

50,000 CROWD EXCURSION BOATS TO SEE CUP RACE

Tremendous Jam of Sight-Seers on the Steamers Which Sailed Down the Bay One of the Most Remarkable Features of To-Day's Contest of the Giant Sloops.

Full of confidence and fresh air, no less than 50,000 people sailed out to the Sandy Hook course to-day to witness the second contest between Reliance and Shamrock III.

Laying aside considerations of superiority as between the yachts engaged, it would appear that the feature that stands out in this race of to-day is the enormous attendance at the scene of the encounter.

Every craft capable of floating outside the Hook took on passengers to-day. Disreputable looking little steamboats puffed down the bay alongside of towering coasters and enormous Hudson River and Sound steamers.

BIG CROWD ON THE GAY HEAD.

The Seawanhaka-Corinthian Yacht Club, including about four hundred members and their guests, left at 2 o'clock from the pier at the foot of West Twelfth street on the steamer Gay Head.

Among the guests were: Lieut. J. N. Braxey, U. S. N., Morean Delano and party, H. B. Palmer and party, David Townsend, C. N. Wetmore, H. C. Rouse, ex-Commodore of the Club, Corporation Counsel George L. Rives, E. W. Crittenden, of Philadelphia-Corinthian Yacht Club; W. C. Stayton and party, Nelson B. Burr and party, John Hyslop, former measurer of yacht races; Charles Adams and party, former Judge J. G. Greenfield, Marshall H. Runk, of the Philadelphia-Corinthian Yacht Club; James F. Waterman and party, Parker D. Handy and party, C. M. Baker, W. L. Swan, W. E. Roosevelt, F. G. Corning, F. M. Whithouse, S. R. Outerbridge, of Philadelphia; E. W. Brown and D. T. Tillman.

NEW YORK YACHT CLUB GUESTS.

Nine hundred members and guests of the New York Yacht Club left the foot of Rector street on the steamer Monmouth. Probably half of the party were among those who took the first trip, as the speed and comfort of the crack Sandy Hook line flyer are appreciated.

Frederick and J. B. Francis Herreshoff, the two nephews of Nat Herreshoff, designer of the cup defender, were again on board to-day.

Rear-Admiral John Bartlett, Lieut.-Com. John A. Bell, Gen. McCoskey Butt, H. A. Wise Wood, Mrs. Wood, S. E. Auchincloss, F. X. Clarke, Charles T. Minton, Charles H. Thorne, Philip T. Dodge, Louis Fitzgerald, Arthur W. Butler, Thomas W. Hooker, Edward W. Hooker, Rutherford Stuyvesant, H. F. Griswold, Henry W. Putnam, H. E. Converse, J. Trowbridge Bailey, August Roessler, C. W. Wheelock, H. R. Harper, Mr. and Mrs. Thomas A. McIntyre, Charles Smithers, Martin J. Keough, Max M. Schwartz, Durbin Horne, Stewart Shilleto, of Cincinnati, O.; George W. T. Worth, T. E. Jacobs, W. J. Johnston, Miss M. E. Ashcom, R. A. Lambear, Jr., R. T. Emmet, W. H. Osgood, E. G. Burke, Miss Kenruth, Mrs. Webber, Mr. and Mrs. R. F. Haughton, G. Tillotson, Miss Henrietta Weatherbee.

SAILED WITH SIR THOMAS.

Guests of Sir Thomas Lipton were taken from Pier A on the steamer William Fletcher, which conveyed them to the Erin. The Fletcher was in charge of Mr. H. H. Davis, one of the Irish knight's New York representatives.

Among those who went aboard the Fletcher were: The Baron and Baroness de Brabant, of Paris, Mr. H. E. Taylor, of New York; Mr. Frederick Rankin, of New York; Gen. George Blekman, U. S. A., of Washington, D. C.; Capt. George E. Hoffman, in charge United States Transport Service, and Mrs. Hoffman, G. K. Ward, of Dunbarton, Scotland; E. Carson, of New York; Capt. Hutton Mitchell, of London, England; S. Stinson Jarvis, of New York; Charles Dickson, of London, England; Mr. A. Adelmann, of Brooklyn; Mr. Carl Schutter, of Brooklyn; Capt. R. Campbell, of Glasgow, Scotland; Gen. Felix Agnus, of Baltimore, Md.; Mr. Harrison Archer, Special Deputy, Naval Officer, New York; Mr. Michael H. Cox, of Boston, Mass.; Mr. F. A. Jones, American correspondent; for Messrs. George Newnes, Ltd., of London, England; Mr. A. A. Knox, of New York; Mr. W. H. Kirk, of New York; Mr. John Arbuckle, of Brooklyn; Gen. Coppinger, U. S. A., and sons, Blaine and Connor; Commodore Isam Takeshita, Lieutenant-General Japanese Army; Mr. and Mrs. Leighton McCarthy, of Toronto, Canada; Mr. Charles E. Adams, President Massachusetts State Board of Trade, of Boston; Mrs. Archer Harmon and daughter, of New York, and guest, Miss Finnigan, of Dublin, Ireland; Mrs. Claggott and Miss Claggott, Washington, D. C.; B. J. Greenhut, of New York; Charles J. Russell of London, England; Mr. Hosford and daughter, of New York; Walter G. Kirby, Mr. John C. Calhoun and Miss Calhoun, of Washington, D. C.; Mr. W. U. Taylor, of Brooklyn; Col. Firth, manager of the De Forest Wireless Telegraph System; Senator Kearns, of Utah, and Mr. and Mrs. Revelle, of New York.

About four hundred members of the Atlantic Yacht Club, with their friends, put out from Pier No. 1, North River, promptly in the big iron steamboat Taurus. Former Commodore F. G. Sanford was in charge of the boat, while Fred Vilmar, of the Regatta Committee, assisted him.

The police boat Patrol left Pier A with Commissioner Greene, Inspectors Smith and Titus, Surgeons Marsh and Brown and Assistant District-Attorney Lent on board.

WENT WITH REGATTA COMMITTEE.

The Navigator, which carried the Regatta Committee of the New York Yacht Club—S. Nicholson Kane, Chairman; E. A. Wales and Newberry D. Lawton—also took many guests. They included Rear-Admirals Higginson and Rodgers and Gen. Randolph, Commander of the Artillery Corps of the United States Army. Col. De Lancey Kane was also on board.

Commodore Lancelotti, of the Mirage, for carrying his guests to the yacht North Star, which was lying off Bay Ridge. The party today was the same as on Thursday. On board were Mrs. Vanderbilt, Mrs. Ogden Goelet, Miss May Goelet and the Duke of Roxburgh.

Howard Gould's Niagara carried Mrs. Gould and a score or more of friends. Miss E. L. Bessene and the Eliza under way at an early hour. Miss Bessene is one of the three women yacht owners flying the colors of the New York Yacht Club.

The Sapphire, with John Peirce as owner, had the same party as Thursday. Among those on board were John B. McDonald and former Park Commissioner Henry Clausen.

The Elreba, owned by Henry Dowling, of Pittsburg, had a large party, including George Carnegie, the nephew of Andrew Carnegie.

Frederick T. Stevens, of Buffalo, on the Ituna, had many Buffalo people as guests. Among them were W. A. Lewis, Hobart Weed and Mrs. Rogers, of the Rogers Locomotive Works.

On board the Felicia was Charles Steele and guests. This is the boat which Mr. Steele chartered from E. W. Bliss, of Owl's Head, Bay Ridge.

Henry Walters, of Baltimore, art commissioner, had a large party, including Pembroke Jones and De Forest Grant. There were many women on board.

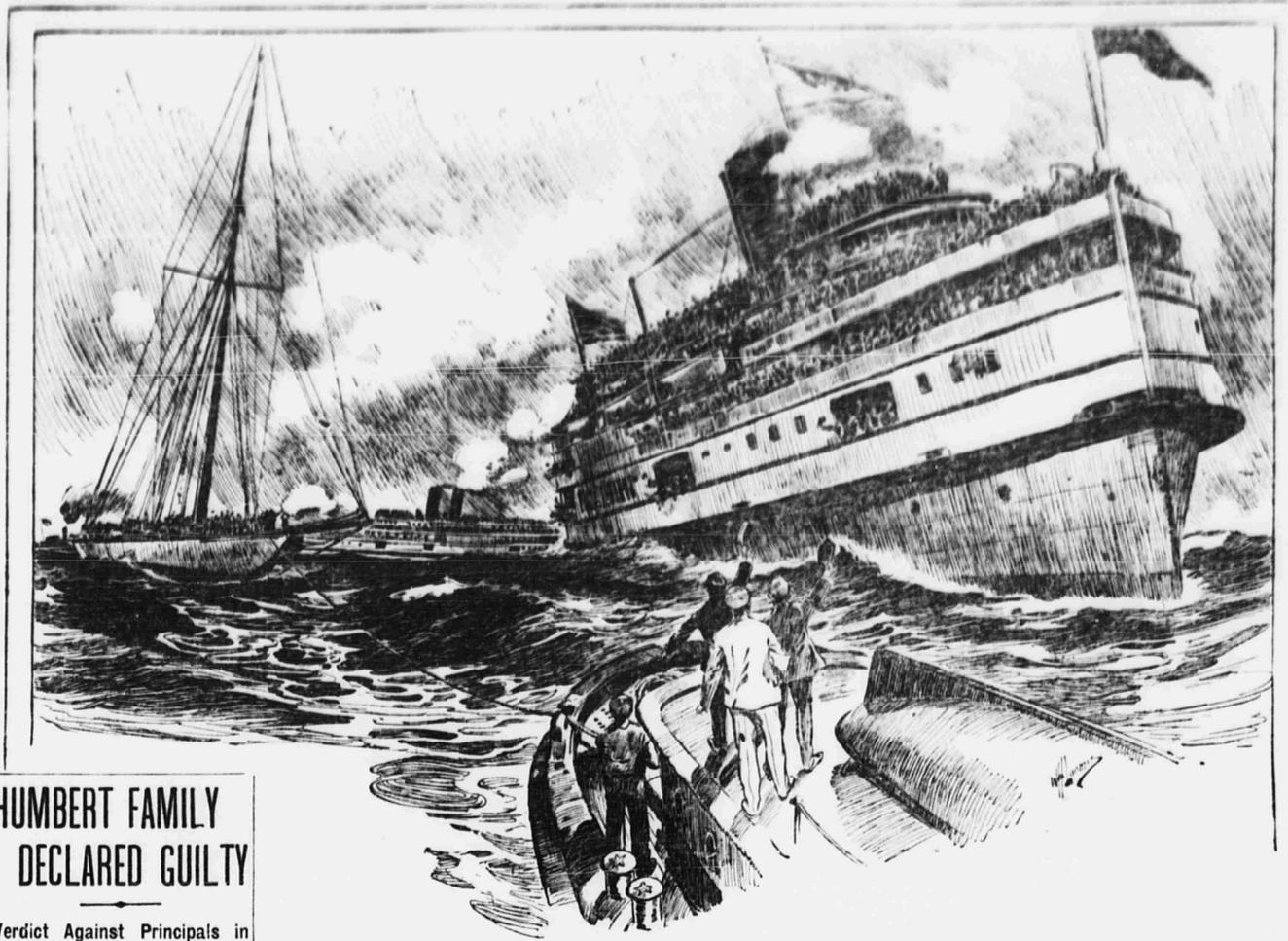
James Garland, of Baltimore, took his friends on the Idler. On the Altair was E. D. Trowbridge and his friends.

ON THE OTHER YACHTS.

Clarence Mackay leased the Colonia from Commodore Fred G. Bourne, of the New York Yacht Club, for the day, and took a party, including Mrs. Mackay, W. B. Leeds was on the Norma with Oliver H. P. Belmont as one of his guests.

James J. Hill, of St. Paul, turned his yacht Vacouta over to his son, James M. Hill. On board were Miss Clara Hill, Mr. Baird and a party of guests from St. Paul.

CROWDS CHEERING THE VICTORIOUS YACHT ON HER RETURN.



HUMBERT FAMILY DECLARED GUILTY

Verdict Against Principals in Gigantic Swindle Followed Declaration that Crawford Was Regnier.

PARIS, Aug. 22.—All the members of the Humbert family were found guilty to-day. The verdict, which proved popular, was the climax of a day of dramatic episodes, the most striking being the address of Madame Humbert to the jury in which she asserted that the mysterious Crawford, whose millions she declared she had inherited, was Regnier, who acted as intermediary between Bismarck and Marshal Bazaine at the time of the surrender of Metz, during the Franco-Prussian war.

The Court sentenced Mme. Humbert and her husband each to five years' imprisonment and to a hundred francs fine. Emile Daurignac was sentenced to two years' imprisonment. Romain Daurignac was sentenced to three years' imprisonment.

Mme. and M. Humbert will undergo solitary confinement during their term of imprisonment.

At the conclusion of counsel's pleading, Mme. Humbert arose amid an intense hush to make her promised revelations. She seemed to be laboring under a great effort and paused after her first emphatic statement that the Crawfords and the millions existed. Then she began formally:

"I cannot know me. I am not called Crawford. I am not known by that name."

"What name?" she asked. "He replied: 'My fortune was made during the war of 1870, by investments of rents, which were then very low, and a large quantity was brought here. Mme. Humbert paused again, lengthily, and then continued: 'His name is Regnier, the intermediary between Bismarck and Marshal Bazaine. I had already transacted business with one Regnier, who appeared to me to be a mysterious personage, and who said to me: 'Be careful, madame, not to confuse me with the notorious Regnier. That is how I suddenly learned Crawford's name. I never told my husband. I swear on my daughter's head that this is the truth.'"

In a high-keyed voice Mme. Humbert concluded: "I have full complete confidence, and now I await my fate."

A prolonged movement among the spectators followed the statement, which caused a general feeling of disappointment.

The Court was quick in rendering the verdict, and the great throng that filled the court and crowded the streets about it, appreciated the finding.

The great epoch of Mme. Humbert's career of fraud dates from the invention of the American millionaire, Robert Henry Crawford. The story she told was that at Nice, in the south of France, she saw a stranger, Robert Crawford, suddenly fall as he was getting into a train. She went to his assistance and nursed him back to life. In gratitude he left to her his whole fortune, amounting to \$20,000,000.

The fictitious millions served as security on which loans were raised from all classes of financiers and bankers. In order to prevent the opening of the safe, in which she deposited the will, she placed, and the inevitable exposure of the fraud, she instructed lawyers who represented the innocent users, and other lawyers who argued her own case, thus putting off from year to year the opening of the safe. The whole cumbersome machinery of the Republic was turned to her own purposes, but the crash finally came and she and members of her family were arrested.

MACEDONIANS MURDER THEIR SMUGGLER OF ARMS.

BUCHAREST, Roumania, Aug. 22.—An Armenian named Garabet Mardorossian has been murdered at Kalafat, a frontier town on the Danube, it is believed, of the Macedonian Committee. Mardorossian lived for years at Kalafat as agent of the committee in facilitating the passage of arms into Bulgaria.

The Roumanian authorities discovered documentary proof of his relations with the committee. It is reported that he was assassinated because of his failure to comply with some of the recent orders of the committee and that the latter selected a relative of Mardorossian to punish his crime.

SHAMROCK MUST BE MEASURED ONCE MORE

Discovery Made by the Representatives of Sir Thomas Lipton that Chain and Cable Were Not Aboard When She Was Officially Measured—Her Time Allowance May Be Cut Down.

Shamrock III. will be remeasured in Erie Basin Monday morning in the presence of a representative of Reliance.

Lewis Cass Ledyard, chairman of the racing committee of the New York Yacht Club, notified Mr. Sharman-Crawford, Vice-Commodore of the Royal Ulster Yacht Club, in the following telegram:

"Mr. Iselin reports that you informed him that just before starting on yesterday's race Shamrock III. when measured did not have the anchor and cable on board before starting. You reported it also to the regatta committee. This, if true, would require a new measurement under the agreement, before starting another race."

"I appreciate that it would be impossible now for you to procure a measurement before starting to-morrow, and understand that the regatta committee has requested that Shamrock III. be remeasured on Monday."

"Under the circumstances, knowing that the error arose from an oversight, our committee is willing that your boat shall start to-morrow, but subject to the new measurement to be taken on Monday next. The vessel, on such measurement, is to be exactly in the same trim as when sailing Saturday, which fact will be established by your own statement."

"LEWIS CASS LEDYARD."

Mr. Crawford's answer was: "Thanks for telegram. We were measured without anchor and chain aboard. We had not an anchor or chain on board during the first race and we find they are required by the rules. We propose with your permission to sail to-morrow with the same trim as measured and then carry out your wishes by remeasuring on Monday with the anchor and chain aboard. If your committee has any more suggestions we will meet them with pleasure."

Mr. C. D. Mower, the official measurer, notified Mr. Crawford to-day that he would measure the yacht at Erie Basin Monday morning with a representative of Reliance on board.

Nobody aboard either yacht would discuss the measurement of the Shamrock with her anchor and chain aboard. Sir Thomas said, however: "It was all an oversight and the Yacht Club representatives were only made cognizant of our being measured without them when we told them. Neither their representatives or ours present at the measuring noticed the error at the time. It won't make any difference."

When Shamrock was first measured, the hatches had to be removed and the two lightweight men substituted for two heavier ones in the crew to keep the water line inside of 90 feet. This brought her up to 89.81 feet. The anchor and chain weigh as much as two men and it is thought that when the yacht is remeasured there will be some difficulty getting inside the water line maximum.

A few seconds difference in the race to-day might make the result dependent on the remeasurement.

LONDON WORRIED ABOUT SHAMROCK.

LONDON, Aug. 22.—The possibility of the disqualification of the Shamrock III. on account of surplus waterline, as the result of having been measured without anchor and chain on board, has created a mild sensation here, and a full explanation of the difficulty is anxiously awaited.

The cable despatch telling of the replacing of heavy men by light men, at the time the challenger was measured, when printed here on the day following the measurement, was taken to be a joke. That any such question has arisen is regarded as being most regrettable.

TO-DAY IS ANNIVERSARY OF CAPTURE OF THE CUP.

Fifty-two years ago to-day the yacht America in a race for a cup offered by Queen Victoria won a prize which since that day has become recognized as the most highly sought trophy in the yachting world.

The courageous Commodore Stevens, after many refusals, was finally permitted to enter a contest against English boats to be sailed around the Isle of Wight, and so well did he sail his yacht that the remark has become historical:

"THERE WAS NO SECOND."

RAID ALLEGED POLICY SHOP WITH PISTOLS.

Detectives Reardon and O'Shea, of the District-Attorney's office, revolver in hand, raided an alleged policy shop on the first floor of No. 75 James street to-day. They made six prisoners, one being the alleged proprietor, John B. Thompson, twenty-seven years old, of No. 118 East One Hundred and Tenth street. There are several indictments against Thompson already.

STRANDED FOUR DAYS.

Young Canadian Robinson Cruises.

A couple of young Canadians had an accident to their canoe and were left upon a small uninhabited island for four days before help came, during which time they had nothing to eat but a couple of packages of Grape-Nuts.

In telling the story one of them says: "There was quite a party of us, and we prepared to spend a jolly time hunting in Muskoka. I provisioned the party and, among other supplies, laid in a stock of Grape-Nuts food, of which I am very fond."

"One day we left camp to paddle to the nearest steamer landing twelve miles away. Just as we pushed off, one of our companions threw into the canoe two packages of Grape-Nuts and a can of condensed milk, saying: 'Leave these at Verne's with our compliments; they were wishing they had some yesterday.' We had gone about half the distance when it began to blow, the lake becoming very rough, so we turned our frail boat toward a small island and paddled with all our might to gain this shelter. Heavy rain began to fall and we drove the boat ashore with more haste than caution, and in doing so struck a sunken log and tore a large hole in the light canoe. We scrambled ashore and hauled the boat up after us, and a nice plight we were in."

"We were on a small island of about a quarter of an acre and out of the trunk of steamer landing twelve miles away, with neither tools nor materials to repair it; no shelter except some big trees and our canoe, and no food except the Grape-Nuts and milk."

"For four long dreary days we waited for help, and finally our friends missed us and organized a search party and found us on the bare little island."

"As we had no fishing tackle we could not fish, and not having a fire we could not cook. But we had three meals a day on Grape-Nuts and condensed milk, and when rescued we were none the worse for our experience, thanks to the Grape-Nuts, on which we had lived and kept in good health for four days."

"After this adventure I never drive a canoe to shore in a hurry and I never go on a hunting trip without a supply of the ready-cooked, ready-to-eat and always acceptable food Grape-Nuts."

Names given by Postum Co., Battle Creek, Mich.

PARKER'S HAIR BALSAM. Promotes the growth of the hair and gives it the lustre and silkiness of youth. When the hair is gray or faded it BRINGS BACK THE YOUTHFUL COLOR. It prevents itching and hair falling, and keeps the scalp clean and healthy.

Dac-T-Ra Eyeglass Clip, 50c. Does not slip, pinch or leave marks. Sold only at 50 West 125th, near Lenox av., 312 Madison av., 4th fl., at 285 E. 57th, and 151st Sts. DACTERA BROS., opticians, sole patentees.



CALLER—Dear old Jack, I just read in the paper about your being sun-struck, and rushed right over. I'm awfully glad you're as well as you are. You're lucky. Now, old man, I don't want to work the old 'told you so' gag on you, but the way to prevent sunstroke is to keep the bowels clean and cool and the blood from being over-heated by taking a CASCARET Candy Cathartic at bed-time. They work while you sleep, and keep you safe and comfortable all day.

DEWAR'S SCOTCH (WHITE LABEL). Bottled in Scotland and imported only in glass from the largest reserve stock of OLD SCOTCH WHISKY in the world. JOHN DEWAR & SONS, Ltd. Perth, Scotland 333 London, England.

CUP QUALITY REILLY'S CEYLON at 35 Cts. Per Lb. The most popular tea compared with all others REGARDLESS OF PRICE. One-quarter-pound box of Best Ceylon or any kind of Tea sent postpaid for 10c. Sample free. REILLY'S. R. B. Reilly Co., of New York, Importers, 20 stores. Tea and Coffee exclusively.

HANGS HIMSELF SITTING IN CELL

Zettler Makes Noose in Suspenders. Ties Them to Water Faucet. Then Extends Feet or Floor.

WIFE CAUSED ARREST FOR ABUSING DAUGHTER.

She Calls at Station Soon After Husband Is Taken Away and Faints on Learning of His Death.

John Zettler, a cook, living at No. 105 East Third street, who had been arrested on his wife's charge of ill-treating his fourteen-year-old daughter, then committed suicide to-day by hanging himself in his cell in the East 17th street station with a pair of suspenders.

Zettler commenced drinking a few months ago and went down rapidly. After his arrest last night he groaned and moaned continuously all night, disturbing the other prisoners.

Because of his condition, Doorman Murray watched him closely, going to his cell every fifteen minutes. Between 6 and 6:15 o'clock Zettler had made a noose of his suspenders, had fastened one end about the water faucet in his cell and had then drawn the other end so tightly about his neck that he would have strangled to death without being suspended.

But after knotting the suspenders about his neck he stretched his feet out on the floor so that the weight of his body was suspended from the water faucet.

The doorman heard the gurgling and ran to the cell. After cutting the prisoner down an ambulance was called from Bellevue, but before it arrived Zettler was dead.

Mrs. Zettler, whose condition is delicate, called at the station an hour later for the purpose of ascertaining when the presence of herself and daughter would be necessary in court to prosecute. She was informed that she and her daughter need not appear at all as her husband was dead.

The woman fell in a swoon and it was fifteen minutes before the matron revived her. Then she became hysterical and it required the efforts of two policemen to get her to her home.