

NIGHT EDITION. THE WORLD'S BEST SEPTEMBER.

2,312 1/4

cols. of advertising printed in The World during September. Gain, 171 1/2 over the same month of last year.

The



World.

RACING-BASEBALL THE WORLD'S BEST SEPTEMBER

93,253

advertisements printed in The World during September. Gain, 9,336 The next highest New York newspaper grew but 3,951.

"Circulation Books Open to All."

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PRICE ONE CENT.

NEW YORK, FRIDAY, OCTOBER 4, 1901.

PRICE ONE CENT.

# COLUMBIA WINS CLOSEST OF CONTESTS AND COVETED CUP REMAINS AT HOME.

## MR. CLEVELAND WRITES ON SAFETY OF THE PRESIDENT.

### He Does Not Favor Projected Plan of Keeping Executive Isolated — People Have Right to See Him and He Likes to Meet Them.

In today's issue of the Saturday Evening Post, of Philadelphia, there appears an interesting article by ex-President Grover Cleveland on "The Safety of the President." Mr. Cleveland is not in favor of the projected plan of keeping the President isolated. He says that not only have the people a right to see the President and shake his hand, but that the President likes to meet the people, to talk with them, to come in contact with them.

He believes that our policy in that respect should remain unchanged, but that better protection should be afforded the President by the men whose duty it is to guard his safety. He is in favor of rigorous laws to stamp out Anarchy, which he believes is growing in spirit in these United States.

After voicing the demand of the people that the assassin shall be punished, the ex-President says:

"The chance to by no means remote that our Chief Executive may be assassinated and a great nation be staggered by direful fear and apprehension, and yet the foul life of the murderer may be saved if the deed happens to be committed within the jurisdiction of a State whose laws do not denounce the crime of murder with the punishment of death. The effect of this would be to heretize assassination in the imagination of the enemies of social order and to make the foul murderer a centre of sympathy and admiration among those who disseminate vicious discontent.

"It is at this time a perfectly natural and justifiable cause of satisfaction that the hopeless and self-convicted perpetrator of the infamous crime which now darkens with a menacing shadow every American household can anticipate nothing more gratifying to his brutal self-conceit and nothing more heroically notorious or sensational than a shameful death under the law."

Must See Public.

This is what Mr. Cleveland has to say about the idea of keeping the public away from the President. He says that it is not amiss to add that in discussing the curtailment of the privilege long accorded to the public in this regard the President himself must be reckoned with. We shall never have a President who is not fond of the great mass of his countrymen and who is not willing to trust them. His close contact with them is inspiring and encouraging. Their friendly greeting and hearty grasp of his hand, with no favors to ask and no selfish cause to urge, bring pleasant relief from official perplexities and momentary importunities. The people have enjoyed a generous access to their President for more than a hundred years. Weighing the remote chance of harm against the benefit and gratification of such access both to himself and the people, it can hardly be predicted that a project for its abolition would be sanctioned by any incumbent of the Presidential office.

"We can no longer," says Mr. Cleveland, "doubt the existence and growth of a spirit of Anarchy in our midst. It seems to me that the only cause to arouse it to deadly activity, but deliberately plans murder in high places."

Why Allow Anarchy? The American people, he continues, are inquiring why we allow the growth of Anarchy to continue—why we let it gain a foothold in our soil in the first place. He goes on as follows:

"Nor will these questioners be satisfied with mere relief from the future importation of the dangers of Anarchy. They are asking if our popular Government would be subjected to monarchical taint if strong and effective remedies were applied to the suppression of the machinations of Anarchy who have already a foothold among us. They see vagrants, common gamblers, suspected criminals and disorderly persons in the hands of the law for the harm they may do to a feeble kind and within narrow limits; and they cannot understand why Anarchists, whose diabolical character and teachings are or ought to be well known, are allowed to plot and conspire until bloody assassination strikes down the embodiment of beneficent rule and shakes the foundations of lawful authority. Our people love liberty and are generous to every guaranty of freedom to which they are entitled. In dealing with Anarchy, however, they insist that they are under the restraint which bids them wait for the tragedy to prepare and to content themselves with visiting retribution upon its worthless and punishable tools. It is to suppress and punish these who do the mischief by suggestion, the assassination savors of monarchy, they are prepared to take the death."



GROVER CLEVELAND.

## SCHLEY'S BRAVERY BEFORE SANTIAGO.

### "Go for Them!" He Commanded, When the Spanish Fleet Appeared in Sight.

WASHINGTON, Oct. 4.—The Schley Court of Inquiry began its proceedings today with the recall of witnesses who were on the stand yesterday and after they had corrected their previous testimony and made such additions thereto as suggested themselves they were executed and new witnesses were introduced.

The Coal Question.

Capt. Dawson, of the Marine Corps, who was on the stand yesterday, was called to correct the official copy of his testimony. He said that while he had not seen the Brooklyn, swinging with starboard helm, he was sure that she did so swing.

Lieut. Dyson was then recalled. He said that on May 24 the Brooklyn had coal enough aboard to have remained on blockade duty off Santiago for twenty-five days and then to have returned to Key West; the Massachusetts enough to remain seventeen days and then to go to Key West; the Iowa enough for eleven days; the Texas seven days and the Marblehead one day.

This was assuming they would have gone by the Yucatan Channel. He also gave an estimate of the length of time they could have remained and gone to Gonaves Channel, Cape Cruz, Moie St. Nicholas, Kingston, Port Antonio, Jamaica, Guantanamo Bay, the time of remaining on blockade being increased as the distance to the various points diminished.

Brooklyn's Good Work.

The afternoon session of the Schley Court began with Capt. Rodgers on the stand. He stated in reply to questions that he was the senior member of the Naval Board of survey appointed by Admiral Sampson to examine the wrecked Spanish vessels. The purpose of this line of examination was to bring out the witness's knowledge concerning the effect of the

Brooklyn's gunnery in the battle off Santiago July 3. Capt. Rodgers stated that the Brooklyn was the only vessel that fired five-inch shells, and Mr. Bayler said that a careful computation, based upon the report of the Board of survey, showed that twelve five-inch shells had been fired from the four Spanish vessels.

To Summon Schley.

At the afternoon session the question as to whether the word in the "Dear Schley" letter should be Santiago or Cienfuegos came up on a statement by Capt. Lemly, who said he would continue to hold to the Santiago version.

Mr. Bayler then said if it was the case he would be compelled to summon Admiral Schley or the author of the despatch as a witness.

When Capt. Rodgers was excused he was followed by Lieut.-Commander Alton C. Hodgson. He said that he had been navigator of the Brooklyn during the Spanish war and was on the bridge on the day of the battle of July 3. He detailed the particulars of that engagement, telling how the Spaniards came out and were attacked by the American ships.

Go for Them.—Schley. He said that when Commodore Schley was told that they were "coming for us," he replied, "Then go for them."

The helmsman was then put upon the stand and he testified that from that time they went straight in toward the enemy. He next heard the Commodore say: "Look out, Cook; they are going to ram you!"

The Captain replied he would look out for that.

He then heard the commander sing out: "Hard a port!" and Capt. Cook replied the helm was a port. The witness said if the ship went to starboard she would ram the Texas.

The Commodore, the witness said, replied: "Damn the Texas! Let her take care of herself." The Commodore remarked that he did not mean to get blown up by a torpedo boat. The turn was made, he said, in accordance with the Commodore's orders and the Brooklyn swung "well clear of the Texas."

## CARPENTER'S FATAL PLUNGE

### Johnson at Work on Trestle When He Fell to Death.

Edward Johnson, of Port Richmond, twenty-seven years old, a carpenter employed by the Baltimore and Ohio Railroad, was instantly killed while at work on the trestle that spans the Kill Von Kull at Mariners' Harbor late last night.

## RIOT IN WALL STREET.

### Messenger Boys and Push-Cart Peddlers Had a Lively Mix-Up.

There was a good-sized riot today in Wall street between the push-cart peddlers and messenger boys, in which the police took part.

## 16-YEAR-OLD BOY, DRUNK, TRIED TO HANG HIMSELF.

Only sixteen years old, but crazed with bad whiskey, Charles Wise tied a clothes line to the fire-escape back of his parents' home, on the third floor of No. 545 Warren street, Brooklyn, this afternoon, tied the end about his neck and swung himself off.

The neighbors in the rear saw his preparations and got around in time to haul him in and save his life. He was not injured at all, but was taken to the Seney Hospital to be treated for alcoholism.

## YACHTS NEARLY EVENLY MATCHED

In the three races for the cup, covering ninety miles, Columbia's total superiority over Shamrock, boat for boat, not considering time allowance, was only 3 minutes 12 seconds.

The first race Columbia won by 37 seconds. The second Columbia won by 2 minutes 52 seconds. The third Shamrock won by 17 seconds.

Columbia's average superiority therefore was 2 13-20 seconds per mile.

## LATE RESULTS AT ST. LOUIS.

Fourth Race—Jordan 1, Samba 2, Attelle 3.

## AT HARLEM.

Fifth Race—Julia Jenkins 1, Hoodwink 2, Tommy Foster 3.

## AGED FEDERAL EMPLOYEE DEAD.

James McLoughlin, an examiner in the Appraiser's Stores, died on Wednesday after a lingering illness. He had been in the Customs service for about thirty years.

## THE CUP RACES IN A NUTSHELL.

### History of Series Won To-Day by Columbia and the Eleven Other Attempts to Lift the America's Trophy.

Columbia has successfully defended the America's Cup twice. In 1899 she defeated Shamrock I. in three straight races. To-day's victory marks the third and deciding one over Shamrock II. The races this year were originally scheduled to begin Sept. 21, but the assassination of President McKinley caused a postponement until last Thursday, Sept. 26. Five attempts at races have been made, with the following results:

First Attempt—Beat to windward and back a fluke. There was little wind and race was declared off after time limit of five and a half hours had expired.

Second Attempt—Beat to Windward and Back.—Columbia won by 37 seconds. The corrected time, including Columbia's time allowance of 43 seconds, being Columbia 4.30.24, Shamrock 4.31.44.

Third Attempt—Triangular Course.—Fluke. The yachts were around the first mark and half way over the second when the race was declared off, because, owing to lack of wind, the Committee deemed it impossible to finish.

Fourth Attempt—Triangular Course.—Columbia won by 2 minutes and 52 seconds actual time and 3 minutes and 35 seconds corrected time. In this race Columbia broke all cup-contest records, sailing the thirty miles in 3 hours 13 minutes and 18 seconds.

Fifth Attempt—A Beat to Windward and Back.—Shamrock lost on time allowance. The challenger led by 49 seconds around the first mark, but on the run home the race was nip and tuck. In the closest kind of a finish Shamrock crossed the line two seconds ahead, but Columbia's allowance of forty-three seconds gave her the race.

### Vanquisher of Shamrock I. Defeats Shamrock II. in the Third Successive Race by Bare Seconds of Time Allowance, Though the Challenger Finishes First.

## THE START.

OFFICIAL TIME.

## OUTER MARK.

OFFICIAL TIME.

## THE FINISH.

OFFICIAL TIME.

	H. M. S.		H. M. S.		H. M. S.
COLUMBIA	11.02.00	SHAMROCK	12.48.40	SHAMROCK	5.35.28
SHAMROCK	11.02.00	COLUMBIA	12.49.35	COLUMBIA	5.28.40

The time allowed Columbia was 43 seconds, thus she won by 41 seconds. The Columbia started 15 seconds ahead of the Shamrock and finished 2 seconds behind her. Thus boat for boat, the Lipton yacht beat the Columbia by 17 seconds over a thirty-mile course.

The Columbia won the third and final race of the series for the America's Cup to-day, defeating Sir Thomas Lipton's Shamrock by 41 seconds time allowance.

The big yachts appeared to finish almost as one, with Shamrock in the lead by 2 seconds.

The race was the closest ever sailed in the history of American yachting. In the run before the wind to the outer mark the Shamrock took the lead and turned 49 seconds ahead of the Herreshoff boat.

In the beat back home, first one yacht and then the other held the advantage, but the handicap was in favor of the defender.

## CAPT. BARR'S TRIUMPH AT AN EXCITING START.

(Special to The Evening World.) SANDY HOOK, Oct. 4.—Charles Barr, with his hands on the spokes of Columbia's wheel, once more out-skipped Capt. Bismore, who handles the long tiller ropes on Shamrock.

The fight between the two skippers was a short but unusually brilliant one to-day. It ended in a decided advantage for Columbia, although both boats had crossed the line after the handicap gun, and Barr in their battle for the advantage, that they were caught out of reaching distance from the line when the starting gun was fired.

Shamrock's crew was a bit quicker than the defender's in spotting the balloon sails, and that was the only solace Sir Thomas could find at the start. Both Bismore and Barr knew that to-day's race was the crucial one. If Columbia was to win to-day's race the America's Cup series for 1901 would be over, and Bismore must have felt like a gambler placing his last chip on the double 0.

Ready for Business.

The racers arrived at the starting line at 10 o'clock. By that time they were ready for business. The Committee boat, Navigator arrived off the Lightship and anchored west of the oil guiding boat. Signals were set for fifteen miles to leeward and return. This made it a run for the first leg, bringing spinners and balloon sails into action.

The wind in the neighborhood of the lightship was blowing sixteen miles and holding steady from the north-north-west.

At 10.15 the Shamrock sent her club-top sail to the masthead and stretched it aloft. It was her biggest one. Sycamore and Jamson decided to take a change and give their mast all it could stand in the freshening breeze.

At 10.20 the challenger cast off from her tug, and breaking out her jib filled away on the starboard tack toward Coney Island.



SIR THOMAS LIPTON ON THE ERIN WATCHES COLUMBIA WIN THE CUP.

Columbia broke out her headsails and dropped her towline just before the preparatory gun was fired at 10.45. Shamrock was then coming at the line on the starboard tack, with her main and balloon gibs still in stops. Columbia broke out every bit of canvas but her balloon, and came down close to Shamrock with sheets eased and her boom broad out to starboard. Shamrock came on past the nose of the Navigator and luffed up under her stern. The crew of the Englishman hauled in the mainsheet like a lot of monkeys picking peanuts to pieces. Shamrock crossed over the line to

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