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Money Saving Advt. Blank on Page 7. Good Sundays and Week Days

LAST EDITION

YACHTS LOST IN THE MIST.

When Last Seen Off Shore, However, Vigilant Was Still Leading.

BOILING ALONG IN A PIPING BREEZE.

Thrashing to Windward Through Foaming Seas and a Whistling Easterly Wind.

VALKYRIE SLOW GETTING READY.

Her Delay Caused by a Split in Her Throat Halyard Block, Which Was Soon Repaired.

The third race between Vigilant and Valkyrie for the America's Cup was begun at 12.27 P. M. to-day.

Vigilant crossed the line first at 12.27, followed by Valkyrie at 12.27.05.

The start was delayed by Valkyrie's slowness in getting up to the lightship. She did not set her sails until the time for the preparatory signal.

Valkyrie's delay was caused by a split in her throat halyard block. Her carpenter put several screws in the block to keep it from giving way altogether.

After getting across the line Vigilant forged ahead, but Valkyrie pointed very high and took the windward position.

The wind was strong and the seas heavy. The course was to the eastward.

The yachts went at great speed, the excursion boats being unable to keep up.

Vigilant increased her lead until at 1 P. M. she was about an eighth of a mile ahead.

Vigilant went about on the port tack at 1.13 P. M., but two minutes later she swung back to the starboard tack. At 1.19 both boats went on port tack.

Valkyrie pointed closer than Vigilant, but did not foot as well.

At 1.28 Vigilant was to windward.

At 1.30 both yachts were lost in the mist.

It was 7.45 when Vigilant, in tow of the tug Commander, left Bay Ridge. On board besides the general party was Dr. Barton Hopkins, who slept last night at the Atlantic Yacht Club house. Mr. Kerr is representing Lord Dunraven on board the Yankee to-day.

Valkyrie left Bay Ridge at 8.05 A. M. in tow of the tug Pulver. She had on board besides the Earl Designer Watson, Sailmaker Ratsey, Lord Wolverton and Suydam Palmer, owner of Marguerite. Archibald Rogers, representing the Regatta Committee, sailed again with Lord Dunraven.

By 9.10 the wind had freshened to about twelve knots in the Narrows, and was coming stronger and steadier every minute, and giving warning to the commanders of the contesting yachts to be ready to reef mainsails and house topmasts.

It was evident that Lord Dunraven was to get his much desired half gale of wind, with perhaps more before the race was finished.

The Nourmahal, with a new nose, freshly painted, was anchored off Owl's Head, waiting for the May to get under way. The flagship was anchored off Bay Ridge. She had steam up, however, and black smoke was pouring from her cream colored stack. She got under way at 9.20 o'clock.

W. K. Vanderbilt's Valiant was then waiting off Stapleton to join the procession of private yachts and excursion boats. The sun came out for a minute just as the May, heading a procession of pleasure craft, pointed her nose into the Narrows.

The White Star steamship Britannic lying off Quarantine, saluted both yachts as they passed, and paid the same compliment to "The Evening World" tug.

There was lots of wind off the Hook, a twenty-knot breeze at least, as the yachts passed out. Some fishing schooners, going out in spite of the storm signals ordered up by the Weather Bureau, were keeling over to starboard under double reefed sails, and the crew of each was busy taking in headsails, leaving only canvas enough up forward to steady the boats.

The schooner yacht Yampa went out beyond the Hook in tow. The Luckenbach tugs followed the May down to the Lightship.

The white caps were not all on the excursion steamers to-day. In the lower bay and as far out to sea as the eye could range a nasty cross sea was hiding the green of the water under a coverlet of foam. Away off to the southeast a bank of steam-colored clouds began creeping above the horizon at 9.45, and they seemed to be bringing more wind.

The few vessels following in the wake of the races were pitching about like so many corks. The excursionists were evidently in for a little experience that would detract somewhat from the pleasure of witnessing a fine race.

An English bark coming under sail ran up signals reading "Good luck to you," as she passed to windward of Valkyrie. Both yachts had reached the vicinity of the lightship at 10.30, still in tow. They had run up small jibs and mainsails and were hove to waiting for the May, which was just then coming up to the red hulk that marked one end of the starting and finishing line. Both yachts had lowered their mainsails while passing the Hook and put reefs in them.

AT NAVESINK HIGHLANDS.

An "Evening World" Reporter's View Through a Telescope.

HIGHLANDS OF NAVESINK, N. J., Oct. 13.—Although there were no signs at 10.30 A. M. of the big storm reported to be working its way up along the coast from Florida at the rate of thirty miles an hour, according to Weather Prophet Smith, a cracking breeze was coming in from the East, blowing at least twenty-five miles an hour, and the Jersey weather sharps confidently predicted that there would be more of it later on. As it was the half gale had kicked up a bumpy sea outside the Hook, and the curling white caps were tumbling over each other in every direction leaving streaks of foam upon the dark blue surface of the sea.

The heavy mist which settled over the bay and harbor early in the morning had been blown inland, and although it was rather misty on the horizon to eastward the starting point at the Lightship was clearly visible from the Highlands, and a good glass could easily cover the course to eastward for five or six miles. The indications were that the weather would be clearer later on, for the dark clouds were lifting and the sun was beginning to break through the growing rifts in the heavy banks of mist that were floating away to westward.

The heavy surf which was pounding on the beach and the wind clouds of spray high in the air showed that the sea was making things very lively off shore for both big boats and small.

Not many small boats were to be seen. The excursion fleet was the smallest that has accompanied the yachts on any previous race.

Vigilant came around the hook in tow of the Commander at 9.30, and shortly afterwards reached the lightship, where she hove to with jib and mainsail up, but she soon took in her sails.

Valkyrie followed about fifteen minutes later in tow of the White Star tug Pulver. She had also set her mainsail and intermediate jib.

Both yachts were plunging heavily in the lumpy seas, and Vigilant especially so, for she threw out big white billows from her bows every time she struck a roller.

The wind was evidently increasing in force off shore, and club topsails will not be in it to-day.

The flagship May passed down to the lightship about 10.45. She was flying the signal 13, which indicated that the course would be fifteen miles to windward and return. About the same time word came from Sandy Hook that the northeast signals had been ordered up.

Vigilant, while lying in the wind of the lightship, set her jibs, and also her working topsail and foresteysail.

The flagship May at 11.08 set the compass course signals, which read that the course would be due east.

This indicated that the race would be started promptly on time.

At 11.12 Valkyrie was still in tow about half a mile from the lightship. She had her mainsail only set, while Vigilant had cast off the tow, the Commander, and was tacking about the starting line. The May had come to anchor just off the lightship, and at 11.15 she ran up the red ball, which was the preparatory signal for the yachts to make ready to get across the line.

There were only about a dozen or so excursion steamers at the lightship, among them the Richard Peck, Monmouth and St. John's.

Valkyrie at this time was still in long distance from the lightship, and it looked as if she would hardly reach it in time for the start.

At 11.21.10 the May hauled down her preparatory signal, and it looked as if the committee on the judges' boat had decided to delay the start until Valkyrie came up.

Vigilant was then half a mile to the so-ward of the starting point, and was standing westward. She came about and reached in for the lightship.

Valkyrie cast off the Pulver and was then making for the starting point with mainsail and jib. The May then had out signals which read that the time of starting the race had been postponed.

At 11.25 Valkyrie had set foresaily and working topsail, and was approaching the starting line. Vigilant had worked about and was off to the eastward again.

Valkyrie reached the group of excursion boats about the May at 11.35. She came down at a galloping pace after casting off her tow.

Vigilant was then about half a mile to windward. The judges' boat was still flying signals, which, according to the code book, signified: "Race is postponed till later."

The only explanation of the change in the programme was the late arrival of Valkyrie, but what caused the delay was not known. The sails of both yachts seemed to be in fine working order. The conditions of the weather for a splendid contest could not be more favorable.

At 11.45 Valkyrie turned the judges' boat and stood out to sea after Vigilant. The sails of the big yachts, as seen from the Highlands, looked like white steeples, tilting away over the leeward as they dashed through the white-crested seas.

The May had at that time hauled in her signals, and the excursion fleet had been joined by a score or more late comers.

At 11.48 Vigilant and Valkyrie, after standing out about a quarter of a mile to northeast of the lightship, luffed up, and hove to in the eye of the wind.

The May had another set of signals up, but they could not be read from shore. It looked, however, as though they were getting ready to start the race.

The wind had hauled a trifle to southward, but was still coming in strong and steady.

At noon Valkyrie came about and stood in for the judges' boat, around which she passed, while Vigilant also turned about and kept off to the northward. No preparatory signal had yet been set by May so far as could be seen.

At 12.05 both yachts were tacking about near the lightship. The May had set more flag signals, but the weather was getting so misty that it could not be read. The smoke from the excursion steamboats, which were lying in a bunch near the lightship, increased the haziness of the atmosphere.

At 12.10 P. M. the May's signals, as read from here, indicated that the start would be made at 12.27. Vigilant had come over to westward of the starting line, closely followed by Valkyrie. No change had been made in the course.

The yachts had not altered their sails. Both were under full mainsails, working or gaff topsail, immediate jibs and forestay sails.

The wind gauge here indicated a 28-mile breeze.

At 12.25 the yachts were reaching over towards the startling line from southward. The May hoisted the preparatory signal, which read that the first gun would be fired at 12.17, and the start made ten minutes later.

At 12.25 both yachts were skimming along down towards the May, after jockeying about to get a position for the start. They were close together, but Vigilant seemed to be a little in the lead.

Both crossed the line together within two or three seconds of each other as timed from the Highlands. The starting gun was fired at 12.27 P. M.

Just before the yachts went over Valkyrie was on the port tack, with Vigilant on the weather quarter, but she, however, just as the starting gun was fired by the May, and both the flyers went over the line on the starboard tack, heading northeast. They seemed to be so near together that there was little left to choose between.

Valkyrie got the windward berth at the start, but Vigilant looked as if she was setting a hot pace.

The excursion boats had all turned and were pointed toward, following the yachts. They had hard work to keep up, for the wind had increased to thirty miles an hour.

The marine observer at Sandy Hook gave the starting time at 12.27 for both yachts. They crossed the line, as seen from that point, absolutely at the same instant.

Vigilant apparently led by a considerable distance for ten minutes after the start, although Valkyrie still maintained her position to windward, and both yachts seemed to be going through the water at a terrific rate. They heeled away over to leeward, and as they thrashed through the choppy, ragged seas, they both left a long trail of white foam astern.

As they stood directly away from the Highlands the excursion steamboats took up a position between the racers and the observers on shore, so that it was difficult to follow the yachts. It was also growing more and more hazy, and this, combined with the clouds of smoke which swept to leeward of the fleet, sometimes hid the white sails from view.

Both yachts continued on the starboard tack, and at 12.50 P. M., were apparently on pretty even terms, although Valkyrie still kept to the windward of her rival.

The racers were going at such a tremendous speed that they were leaving the excursion boats far in the rear, and the mist was closing in about them so fast that it was evident that they could not much longer be followed from shore.

Valkyrie's berth to windward appeared to be about an eighth of a mile.

1 P. M.—Both yachts were out of sight in the low lying mist on the horizon. Their positions as they gradually faded out of sight were unchanged, and they were still headed northeast on the starboard tack. They were then about five miles east of the lightship. The straggling line of tugs and excursion steamers could be seen stretching away out to eastward.

At 1.03 the mist seemed to lift a little, and the tall sails of the racers were visible as two slender, dark lines on the horizon. Their positions. They could be seen only for a few seconds, when the haze settled down again and blotted them from view.

At 1.01 some of the steamboats in the rear of the procession, which were still in sight, although almost hull down, were seen to turn and point to the southward. This was thought to indicate that the racers had gone about and had taken the port tack. In the breeze then blowing it was thought that the racers could not be making less than twelve knots an hour, although they were holding as closely to the wind as possible.

The fact that Vigilant was the first to disappear from view seemed to show that she was well in the lead, although Valkyrie still held the windward position.

BRAVING WIND AND SEA.

Excursion Craft Ignore Predictions of Heavy Weather.

Weather Observer Smith's warning of the approach of the West Indian hurricane had little, if any, perceptible effect this morning on the ardor of those intending to witness to-day's contest. If the crowds that left on the excursion steamboats for Sandy Hook Lightship are to be taken into consideration, it was noticed, however, that many ladies fearing that the heavy weather predicted might give them a touch of seasickness remained at home. Their places were filled by enthusiastic "dry-land sailors," to whom a heavy sea offered no terrors. Many of these did not attend any of the previous races, and were consequently anxious to see the last struggle of the series.

There was a big crowd at the Battery as early as 7 o'clock, waiting for the excursion steamers that would convey them to the scene of the race.

At 9 o'clock the steamboats Gen. Slocum and Grand Republic reached the dock and cleared a half hour later with their usual quota of passengers.

The big fleet of the Iron Steamboat Company was in active service, and the rush at the Company's ticket office was just as big as on former race days. Their last boat was filled and sent away a few moments before 10 o'clock.

A few minutes later the speedy Mount Hope, of the Fall River line, passed down the bay loaded with passengers. Although she has been the last usually to leave her slip, yet she is almost invariably one of the first to reach the lightship.

Another fast craft that cleared with a large passenger list was the Richard Peck, of the New Haven line. She was closely followed by the big three-decked steamer William C. Egerton, which pulled out of pier 18 North River with several hundred sightseers shortly after 9 o'clock.

The Cape May steamer Republic, which has proved to be a favorite boat during the races, also passed down with a cargo of human freight on board.

With flags flying and moving swiftly ahead, the stanch and speedy Sandy Hook steamer St. John's picked her way through the sea of small and large craft, and hurried down the bay about 9.30 o'clock. The vessel has been daily under charter of the New York Yacht Club, and was loaded with a select party.

Big crowds were also on the steamboats John Sylvester, City of Lawrence, Al Foster, Havana, Olivette and Waterbury, which passed down the bay shortly before 10 o'clock. Steam yachts, schooners and sloops also joined in the procession, and the indications were that at least 25,000 people would see the race.

SUMMARY OF THE RACES.

FIRST RACE, OCT. 7. LEEWARD AND RETURN

Yacht.	Start.	Finish.	Elapsed Time.	Correc'd Time.
	H.M.S.	H.M.S.	H.M.S.	H.M.S.
Vigilant	11.25.00	3.32.47	4.07.47	4.05.47
Valkyrie	11.25.00	3.38.23	4.13.23	4.11.33

GAINS BETWEEN MARKS.

Yacht.	To Outer Mark.	To Home Mark.	Correc'd Gain.
Vigilant	0.05.06	——	0.05.48
Valkyrie	——	0.00.30	——

SECOND RACE, OCT. 9, TRIANGULAR COURSE

Yacht.	Start.	Finish.	Elapsed Time.	Correc'd Time.
Vigilant	11.25.00	2.50.01	3.25.01	3.25.01
Valkyrie	11.25.00	2.02.24	3.37.24	3.35.36

GAINS BETWEEN MARKS.

Yacht.	First Leg.	Second Leg.	Third Leg.	Correc'd Gain.
Vigilant	M.S. 4.45	M.S. 4.12	M.S. 3.36	M.S. 10.33
Valkyrie	——	——	——	——

TRIED TO MOB A WITNESS.

Poles Resent Lipschitz's Turning State's Evidence.

During the trial of the burglars who had been plying their trade in Brownsville, Brooklyn, at the Gates Avenue Police Court late yesterday afternoon, a report of which appeared in "The Evening World," Samuel Lipschitz, one of the accused, declared his willingness to turn State's evidence. All of the prisoners were held on his evidence, to await the action of the Grand Jury. The friends and relatives of the accused men, all of whom are Polanders, were in court at the time, and all kinds of threats were made against Lipschitz.

When Detective-Sergts. Harris and Kortright started with the burglars for Raymond Street Jail, they were surrounded by the Polanders who attempted to assault Lipschitz and rescue the other prisoners. They were beaten off.

The crowd then rushed for the downtown Reid avenue station of the Brooklyn Elevated railroad. Mrs Medler, the wife of one of the prisoners, was among the crowd, and through the excitement mounted the uptown platform. She discovered her mistake when she saw her husband with the officers on the opposite side of the structure. She jumped from the platform to the track, unheeding an approaching train, but was rescued in time to escape injury.

BLINDED AND ROBBED.

Sad Plight of a New Jersey Grand Army Man.

FLEMINGTON, N. J., Oct. 13.—James Goodfellow, of Sand Brook, a prominent farmer and Grand Army man, made application for a pension two months ago. On Monday a man called on Goodfellow and said he was a United States Pension Examiner, and had called to examine Goodfellow's eyes. He told Goodfellow he was once a physician in Pennsylvania and had cured his daughter of an eye trouble.

The swindler took Goodfellow into a dark room to examine his eyes, put a solution in them blinding Goodfellow and then gave him chloroform and robbed him of $100. He then went into the kitchen and told Mrs. Goodfellow not to go in the dark room for an hour, and that she should pay him $5, which she did. The man decamped. Goodfellow told his friends the story yesterday for the first time.

"Othello" at the Park Theatre.

Another change of bill was made last night by Frederick Warde and Louis James at Col. Sinn's Park Theatre, in Brooklyn. "Othello" was put on the stage with Mr. James in the title role and Warde as Iago. Both actors interpreted their characters in a conscientious manner. Tonight Henry Guy Carleton's play, "The Lion's Month," will be presented.

Policeman Hurt by a Blast.

MOUNT VERNON, N. Y., Oct. 13.—Policeman Albert Gleitzman, of the local police force, while on duty about noon to-day, was seriously, if not fatally, injured by flying pieces of stone. Blasting by New York, New Haven and Hartford Railroad workmen was the cause of the policeman's injuries.

Chance to Hear Guilmant Play.

Those who attend St. Agnes's Church, East Forty-third street, next Sunday will have a chance to hear Alexander Guilmant, the celebrated French organist and composer, play the organ. The choir will render his Messe Solennelle for solo, quartet, chorus and organ.

Weather Forecast.

Local forecast for the thirty-six hours ending at 8 P. M. on Saturday. For Southeastern New York, including Long Island: also Connecticut and Northern New Jersey: Threatening, followed by rain; cooler Saturday night or Sunday; easterly winds, increasing in force.

The following record shows the changes in the temperature during the morning hours, as indicated by the thermometer at Perry's Pharmacy: 3 A. M., 68; 6 A. M., 68; 9 A. M., 66; 12 M., 70.

TO FIGHT ON FOR REPEAL.

To-Day's Senate Session Likely to Last Well Into the Night.

"NO SURRENDER," THE WORD

Mr. Voorhees Has Rested and Is Once More of Cheerful Face.

SILVER ORATORS READY.

Notice of More Amendments—Some House Ideas on Compromise.

WASHINGTON, Oct. 13.—On this, the day after the first great battle in the Senate, the opposing forces gathered slowly, and the leaders took account of the casualties and got together to reconstruct their plans of campaign. The marks of the severe and prolonged conflict were evident on many faces. Mr. Voorhees, however, looked fresh and strong by comparison with his condition yesterday. He had apparently plucked up heart, and was calm, but cheerful. To a reporter of the United Press he said that he knew of no surrender. He intended to call up House Bill No. 1 again to-day, and proceed with its consideration.

"And how long will that last?"

"Just as long as the majority will stand by me."

Then Mr. Voorhees spoke of the singular spectacle presented by the Senate "drifting like a battered and rudderless hulk," practically without rules for the transaction of business, or with such rules as were worse than useless, as shown by the fact that one man could obstruct business indefinitely.

THE SILVER FORCES READY.

Messrs. Teller, Wolcott, Dubois, Stewart and other silver Republicans held whispered consultations as the Journal was being read this morning. They were arranging their plans and subdividing their forces for a resumption of the struggle.

Mr. Stewart was ready to take up the thread of his argument, interrupted by the adjournment last night. His material made a pile of books and manuscript a foot in depth, and his private secretary was near at hand to replenish the stack as it was diminished.

The silver men were quietly exultant. They intend to keep up their speech-making, if the bill is kept before the Senate, for what they regard as a reasonable length of time. If there is no sign of surrender then they purpose to resort to undisguised filibustering tactics and try to force a conclusion.

ANOTHER NIGHT SESSION.

The expectation among the more conservative Senators on both sides of the chamber is that the day's session may be prolonged until about 9 o'clock tonight. Meanwhile there will be ample opportunity for the private discussion of compromise plans, although to none of these will Mr. Voorhees give his sanction. His plan is to place the responsibility for the fate of the repeal bill where it belongs, and to give the country an object lesson.

"House bill No. 1," for the repeal of the silver purchasing section of the act of July 14, 1890 (known as the Sherman law) as amended in the Committee of Finance of the Senate by the adoption in that Committee of the Voorhees substitute, now resumes its place as the "unfinished business" in the ordinary daily routine of the Senate chamber.

It will continue to occupy that position unless displaced by other pressing measures until some conclusion is reached on the question by compromise or otherwise. It is in the power of the Senate at any time, by taking up another bill after the "unfinished business" is laid before the Senate, to shelve the Silver bill.

This can be done without even the formality of a vote by tacitly taking up another bill for consideration without inserting the saving clause that House Bill No. 1 shall be "temporarily laid aside." It is not likely, however, that the vigilant friends of repeal will permit the measure to be shelved by indirection in this way.

THIS WOULD BRING A TEST.

A formal vote to proceed to the consideration of some other measure would bring about a decisively definite test of strength between the friends and opponents of repeal, and this is just what the silver men in their six long weeks of labored discussion have deliberately and of purpose avoided by all the resources of parliamentary ingenuity, in which they have shown themselves such consummate masters.

There was a stage in the proceedings when it seemed likely that a motion to take up from the presiding officer's table the House bill repealing the Federal Election laws might be sprung upon the Senate as a method of getting rid of the repeal bill, and might receive the support of the silver men, in addition to the strong contingent of Democrats who naturally would be committed to its support. This period, however, seems to have passed.

The silver men being challenged to a test of endurance have met that challenge and proved themselves able to outtalk and out-sit their opponents. They therefore need not approach their enemy in future by parallels, as heretofore, but can now venture out of their trenches in the certainty of a safe retreat behind them in the shape of another dreary desert of talk.

SILVER ORATORS IN RESERVE.

In dispassionately viewing the situation on-lookers will not fail to notice that not one of the silver men who has spoken thus far has closed his speech. Mr. Stewart has the floor to continue his "remarks on this new and interesting subject," as Mr. Hill put it just before adjournment this morning. Messrs. Teller, Martin, Kyle, Peffer, Wolcott and Dubois each indicated that he expected to yield the floor that he would probably desire to resume his remarks at some future and more convenient time. Even Mr. Allen, at the close of his fifteen hours' speech, said something about embracing the opportunity to add a few words another day.

The precautions thus taken were adopted with the deliberate purpose of avoiding the effect of an old Senate rule that no Senator should speak more than once on the same subject.

It is a mooted question whether this rule is still in force, but the silver men have acted on the assumption that it might be invoked and have shielded themselves against it by leaving their speeches nominally uncompleted.

In addition to the Senators who can take the floor to continue their remarks they have to reserve Senator Jones, of Nevada, who has not yet spoken at all on this matter, and Senator Morgan, of Alabama, who has been their reserve guard.

Mr. Morgan has thrown in a few prefatory remarks, but has indicated that these were purely preliminary, and that he had seven chapters to follow in which he would discuss the question in its historical, constitutional, economical and sociological aspects. From this survey of the field and of the resources of the anti-repealers the inference is derived that a compromise of some kind is the only possible outcome.

COMPROMISE PROPOSALS.

Mr. Faulkner has another proposition which contemplates the maintenance by the United States of a total circulation of $800,000,000 in silver (an amount about equal to that maintained by France). This proposed measure has met with considerable favor.

Mr. Harris offered a compromise last night; Mr. Morgan, Mr. Jones, of Nevada, and Mr. Butler, of South Carolina, have each suggested some middle ground, and Mr. White, of California has intimated that he had a proposition in view, but he has not yet formulated it in words.

PATHOS OF THE ADJOURNMENT.

The closing scenes of last night were almost pathetic, although a vein of jocularity was infused into them by Mr. Hill and Mr. Stewart.

When Mr. Voorhees, who had been sitting with his head resting in his hands for some time previously, plainly showing the effect of his thirty-eight hours' continuous leadership of a forlorn hope, and his fifty-four hours of wakeful vigil, finally said that "without prolonged or critical comment," having endeavored to do his full duty, he now moved to adjourn, even the most aggressive of his opponents yielded him the tribute of respect and sympathy.

It had been whispered around the Senate for more than an hour previously that the break would come in one or two more roll calls. When Mr. Hoar, Mr. Cullom, Mr. Allison and other prominent Republicans, who had not only responded to every roll call, but had most of the time sat in the front seats on the Republican side and listened to Mr. Stewart's time-killing remarks, got up and left the chamber, it was evident the end had come.

Mr. Gorman and Mr. Voorhees withdrew to the rear of Senator Coke, and standing in the gangway had a brief council of war. Then Mr. Voorhees moved back to his place, and Mr. Gallinger sounded the "sauve qui peut" signal for the repealers.

The crowds in the galleries kept their seats almost to the last. The press gallery was thronged with correspondents.

MORE AMENDMENTS.

Notices of two amendments to the Repeal bill were given this morning by Mr. Vest (Dem., Mo.) and Mr. Allen (Pop., Neb.).

Mr. Vest proposes to repeal the silver purchase clause of the Sherman act, the free coinage of silver at the rate of $2,000,000 a month until the limit of $60,000,000 is reached; the coinage of the seigniorage into standard silver dollars (16 to 1); the authorizing of the Treasury Department to refuse gold payment on any United States obligations, whenever it is satisfied that it is applied for with a view of exporting the gold; authorizes the issue of certificates in exchange for silver dollars, and provides for a joint committee of the two Houses on the question of finance.

Mr. Allen's amendment is a free coinage proposition.

At 11.30 A. M. to-day Mr. Voorhees made the usual motion that the Senate take up the Silver Purchase Repeal bill.

The bill was taken up, and Mr. Stewart (Rep., Nev.) resumed his speech, after a few preliminary remarks, at the point where he had left off at 1 A. M.

HOUSE IDEAS ON COMPROMISE.

Rayner Doubts the Acceptability of Any Senate Agreement.

WASHINGTON, Oct. 13.—Now that compromise on the silver question is talked of as the possible result of the deliberations of the Senate upon the subject, interest has been renewed in the House as to the kind of a measure that will receive the sanction of that body.

Mr. Rayner, one of the steering committee of the repealers in the recent contest over the Wilson bill, said: "No compromise that the Senate is likely to send to the House can be passed here in my opinion. The House will not consent to unlimited purchase of silver or the coinage thereof.

"If the Senate were satisfied wiht the coinage of the bullion now on hand and purchase up to a reasonable amount, that might be accepted, but the probabilities seem to be against such a moderate measure."

Mr. Catchings, of the Committee on Rules, also a repealer, said that in his opinion the situation was plainly in the hands of the Republicans. "If they vote solidly upon the subject they can determine it either way. Its not a political question, but politics will creep in, and that consideration may rule.

"If the Republicans would stand firm for the repeal of the Sherman law I think they could bring the Senate to terms."

Mr. Burrows said that the attitude of the Republicans towards compromise would depend upon the nature of the measure.

"If it proposes an issue of bonds, I do not believe it will meet the approval of the House. The idea of borrowing money in time of peace is not a popular nor a proper one.

"It seems incredible that while the Administration is actively engaged in an effort to reduce the tariff, they should expect Congress to borrow money to meet running expenses."

BYRNES CALLS ON NICOLL.

The Superintendent Declines to Speak About His Mission.

Supt. Byrnes called upon District-Attorney Nicoll this morning. He remained in the District-Attorney's private room for about one hour.

The nature of Mr. Byrnes's mission could not be learned.

The Superintendent, when spoken to, said that he was not at liberty to disclose anything.

"Manhattan Day" at the World's Fair.

Special excursions via Erie Lines leave Chambers st. 10.15 A. M. Wednesday, Oct. 18, and Thursday, Oct. 19. Excursion tickets, good seven days, at rate of $15. Also for the excursion of Oct. 18, ten-day excursion tickets will be sold at $18 for the round trip. Tickets for both excursions will be good returning via Niagara Falls. *

MISS BOLGER'S STRANGE TALE

Says She Was to Have Married a Col. Fred Michaels.

They Were to Sail for Europe To-Morrow—Arrested for Shoplifting.

Miss Julia M. Bolger, who is a prisoner in the Jefferson Market prison under the name of Henrietta M. Blake, awaiting trial for alleged shoplifting in Stern's, tells a peculiar story.

She was apprehended by Special Officer Casey, the private detective at Stern Bros., in Twenty-third street, on Wednesday. She is charged with stealing a pencil, and it is alleged that she threw the pencil away under the eye of an employee. She denies it all. She will be tried in Special Session.

Miss Bolger says she was to have been married to-day to Col. Fred Michaels, a wealthy mine owner, from Colorado; that she was to sail with Col. Michaels for England on the Lucania to-morrow, and that he does not know where she is, but will sail in ignorance of her trouble and thinking her a fickle young woman.

Miss Bolger has a pair of green glasses, a pair of earrings and two photographs, but no money when searche. She says the glasses were a gift from a Chicago sister, Mary Bolger, and she was going totake them to another sister in Dublin; that the earrings she had taken from her own ears because they hurt, and the photographs were portraits of her sisters.

As for her lack of money, she said, naively:

"That morning all I had in the world was a $5 bill. I wanted it changed, and got off an Elevated train at Forty-second street for that purpose.

"I went to a grocery near Eighth avenue, but was told that they were out of change. At the door stood a polite colored man, who offered to get my bill changed. He took it, but returned, saying he could get no change. He handed back what I supposed was my $5 bill, but I afterwards discovered that he had substituted a Confederate $5 bill for it, and so I hadn't a cent."

Miss Bolger says she had no home to invite Col. Michaels to, so she met her lover by appointment at various times and places in the street. They were to meet to arrange for the wedding and sea voyage Wednesday evening at the Post-Office.

The young woman was at one time employed by Harringan & Bouillon, the Grand street dry-goods men, and they speak highly of her. At one time she was employed in the business office of the Irish World, and Augustin Ford, of that paper, will interest himself in her case.

He says he believes some mistake has been made in her case.

Mrs. Bolger is twenty-six years old, and prepossessing. She has been in America six years. She claims T. St. John Gafney as an acquaintance. She is at present a correspondent of the Freeman's Journal, of Dublin. Her sister, Delia, is the wife of Guy Flack, lately of 41 Broadway, she says.

COOPER HELD FOR FORGERY.

Bail Fixed at $5,000—The Police Are Reticent.

William C Cooper, thirty years old, was arraigned in the Tombs Police Court to-day on the charge of forgery.

He was held in $5,000 bail for examination.

The detectives who arrested him refused to give any details of the forgery or to state the residence or place of business of the prisoner.

BUY THEM FOR SOUVENIRS.

World's Fair Admission Tickets to Be Sold Here.

E. V. Skinner, Secretay of the World's Fair Committee, has sent to Chicago for 50,000 admission tickets to the Exposition. They will be placed on sale here for the benefit of New Yorkers who are going to the World's Fair on Manhattan Day. They will be sold for 50 cents each in the Governor's Room of the City Hall and at Mr. Skinner's Broadway office. The Committee suggest that people who are not going to the Fair may buy the tickets as souvenirs.

McSweeny's Bet with Quinlan.

Assistant Commissioner Edward F. McSweeny, of Ellis Island, bet John J. Quinlan, chief of the Central Labor Bureau, a hat and a box of cigars that Valkyrie would beat Vigilant in Wednesday's race. When he heard that the English cutter was ahead, he felt so confident of winning that he invited Quinlan to dine at his expense. Now the other Ellis Island officials are joking McSweeny about the dinner he paid for and the bet he didn't win.

Swore that Rippey Was Deranged.

SAN FRANCISCO, Oct. 13.—In the trial of Wesley Rippey for shooting John W. Mackay, Judge Seawell yesterday refused to instruct the jury to acquit. Counsel for Rippey asked for acquittal because the prosecution had not proved malice aforethought. A number of witnesses testified that the old man was deranged.

Cheap Coal for the Poor.

Nathan Straus has been authorized by the Dock Commissioners to erect a mammoth coal bin on the pier at the foot of East Third street. He proposes to furnish coal at its cost price to the poor this Winter.

Wife-Beater Gets Six Months.

Justice Ryan, in the Essex Market Court, to-day sentenced William Dean, a mechanic, fifty years old, of 420 East Tenth street, to six months on the island for beating his wife, Nellie.

GLOUCESTER ENTRIES.

RACE TRACK, GLOUCESTER, Oct. 13.—The entries and probable starters for to-morrow's races follow:

First Race—One mile and an eighth; selling.—Chauncey, Brooklyn, 104 each; Juggler, St. Pell, Sir George II., 101 each; Lady Pulsifer, 99; Tar and Tartar, Industry, 92 each; Silver Queen, 88; Ataman, 87 lb.

Second Race—Six furlongs; for three-year-olds; selling.—Roman, Warsaw, Prince John, Linster, Fleet colt, Lismore, Montell, Capt. Ellis, Dutch Boy, Speculator, 107 each; Little Alice, Wandering Nun, 104 lb. each.

Third Race—Seven and a half furlongs; selling.—Bargain, Quartermaster, 110 each; Gonzales, Can't Tell, Stringfellow, 106 each; Richal, Ketchum, 102 each; Josie Wells, Rose Howard, 99 lb. each.

Fourth Race—Seven and a half furlongs.—Ronald, Elston, John Arkins, 106 each; Maggie Hunter, 103; Pinsey, Eddie M., Silver Prince, Saxopis, 102 each; Renie, 99 lb.

Fifth Race—Five furlongs; for two-year-olds.—Traitor, Frank R., Harf, 105 each; Ontario, 101; Lord Nelson, 99; Fluff, 96; Fluellen, Theodore H., 95 each; Pella, Psyche, Small Hopes, Eliza Ann, 92 lb. each.

Sixth Race—Five furlongs; selling.—Freedom, Citizen, Trophy, Fred Taral, Chickering, Sir Jim, Goodly, King Richard, Arthur Davis, Forest, John O'Brien, West Side, Worth, 103 each; White Wings, Vocal, 102 lb. each.

Only $17 to the World's Fair.

Through cars to Chicago, in charge of an attendant, via West Shore Railroad, 10 A. M., Saturday, Oct. 14. See full particulars and additional excursions under "Excursions." *

LAST EDITION

TWELVE DEAD THUS FAR.

Frightful Crash of World's Fair Special Trains in Michigan.

THE INJURED NOT COUNTED.

Failure of Air-Brakes Said to Have Been the Cause of the Collision.

TRAINS FROM THE EAST.

Many Victims of the Wreck from This State—The Identified Dead.

JACKSON, Mich., Oct. 13.—There was a frightful crash of World's Fair excursion trains at this station this morning at 9.40 o'clock.

Thus far the list of dead numbers twelve people.

How many were injured is not accurately known. The estimate goes as high as ixty.

The following dead and injured have been identified:

THE DEAD.

Mrs. BEARDSLEY, Canton, Pa.
Mrs. LLOYD WOODBURY, of Bath, N. Y.
JAMES WOODBURY, Bath, N. Y., Mrs. Woodbury's father-in-law.
MAGGIE M'WATSON, aged twenty, Penn Yan, N. Y.
Miss HARRIET BREECE, Pine City, N. Y.
SUSIE HEADLEY, Warrior Run, Luzerne County, Pa., near Scranton.

THE INJURED.

J. N. Beardsley, Canton, Pa.; Mrs. J. Gardner, Horseheads, N. Y., not badly; Mrs. Allen Harris, Troy, Pa., two ribs broken and bruised; Frank Farley, Columbia Cross Roads, Pa., slightly; Mrs. J. A. B. Arlingham, Springfield, N. Y., arm and shoulder fractured; Mrs. Searle, Elmira, N. Y., badly injured about head; Edward Fay, Mrs. C. W. Fay, Miss Laura Fay, all of Elmira, N. Y., all badly injured; Miss Blanche Beardsley, Canton, Pa., in a precarious condition.

There are six dead at Webb & Crandall's undertaking establishment, and six more at Bolton and Pillsbury's.

The trains were Deleware and Lackawanna day-coach excursion specials coming in on Michigan Central tracks.

The first section had stopped to let the passengers take breakfast. It had been standing at the depot twenty-six minutes when the second section came crashing into it.

The signal semaphore was up all right, but the engineer claims that his air brake would not work and he was powerless to avoid the accident.

The second section crashed into the first at the rate of forty miles an hour.

Inquiry at the D., L. & W. offices in this city, brought out the information that their excursion train left Hoboken at 9.10 yesterday morning.

It started in three sections, which were reported as carrying 1,167 passengers.

GUTTENBURG ENTRIES.

RACE TRACK, GUTTENBURG, Oct. 13.—The entries and probable starters for Saturday are:

First Race—Five and a half furlongs; selling.

Briar gelding	110	Crossfire	110
Phaon	110	My Girl colt	110
Elberon	110	Blue Garter	110
Patricia	110	Fredericks	110
Beagle Smith	—	Elizabeth	—
Vikings	—	Our Pet	—
Pocahontas	—	Blossom	—
Starling	—		

Second Race—Five furlongs;