and Tampa. The lines of the system, which include the Florida Central & Peninsular and Georgia & Alabama roads, according to Mr. Williams, will be completed through from Richmond to Jacksonville and Tampa by January 1.

"Negotiations," said President Williams, "have been concluded with the Richmond, Fredericksburg & Potomac Railroad, from Richmond to Quantico, and with the Pennsylvania Railroad, extending from Quantico to New York, by which the trains of the Seaboard Air Line will enjoy the same rights and privileges between Richmond and Washington as those enjoyed by the Atlantic Coast Line, and from Washington to New York the Seaboard Air Line will be upon precisely the same footing in the use of the tracks of the Pennsylvania Railroad as either the Atlantic Coast Line, the Southern Railway or the Chesapeake & Ohio Railway."

NO CONSEQUENCE OF MAILS AT MANILA.

Director of Posts Vaille Sends an Absolute Denial of the Published Accusation.

Washington, Oct. 19.—Director of Posts Vaille has sent to Postmaster-General Smith a letter entering an absolute denial of a published charge of censorship of the mails at Manila. He says:

"I wish to state positively that there has never been a single letter for the States opened in this office or by any one after it was mailed at this office and before its dispatch to the States. It is inexcusable for any one connected with the army in Manila to make the assertion that there was any censorship of the mails."

GEN. LEE IS COMING HOME.

Furlough Will Permit Him to Take Part in Senate Fight.

Richmond, Va., Oct. 19.—General Fitzhugh Lee, now at Quamasda, Cuba, will be here on October 31. Of course it is a mere coincidence, but interesting, that General Lee will reach Virginia at the most intensely exciting period of the fight for the United States Senatorship. He is coming on a two weeks' furlough to attend the launching of the torpedo boat Shubrick.

The General, who was defeated by Martin for Senator in 1893, telegraphs to-day: "I am able to say now that I will be there unless something unforseen happens."

REVOLUTION BLASTED SPECIAL CADET'S HOPES.

Young Guttieraz Had to Resign When His Father Was Deposed as San Salvador's President.

A Central American revolution was the cause of the failure of Special Cadet Carlos Guttieraz to return to the Military Academy at West Point from his furlough, which began on August 28.

Bulot Perraza, former Consul of San Salvador in this city, said yesterday:

"I escorted young Guttieraz to the steamer on which he sailed for home a month ago, and later forwarded to the Secretary of War his resignation as a cadet."

When, by special act of Congress, young Guttieraz was admitted to West Point, his father was President of the little Republic of San Salvador. Less than a year ago he was deposed and exiled, and General Rigolado was made President in his stead.

Ex-President Guttieraz was recently allowed to return to San Salvador, but was unable to longer afford the monthly allowance which his son's position in the American Military Academy made necessary. Last August he sent for Carlos, who, learning of his father's changed financial position, sadly and reluctantly wrote his resignation.

SPIRITUALISTS TAKE A RAP AT EXPANSION.

Started to Condemn McKinley, but Ended by Sympathizing with Filipinos.

Chicago, Oct. 19.—The convention of the National Spiritualists' Association drifted into practicalities to-day and indulged in an acrimonious debate about the expansion question.

"I am for my country first, last and all the time," declared E. W. Bond, of Ohio.

"This is not a government of the people," shouted Professor F. Lockwood.

The occasion of the wrangle was the presentation of the report of the Committee on Resolutions, which is to all intents and purposes a committee on political action. The committee reported a resolution which censured President McKinley for the course he is pursuing in regard to the Philippine Islands, and extending the sympathy of the association to the Filipinos. A compromise resolution finally was adopted as follows:

"We extend our cordial sympathy to the struggling masses of other countries, as well as our own, in their efforts to achieve larger liberty, a better chance to earn an honest living and thereby to better their condition, morally and socially."

TOM L. JOHNSON'S BACK TAXES ARE $433,383.90.

At Least That is What Auditor Akins of Ohio Figured Out from Additions.

Cleveland, O., Oct. 19.—Former Auditor Akins and Tax Inquisitor Morganthaler have discovered that the back taxes which it is alleged ex-Congressman Tom L. Johnson owes in the State of Ohio amount to $433,383.90.

Mr. Johnson is only one of many wealthy men in Ohio who have profited by the fact that their property was not until recently placed on the "duplicate" schedules as it should have been.

Mr. Akins said yesterday: "The additions were placed on the duplicate on such knowledge as I could obtain. Take ex-Congressman Johnson's case for instance. What information I secured came from only one side. He was notified to appear and explain why the additions should not be made. He failed to appear except through his attorney."

Mr. Akins said he presumed the additions would be contested in the courts.

JERSEY WILL ABOLISH ALL COMPANY STORES.

Statistics Gathered Show How the Owners Have Workmen in Their Power.

Trenton, N. J., Oct. 19.—Chief Stainsby, of the New Jersey Bureau of Labor Statistics, has gathered details relative to the existence of company stores in the State. He found there fifteen such stores, and in every case an average of their prices for household necessities was obtained.

Similar prices were obtained from open stores in the same neighborhood. As a result of a comparison the statistician finds that on an average the person obliged to patronize a company store pays thirteen cents on the dollar more than if he could purchase where he pleased. The excess cost varies. The range is from six cents to eighteen cents.

It is understood that the incoming Legislature will take steps to cause the wiping out of these stores, and the statistics were gathered for that purpose. The glass workers in South Jersey are the ones who are mostly obliged to patronize company stores. In that section it is said that less than forty in each six hundred own their own homes, although classed as skilled laborers.

Forty Years a Leader

The good judgment of a thinking public accounts for the popularity of **Duffy's Pure Malt Whiskey** which has steadily increased for the past forty years, until now **"Duffy's Malt"** is a household word in the remote corners of the globe. As a nerve tonic it has no equal. It cures dyspepsia and biliousness, aids digestion, stimulates the blood, invigorates the brain and frees the entire system from the dread germs of malaria, fevers, colds and pneumonia. Every household should have it.

ABSOLUTELY PURE & UNADULTERATED TRADE MARK

Government medicine stamp marks the genuine. Druggists usually sell it. If yours does not, we will express a bottle, repaid, for $1; six for $5. Write for interesting book.

Duffy Malt Whiskey Co., Rochester, N. Y.

International "Wun Wing" NEW CREATION Armor Brand