they knew the reason of the sudden removal. They said they supposed the boat was going in to get quieter water. Later on Sir Thomas Lipton went over to the Shamrock to watch the work being done on the challenger. Some of the sailors said that it seemed a pity to remain in when there was such a fine breeze outside, and they were hoping for a stronger one to-day. The Weather Office thinks that the wind will take her off to-day and that fine weather will set in in the afternoon. It is said that the wind will be fresh out of the northeast at first and then go to the northwest. The people on the Shamrock and the Columbia, and many yachtsmen, are hoping that the breeze will be at a velocity of twelve or fifteen miles.

ALL RIGHT ON THE CHALLENGER.

When Sir Thomas Lipton was seen yesterday he said that the Shamrock was then all ready for to-day's race. "Nothing has gone amiss on my vessel since the first race was called," said Sir Thomas, "and she is always ready to go out to her work." He also expressed a hope that nothing had happened to the Columbia, whose sudden removal early yesterday morning caused a good deal of inquiry. The officers on the Erin also expressed surprise, and it was feared that the fleet white cutter must have been taken off hurriedly to have some repairs made.

Among the guests who have been invited to view the race to-day from the decks of the Erin are Sir Roderick Cameron, Governor Theodore Roosevelt, Clement Griscom, Levi P. Morton and some of the naval officers from the Olympia.

Admiral Dewey, who had been invited to witness the race from the deck of the steam yacht Erin, sent word to Sir Thomas Lipton that he would be unable to be here before Monday.

ONE MAN'S CONFIDENCE.

One of the officers in the Lipton fleet said yesterday, apropos of the two uncompleted races: "I believe now that the Shamrock will win in any wind, from a catspaw to a gale. She may drift away from us at times, but this will be only in breezes that are too light for either yacht to sail the course inside the time limit. When we get anything in the way of wind that will give either of us the chance to complete in the five and a half hours, then we will win."

On this point Sir Thomas Lipton said: "The trials have shown us how fleet the Shamrock is in the lightest airs. She is now found to hold the Columbia in the catspaws, and I was delighted to see that she could do so. I feel more assured now of winning the Cup than I did before these uncompleted races." He said that Captain "Ben" Parker, formerly of the German Emperor's Meteor, did not steer the Shamrock on Thursday. It is true that Captain Parker was on board the Shamrock, but only as a guest, and he took no active part in the sailing of the vessel.

It was learned from Sir Thomas that one of his guests on Thursday then took his first sail on a yacht. He said: "Thomas A. Edison, one of the greatest inventors the world has ever produced, took his first yachting trip on my boat, and I am proud to have it happen that way."

STIFF BREEZES POSSIBLE.

A FORECAST FULL OF HOPE SENT OUT BY THE WEATHER BUREAU.

Fair weather and brisk northerly winds, diminishing in force in the afternoon, are promised for to-day by the local Weather Bureau.

There will be a good stiff breeze in the forenoon Forecaster Emery said last night, but he was not so positive about the afternoon.

At 9 o'clock last night the observer at Sandy Hook sent a dispatch announcing that the wind was from the north, blowing at the rate of thirty-six miles an hour, and increasing in force, with clearing weather.

At 10 o'clock last night reports were received from Bay Ridge that the wind was moderating. At the same hour the following dispatch was received from Sandy Hook: "Wind still from the north and blowing at the rate of thirty-two miles an hour. The skies are clear."

The observer at Galilee, N. J., last night reported as follows: "The wind to-night is north-northwest, with a heavy sea running. The indications are that there will be a fresh wind at the beginning of the race to-morrow, also a heavy sea, but that the sea will go down as the race proceeds."

BETTING FAVORS THE COLUMBIA.

MUCH DISAPPOINTMENT CAUSED BY THE FLUKES OF TUESDAY AND THURSDAY.

The feeling about town and among the visitors in the city anent the two "no races" is one of great disappointment and irritation, but as to the latter, since no one, of course, is to blame, the only person upon whom the ill feeling can vent itself is that somewhat mysterious personage known as the hoodoo. Many people from surrounding cities had taken a week off from their business occupations and come to New-York with a feeling of confidence that this week would see the races finished and the cup safe in its old or on the way to its new resting place. But they are out their week's time, with only the hope that a race will be pulled off to-day to show for it. Trains running north and south, east and west have Saturday and Sunday night accommodations fully engaged by these disappointed visitors, and a party of Philadelphians, who had come here with the intention of staying the week out, started for home yesterday in mingled despair and disgust at the treatment they had received at the hands of the elements. On the other hand, there are a large number of visitors here whose occupation in life, apparently, consists in chasing the tiny golf ball over large areas of country, following the pungent and elusive aniseseed sbg over hill and dale, shooting pigeons or the gamier glass ball sprung from traps, and other approved methods of using up time. At stated periods during a calendar year they perform certain mysterious rites, in which a large pair of shears and a bundle of bonds are important adjuncts. To these the disappointment is not so great; they are opulent in time, and to them it is no disappointment, but really a relief, and, as one of them telegraphed to his wife yesterday: "No race as yet. I shall stay here until Christmas if necessary. You'd better pack up and come on."

Then, again, there's a hard side to it, for some people have saved up for these races and come here with their week's expenses nicely calculated and their places on boats engaged in advance, and they, too, after all their trouble, worry and expense, must perforce return home and gain their knowledge of the success or failure of the defence of the Cup from the press dispatches, and not from the deck of yacht or excursion boat, as they had hoped.

There was only one man in town who seemed thoroughly satisfied yesterday with the way matters have gone so far, and he, it must be said, had an ulterior motive. He had promised his wife that he would take her to the first yacht race, but important business at the last moment had prevented him doing so. His life was made a little weary, he said, and the "No race" gave him the retort courteous, which he used to the full. Business again prevented at the second contest, and again there were tears and recriminations in his domestic circle, which were again dried when the "No race" on the second day was announced.

"And now, just think of it!" quoth he yesterday. "I've got our tickets, and we're off sure to-morrow, and maybe we'll see the first race after all, and I'll keep my promise. Oh, this won't do a thing but shut her up all winter, for if she dares say anything or be ill to-morrow, she knows she'll get no sympathy or help from me, after the way she acted after those first races."

Betting rests heavily on the Columbia, and 10 to 7 was freely offered without takers, and in larger amounts, it is said, 2 to 1 can be obtained by any man with Shamrock money. The exhibition the Columbia gave when the wind held true has engendered great confidence in her ability to hold down the Cup, let Sir Thomas try as he will to "lift it." One prominent yachtsman said yesterday:

"I do not at all share in the prejudice against 'Charley' Barr, which is apparent in some quarters, but, nevertheless, I think the Shamrock is better handled than the Columbia. I was not greatly surprised, either, at the superior ability the English boat displayed over the home one in light winds and drifting matches. She's a smaller boat with a larger sail area, and this tells, particularly in light air. Then the Shamrock's bow line shows that she ought to be effective in gentle breezes, whereas in a blow I believe that the same line will cause her to pound badly, and cost her minutes in a thirty-mile course. There is no comparison also in the fit of the sails, particularly the balloon jib; the Columbia's balloon jib compared with that of the Shamrock looks as if it might have been made in the sweatshop of a Baxter-st. tailor. But in spite of her sails, and the fact that she is not so well handled, in a true holding wind I believe the Columbia will prove odds-on the faster boat, and win by a safe margin."

The betting certainly seems to reflect this opinion. There was little money placed on the yacht race yesterday on the Stock Exchange. The ruling odds were 10 to 7 in favor of the Columbia. One of the bets made was of $250 on the Columbia to $175 on the Shamrock. Many Wall Street men will attend to-day's contest, and all of them expect to see a close race. Opinion as to the outcome of the races has been changing, and the downtown yachtsmen are less confident now ...at the Columbia will be able to keep the Cup on this side of the Atlantic.

There was little or no betting as to the result of the yacht race around the hotels yesterday. There was much Columbia money offered but no takers. One man with $5,000 to bet on the Columbia at odds of 10 to 6 favoring that boat called upon David Barrie and other representatives of Mr. Lipton, but found no takers.

At the New-York Yacht Club several of the members who are inclined to back their opinions with money said that they had never known a time when so little money was being wagered, and no bet of any great size had been made to their knowledge. Every one seemed to be taking a quiet but undemonstrative interest in the race, but no one seemed to get up enough enthusiasm over the affair to bet more than a dinner, or a hat, or a pair of gloves.

EVANS PRAISES STEAMBOAT CAPTAINS.

TO THEIR INTELLIGENCE AND OBEDIENCE IS DUE THE FREEDOM OF THE RACERS FROM CROWDING AND INCONVENIENCE.

Captain Robley D. Evans, U. S. N., who is in charge of the fleet of torpedo boats and revenue cutters engaged in the task of keeping the course clear in the international yacht races, when seen at the Albemarle Hotel, where he is staying, said yesterday:

"I have little to add to my remarks published in The Tribune of this morning, save that I cannot speak too highly of the satisfactory manner in which the excursion boats and yachts have behaved. I wish The Tribune would particularly point out that the absolute freedom from interference which the rival racers have enjoyed from the craft accompanying them is almost entirely due to the knowledge and ability of the masters of the various boats in handling their vessels, and had I not witnessed it personally I would not have believed it possible that they could have obeyed the orders we gave them with such intelligence and dispatch. I think the trouble in the previous races must have been due largely to its being each boat for itself, and to the fact that there were practically no rules to guide them or restraining hand to enforce regulations.

"A more cheerful, ready and intelligent obedience of orders I have seldom seen, and I have not one word of complaint to make so far as yesterday's contest is concerned. It was only necessary for us to establish patrol lines, and the boats unhesitatingly went at once into the right places. To-morrow they will receive the reward for this virtue, for we intend allowing them to come in closer, feeling, as we do, that their implicit obedience to orders, assures us of our ability to turn them when it should become necessary.

"I think from the condition of the wind to-day that to-morrow's race will undoubtedly be sailed well within the time limit."

THE EXCURSION FLEET.

SOME OF THE STEAMERS WHICH WILL FOLLOW THE RACERS.

The excursion steamers will be on hand again this morning to carry their patrons to the scene of the race. The splendid tribute paid by Sir Thomas Lipton to the patrol arrangements reflects a great deal of credit on the captains and officers of the principal excursion boats who, as a rule, have tried to observe all the regulations and thus make the race a success. Those who went out on Tuesday and Thursday do not need to be told about the advantages offered by the steamers on which they rode. Realizing that the races afforded an opportunity for making considerable money, the excursion boats have indulged in a brisk rivalry for trade, and the result has been first class accommodations for their passengers. The comforts and conveniences on board the principal steamers are likely to be increased rather than diminished. Some of the boats whose patrons will again witness the race to-day and their leaving points are as follows:

Monmouth—Leaves Pier No. 8, North River, at 9. Number on board limited to 800. The Monmouth is one of the swiftest boats in New-York Harbor, and her accommodations are ample.

Miami—Flagler Line steamer, chartered by Raymond & Whitcomb. Number limited to 350. The Miami has plenty of speed and room, and those who went on her on Tuesday and Thursday speak highly of their accommodations. She starts from near Desbrosses-st. ferry at 9.

Block Island—Capacity, 1,500, but will carry only 650. Fanciulli's Band will be on board. Leaves Watts-st., near Desbrosses-st. ferry, at 9.

Richard Peck—Limited number of tickets will be sold. The Peck is one of the swiftest coastwise vessel afloat. Conterno's Band will furnish music. Leaves Pier No. 25, East River, at 9:30.

Cepheus—Iron Steamboat Company's swiftest vessel. Leaves Ninety-first-st., East River, at 8:30, and Thirty-first-st., East River, at 9.

La Grande Duchesse—New twin screw steel steamer, capacity 5,000 tons. Every passengers will have a seat. Leaves Canal-st. pier, North River, at 9:30 sharp.

Columbia—This big Long Branch boat carried a large number to the first two days' trials, and her patrons will be on hand again this morning. She will leave Pier No. 10, East River, between South Ferry and Wall-st., at 9 o'clock.

Onteora—Catskill Evening Line boat. Is a new and swift side wheeler with a large carrying capacity. Her guests to-day will be limited to 500. Leaves Christopher-st. wharf at 9:30 sharp.

Cambridge—Hails from Baltimore, and carries a large number of Baltimore and Washington guests. She has a carrying capacity of 1,500, but her managers have limited the number to-day to 600. Leaves Pier No. 6, Rector-st., at 9:15 sharp.

Plymouth—Fall River Line steamer, and provided with all the conveniences which tend to make an excursion delightful even in cool weather. Leaves Pier No. 18, North River, Murray-st., at 9:30. Music on board.

St. John's—Hundreds of enthusiasts chose the St. John's on Tuesday and Thursday on account of her complete appointments. Leaves Rector-st. pier at 9:30. Passengers limited to 800. Music by Bent's orchestra.

Jefferson—Old Dominion Line, new, swift and fitted up with all conveniences. Leaves Pier No. 26, North River, Beach-st., at 9 o'clock sharp.

Dolphin—Guarantees a good view of the races. Leaves East Thirty-first-st. at 8:30; South Fifth-st., Brooklyn, 8:45; Battery, 9:30 sharp. Music by Engel's Military Band.

Shinnecock—Well known to people living on Long Island between New-York and Montauk Point. She will leave her usual pier at the time stated in the advertisement.

The Riverside Yacht Club will have the steamer Cygnus for the third, fourth and following days of the international yacht races. Instead of the Persegus. She will leave the East Thirty-first-st. pier at 8:45 A. M. sharp. The speed of the Cygnus is fifteen miles an hour, and she should have no difficulty in giving the members and their friends a good view of the races. She is licensed to carry 1,800 passengers to sea, but the sale of tickets will be limited to 900 for each day.

FORMAL COMPLAINTS MADE.

COLLECTOR BIDWELL INTENDS MAKING AN EXAMPLE OF OFFENDING STEAMBOAT PILOTS.

Collector Bidwell, through Deputy Collector Phelps, of the Law Division of the Custom House, has forwarded to the local Board of Inspectors of Steam Vessels formal charges, with specifications, against the steamboats Glen Island and Idlewild.

The pilots are charged with repeatedly disobeying the warnings of the revenue cutters and other boats patrolling the course, and it is the intention of Collector Bidwell to make an example of these pilots.

The steamboat Magenta is also classed among the principal offenders, but as she hails from Perth Amboy the Collector of the Port of Newark will be asked to prefer charges against her pilot.

Should the local Board find the pilots of the Idlewild and the Glen Island guilty their licenses may be revoked, and the Collector may recommend that a heavy fine be imposed.

No complaints have been lodged with the Collector against vessels which were present at Thursday's race.

Some men are said to possess such wonderful animal magnetism that they can put other persons to sleep by passing the hands before the eyes. This is called hypnotism—an influence about which very little is known—and it is not a difficult matter to find a few people who have been put to sleep in this manner. You can find hundreds and thousands of women, however, whose sleep has been made peaceful and restful by Doctor Pierce's Favorite Prescription. It soothes the nerves by curing the disorders commonly called "female troubles." It is indorsed by an army of women in every State in the Union, who have been brought back to health after suffering untold misery from disagreeable drains upon the system, irregularities, prolapsus, backache, "bearing-down" pains, nervousness, despondency and hysteria. "Favorite Prescription" is a vegetable medicine and contains no alcoholic stimulant or dangerous narcotic to create morbid cravings. Its action is confined altogether to the distinctly feminine organism, which it heals, soothes and strengthens. It helps to make existence pleasant before baby comes, and on the occasion of the little one's advent, danger is avoided and the pain reduced to almost nothing.

HYPNOTISM

Mrs. Anna Willy (Michigan House), of Northville, Spink Co., S. Dak., writes: "I am enjoying good health, thanks to your kind advice and valuable remedies. I suffered much with female weakness and other ailments for more than two years, when I wrote to you for advice. After carefully following your advice and taking six bottles each of Dr. Pierce's Favorite Prescription and 'Golden Medical Discovery' I am now a well and happy woman. I have also taken several vials of your 'Pleasant Pellets' which did me a great deal of good."

Accept no substitute, which a dishonest dealer may urge as "just as good" as "Golden Medical Discovery."

Send 21 one-cent stamps to Dr. R. V. Pierce, Buffalo, N. Y., for his Common Sense Medical Adviser, a great doctor book by a great physician. Cloth-bound 31 stamps.

Dr. Pierce's Pleasant Pellets cure constipation.

WHAT THE YACHTSMEN SAY.

CONFIDENCE ON BOTH THE COLUMBIA AND THE SHAMROCK.

TALKS WITH C. OLIVER ISELIN, SIR THOMAS LIPTON AND OTHER MEN KNOWN IN THE YACHTING WORLD.

With her great mainsail snugly stowed on the boom under a waterproof cover, the yacht Columbia lay at anchor off the Sea Beach pier at Bay Ridge yesterday, riding out the easterly storm under the lee of the land. All her other sails were unbent and stowed below, where they will be kept dry until needed. Should there be rain and a strong breeze, however, the sails will not be spared to-day on that account, for rain or shine, barring accidents, the yachts will start in their race and make a third attempt to complete the course of fifteen miles to windward or leeward and back.

When seen on board the tender St. Michaels yesterday afternoon, C. Oliver Iselin, speaking of Thursday's unfinished race, said:

"We know practically nothing more of the merits of the boats than we did on Tuesday. If anything, we know less, for we did not turn the outer mark this time, but I have every confidence in the Columbia's ability to outsail the Shamrock on all points when we get a steady breeze. That's what we want—some wind."

"In case there is wind enough to force the yachts to shorten sail, how would the Columbia's mainsail be reefed—with a lacing or with reef points?" was asked.

"With reef points, in the regular way," replied Mr. Iselin, "but I don't think we shall have to reef at any time during these races. These boats will carry whole mainsails for a long time."

Mr. Iselin said the same guests would be on board the Columbia in to-day's race as there were on previous days. Asked why he came to Bay Ridge, he said that he thought it a safer place to lie in view of the coming storm, the barometer having fallen considerably in the last twelve hours.

Speaking of Commodore J. Pierpont Morgan's interest in the races, Mr. Iselin said: "I have not seen the Commodore since we began to race, but I'm sure he is following the work of the Columbia with as much interest as any of us."

Sir Thomas Lipton, when seen on board the Erin, announced his opinion regarding Thursday's race as follows:

"The leading yacht, as you know, was the Shamrock, and it might be called anybody's race. No; I will not designate it as a race. I will simply call it a drifting match, and there was absolutely nothing about it to indicate the capabilities of either craft. We are thoroughly satisfied with the performance of the Shamrock yesterday. She has proven she can drift as well as the Columbia. We hope to have plenty of wind to-morrow, and I should say that the present indications are that we will have. We are looking for a good breeze, as we are naturally anxious to see what the result will be, for with a heavy breeze we can possibly form a fair estimate of the series of races."

Ex-Commodore James D. Smith, who has been at the head of the New-York Yacht Club Cup Committee during several series of races for the America's Cup, said yesterday:

"The result of the present series is a problem now. Designers, builders, sailmakers, shippers, sailors and yachtsmen (American and English) are asking questions as to how the outcome may be. My opinion was that it was one-sided, with the American boat a sure winner; but on results, so far as I see and read of the boats' performances, and take reckoning, I am not as certain. I still believe that the Columbia will keep the Cup in America, but desire to say that I believe that Sir Thomas Lipton's pluck, liberality and lavish expenditure have been creditable, and justified at least, in the present light. The Shamrock was expected by British critics to be apt to be better than our boat in heavy weather. I cannot see that we have any reason to underestimate her abilities in light winds."

S. Nicholson Kane, chairman of the Regatta Committee of the New-York Yacht Club, said last night: "There is nothing new regarding the yacht contests. The race will be tried over again to-morrow under precisely the same conditions that ruled the other two contests. It is necessary, whenever a race is unfinished on account of the time limitation, to sail it over again and again if necessary, and the same rules apply until a decision is reached. We think there will be a stiff breeze to-morrow and a good race."

THE CRAFT AND THOSE WHO SAIL THEM.

The Canarsie Yacht Club will go out of commission to-morrow. The fleet will sail from the clubhouse, at Sands Point, in procession to Ruffle Bar, where a shore dinner will be enjoyed, and will then sail back to the clubhouse at Sands Point. An entertainment will be given at the clubhouse.

The Seawanhaka Corinthian Yacht Club, of Oyster Bay, Long Island, went out of commission last week.

The Penataquit Corinthian Yacht Club, of Bay Shore, Long Island, will meet next week to consider plans for the enlargement of the clubhouse.

The Keystone Yacht Club, of Woodmere, has elected the following officers for the ensuing year: Commodore, E. C. Smith; vice-commodore, Joseph Combes; secretary, Ruloff V. Brower; treasurer, J. Robert Laws, jr.; Board of Governors, J. R. Laws, jr., W. H. E. Jay, R. V. Brower and Hector Zucca.

The famous old schooner Water Witch, owned by former Commodore David Banks, of the Atlantic Yacht Club, has gone out of commission at Greenport, Long Island, for the season.

Rear-Commodore Oscar M. Lipton will have his steam yacht Laurena lengthened nearly twenty feet this winter, and she will go out of commission at the yards of her builders as soon as the international yacht races are over.

EX-PRESIDENT HARRISON AT BERLIN.

Berlin, Oct. 6.—General Benjamin Harrison and Mrs. Harrison arrived in Berlin this evening from Paris.

MANY BURIED UNDER A FALLING CLIFF.

Dover, England, Oct. 6.—While some harbor work was going on at St. Margaret Bay to-day a large portion of the cliff fell, burying a number of the men engaged in the work. A large force of men is now engaged in an attempt to rescue the buried workmen.

FIRE CHIEF SWENIE'S EXPERIENCE.

A NEW-YORK HOTEL CLERK THOUGHT HE MIGHT BE NERVOUS ABOUT A FIRE EXTINGUISHER.

From The Chicago Times-Herald.

When Chief Swenie, the veteran Chicago fire fighter, was in New-York City a few weeks ago he had an amusing experience at the Manhattan Hotel, which is being told about town by Alderman John Coughlin. Coughlin was a guest of the Manhattan while Swenie was there, and he vouches for the truth of the story.

"I had been staying at the house several days when Chief Swenie arrived," is the way Coughlin relates the tale, "and had made a killing with those red and green togs. Everybody in the hotel was trying to get rubber at me, and I guess they thought I was about the swellest guy in Chicago. Along comes Denis Swenie with his little grip, and there ain't a man in the house who is next to him. Swenie ain't one of those kind of men who advertises his job with a brass band, and when the clerk hands him a pen he just puts down 'Denis Swenie, Chicago,' and lets it go at that. The clerk ain't wise that the modest little man in front of the counter with the gray whiskers is the chief of the Chicago Fire Department, and he sizes him up for a stockyards man, or something like that.

"'How is every old thing out in Chicago?' the clerk asks of Swenie, just to be sociable while he's hunting for a room. 'How many hogs are they killing these days out at the yards?' was the next hot one he handed him. The old man didn't like the clerk's familiarity and he never bats an eye. Pretty soon the clerk take a wallop at a bell and hollers 'Front!' Up comes a bell hopper and the clerk tells him to show the gentleman to room number eight hundred and something. Just two feet from the door of this room is a big reel of hose, a red bucket and an axe, to be used in case of fire. When the boy stops at the door and opens it the old man remigs. He's up against fire apparatus twenty-four hours in the day when he's home, and he don't want any of it on his vacation. The old man tells the kid that he don't like the room, and if they haven't anything else he's going to put up at some other house.

"'What's the matter with this room?' the kid says to him, very fresh. 'You ain't afraid of them things on the wall for putting out fire, are you?'

"'Never mind what I'm afraid of,' says the old man. 'Take me back to the office, and be —— quick about it.' On returning to the office the bellboy said to the clerk: 'The gentleman won't take that room. It's the one where the hose is outside the door.' To this the clerk replies: 'I suppose it makes you nervous to see those things—makes you feel as if the hotel was going to catch fire. Really, it is one of the best rooms in the house; fire escape at the window and every other convenience. Take my word for it, you will forget all about those things in the corridor for extinguishing fire after you are in the room a few minutes. Still, if you think you will be haunted by the thought of fire I will give you another room.'

"Just at that moment I came into the hotel and shook hands with the chief. I introduced him to the clerk, who was knocked out completely when he learned who Swenie was. The old man had a great laugh over it, and he was given the best room in the house."

In Old Rome.—The wounded gladiator gazed anxiously at the thumbs of the vast concourse of humanity in the great amphitheatre.

His gaze ranged from Nero, lunching lightly on nightingales' tongues, to the rabble chewing peanuts and drinking pop right off the ice.

"I am waiting," said he, "for something to turn up."

Then they turned him down.—(Indianapolis Journal.

WAR MAY BE AVERTED.

Continued from first page.

port that the Free State Government has commandeered eight hundred tons of coal belonging to the Cape Government which was traversing the Free State. Such a seizure would naturally be regarded as an act of war.

J. W. Sauer, the Commissioner of Public Works, when questioned in the Assembly regarding the matter, professed ignorance, but I learn that the report was telegraphed to the Cape Ministry early in the day.

I learn that the Transvaal's threat to put British subjects over the border would necessitate the withdrawal of Conyngham Greene.

Some surprise is manifested over the report that a large number of British troops are to be landed here instead of at Durban. This is taken to signify that the Transvaal will be invaded from the west and not from Natal.

There has been almost a complete dearth of news from South Africa to-day. The few dispatches received recording military movements at various points all tend to confirm the belief that President Krüger will restrain any forward movement by the Boers unless they are fired upon or war is actually declared.

It is stated that the Right Hon. Harry Escombe, former Premier of Natal, is going to Pretoria in the interest of peace.

Her Majesty's ship Philomel suddenly left Durban to-day for Delagoa Bay.

"The Daily Chronicle's" Rome correspondent says that the British Government has applied to Signor Marconi with a view of employing his system of wireless telegraphy in the Transvaal campaign.

"The Daily News" this morning asserts that an army corps will be mobilized to-day.

A dispatch from Mafeking announces that Commandant Cronje, of the Boer forces, has been promoted to the rank of general, and is massing 6,000 Boers, with artillery, north of Mafeking. The dispatch adds that General Cronje has sent a message to the camp of the imperial troops that he will cross the border at the first shot fired in Natal.

PARLIAMENT TO MEET OCTOBER 17.

FURTHER SUMMONS TO RESERVES WILL BE SENT OUT TO-DAY.

London, Oct. 7.—It is now practically certain that Parliament will meet on October 17.

Reserves will be summoned to-day in sufficient number to bring up to a war strength the regiments warned to hold themselves in readiness for service in South Africa, or about one-sixteenth of the total reserve.

HOPE FOR AMERICAN MEDIATION.

Pretoria, Oct. 6.—The Rev. Dr. Bosman, the Dutch Reformed clergyman of Pretoria, now visiting in the United States, is reported as doing good work in the interests of peace. Strong hopes are entertained in official circles that President McKinley may be induced by the people of the United States to offer mediation in the present crisis.

General James R. O'Beirne has been appointed the special representative in the United States of this republic to work in the interests of peace.

The Government is reducing official salaries on a sliding scale. Those receiving over $2,000 have had their salaries reduced 45 per cent. A saving of $16,000 a month has been effected.

The town is being divided into wards, and special police officers are being sworn in.

In an interview Secretary of State Reitz said:

The Government desires, if possible, that all of the mines remain working as long as possible. The Government has promised to give every assistance in its power to enable them to do so, and where it is necessary for the continued working of the mines that British subjects should remain, the Government promises to them every protection. Should war unfortunately occur, we will give to the miners every opportunity if they desire to leave the country safely.

The further dispatch of commandoes has been temporarily suspended.

President Krüger, in an interview with reference to the rumors of incursions into British territory by burgher forces, said:

The republic has no intention of acting on the aggressive unless forced to by the military attitude of Great Britain, by the massing of troops in the direction of the borders or by the sending of heavy reinforcements from over the sea.

MR. MORLEY MAKES AN ADDRESS.

FAILS TO SEE WHY ENGLAND AND TRANSVAAL CANNOT COME TO TERMS.

London, Oct. 6.—Addressing a peace meeting at Caernarvon this evening, John Morley asked the country to realize the predicament to which it had been brought by unhappy diplomacy and the bedlamite counsels of the war press and the war party.

"If," said Mr. Morley, "President Krüger had accepted the franchise proposal of September 8, with reliance upon the Convention of 1884, he would have been planted behind diplomatic intrenchments which by fair and reasonable means could not have been forced. Even after that refusal there was still room for a friendly settlement, but just as the Transvaal made a mistake our Government capped it by withdrawing the franchise proposals."

Mr. Morley dwelt upon the moderation and reasonableness of the recent speech of the Duke of Devonshire, which proved that Great Britain did not desire to interfere with the Transvaal's independence. The speaker said he had always pressed the urgency of the Transvaal meeting Great Britain half way. He regretted the withdrawal of the five years' franchise, but condemned Great Britain for now abandoning the franchise, which had hitherto been the foundation of the Government policy. He dilated upon the eventual danger of having at the back of a strategic post like the Cape a disaffected population held down by force of arms, and said he failed to see why the Transvaal and Great Britain were unable to come to terms. Mr. Morley spoke derisively of the talk of a Pan-Afrikander conspiracy in South Africa.

KAFFIRS FORCED TO DEPART.

Johannesburg, Oct. 6.—Thousands of natives have invaded the town, and to-day the authorities decided to march them under escort out of the country. Last night two natives entered a clothing store kept by a Jew and stabbed the proprietor in the neck, severing his windpipe.

Two Jewish storekeepers in the East Rand have been murdered by natives, and the Kaffirs are raiding all the places where they think liquor is stored.

The War Commission, acting under the Government's instructions will to-day issue advice to shopkeepers to remove the barricades they have erected, on the ground that the Government's guarantee of protection ought to be sufficient.

The Government is ejecting thousands of Kaffir miners from the Rand and sending them into the northern districts of the Transvaal, in order to avoid the danger of trouble with the whites in case of war.

The Irish Corps supporting the Boers has started for the frontier.

ORDERS FOR CANNED MEATS.

Brisbane, Queensland, Oct. 6.—Great surprise and dissatisfaction are expressed in commercial and political circles here at the news that the British War Office has placed large orders for canned meats in the United States. As a matter of fact, the Queensland canners, anticipating a large demand, had prepared increased stocks, which will now possibly be a drug on their hands.

FREE STATE STANDS FIRM.

Bloemfontein, Oct. 6.—President Steyn, addressing a commando in Market Square on Thursday, congratulated the burghers on the rapidity with which they had responded to the call.

He said the Orange Free State did not intend to make an attack, but that it would fiercely defend its cherished rights. The enemy was strong, but if the enemy crossed the border it would be to meet with a determined resistance.

In concluding he exclaimed, "We would be fighting for the independence of our State."

HE WANTS STEAMSHIPS FOR ENGLAND.

Norfolk, Va., Oct. 6.—John B. Davis, who says he represents the British Government, arrived here to-day from New-York, and says he came to confer with the representatives of steamship lines with the view to chartering steamers for service in transporting troops and war supplies to South Africa.

OCEAN FREIGHT RATES GO UP.

The predicted increase in freight rates owing to the chartering of so many transatlantic liners and tramp steamships by the British Government has, it is said, already begun to manifest itself. Ocean freight agents say that there is a general upward tendency in rates and that the offerings of freight for shipment are becoming comparatively small, as shippers are waiting for the outcome of affairs. One item cited as showing advance in rates is flour, the tonnage price for which to South Africa has, it is said, risen 5 shillings since yesterday.

Reports of further chartering of steamers by the British Government continues. The list of boats engaged from the big transatlantic lines now includes the following:

Cunarders—Aurania and Servia.

Allan-State Line—Bavarian, Mongolian and Numidian.

Wilson Line—Idaho and others.

Atlantic Transport Line—Mohawk and America.

White Star—Nomadic and probably several others, the full list not being known at the company's office here.

GENERAL O'BEIRNE NOT ACCEPTED.

THE TRANSVAAL SELECTED HIM AS ITS REPRESENTATIVE IN WASHINGTON.

Washington, Oct. 6.—The State Department has received notice from the State Secretary of the Transvaal Republic that it has appointed General James R. O'Beirne, of New-York, to be its diplomatic representative in Washington.

The State Secretary has also asked whether General O'Beirne would be recognized by this Government. Acting Secretary Hill in reply has informed the State Secretary that the rules of the United States Government forbid the reception of an American citizen as the diplomatic representative of a foreign Government.

General O'Beirne arrived here to-night and has an appointment with Acting Secretary Hill for 11 o'clock to-morrow, when he will take up the matter of his recognition by this Government. He said he would ask that the friendly offices of the United States Government be used to avert hostilities between the Transvaal and the British Empire. He was not clear as to the procedure to be followed. The Transvaal Government, he said, probably has sent him full instructions, but they have not yet been received. He expressed the opinion that war would be averted.

RIOTING IN WESTERN AUSTRALIA.

MINERS SEIZE CLAIMS AND RESIST ATTEMPTS OF POLICE.

Perth, Oct. 6.—There has been serious rioting at Kalgoorlie. Hundreds of miners have rushed various claims and removed the ore in defiance of a strong force of police, whom they beat off with picks and shovels. Reinforcements have been dispatched to the scene of disturbance.

STATUE OF ERICSSON IN SWEDEN.

MONUMENT TO DESIGNER OF THE MONITOR UNVEILED AT GOTHENBURG.

Gothenburg, Sweden, Oct. 6.—To-day was unveiled here, in the presence of an enormous crowd, a statue of John Ericsson, the celebrated engineer, who designed and built for the United States Government the warship Monitor, which in 1862 destroyed the Confederate ironclad Merrimac in Hampton Roads.

Nearly forty thousand school children, with banners, marched past the statue, which was modelled by the Swedish sculptor Fahlstadt.

BERLIN'S GAMBLING SCANDALS.

THREE DEFENDANTS WILL GO FREE—ANOTHER IMPERIAL ORDER.

Berlin, Oct. 6.—To-day's developments in the trial of the persons charged with gambling at the Club der Harmlosen indicate that the Special Commissioner to whom was intrusted the task of working up the prosecution was wholly unfit for the task. He allowed the worst offenders to escape.

Three of the defendants will be acquitted of the charge of fraudulent practices. Herr von Manteuffel, after the trial, will be disciplined.

Emperor William, it is reported on good authority, will issue another anti-gambling decree, and will also punish superior officers whose regiments have disregarded his repeated orders against luxurious living on the part of officers.

The press, commenting upon the trial, uniformly deplores the evil existing in the highest fashionable circles in Berlin. The "Post" (semi-official) says drastic measures are required, and the "Vorwärts" asserts that the case is a typical one.

EXPERIENCES WITH SAVAGES.

HAWAIIAN KILLED AND EATEN BY CANNIBALS—AMERICAN IN PERIL IN NEW GUINEA.

Vancouver, B. C., Oct. 6.—A story of cannibalism was brought to Sydney, Australia, just before the sailing of the steamer Aorangi for this port by a French steamer. The victim was a native of Hawaii, named Amaru, who acted as orderly to the Immigration Department at Noumea, in the New Hebrides. About six months ago Amaru married a native woman of Aoba, in the New Hebrides group, and on passing that island later on decided to visit his wife's tribe. Accordingly the couple were put off in a boat. A few weeks ago, when the steamer called for them, it was learned that Amaru had fallen into the hands of a savage tribe of natives, who, after torturing him, tore him to pieces and then roasted him with two sheep. The matter has been reported to a British man-of-war.

Dr. Vaughn, an American, who has worked up a large trade among the people of New Guinea, narrowly escaped being caught by the natives a few weeks ago. The news of his experience has been brought here by the steamer Aorangi. Early in September Vaughn and several other men went on a trading and scientific trip up the Musa River, and inadvertently came into unfriendly territory, and were compelled to retreat hastily to their launch. In the middle of the river the machinery broke down, and the boat drifted helplessly with the current. The natives ran along the shore hurling spears at those on the craft, while others followed in war canoes. Several of the men were wounded, but a sail was rigged up and the launch got out of reach of the savages.

REPORTED SYNDICATE FOR MURDER.

TALE FROM MONTEVIDEO ABOUT A BLOODTHIRSTY GANG OF INSURANCE SWINDLERS.

London, Oct. 6.—According to the Montevideo correspondent of "The Times," the discovery has been made there that a syndicate exists which has been insuring the lives of poor people and murdering them in order to collect the insurance money. Three cases of the sort are known to have occurred from which the promoters of the scheme netted £10,000. The syndicate has other policies amounting to £30,000. The ringleaders have been arrested. The Equitable Life Assurance Society of New-York is said to be affected.

James H. Hyde, of the Equitable Life Assurance Society, when seen in his office by a Tribune reporter yesterday, said:

"I made a careful investigation as soon as I heard this story, and learned that we have not done any new business in Montevideo for three years, so it is extremely improbable that any of the policies spoken of were taken out from the Equitable. I also learned that the mortality had not increased extraordinarily before that time. No, I am pretty sure we have nothing to do with the affair. There is an insurance company called the Equitable in Montevideo, and I think it is likely that we have been confused with that company in the dispatch."

LOSS OF A HAYTIAN STEAMER.

THE ARMED TRANSPORT DEFENCE WRECKED IN THE BAHAMAS.

Nuevitas, Cuba, Oct. 6.—The Haytian Government steamer Défence, used as an armed transport, has gone ashore near Fortune Island, in the Bahamas, and will prove a total wreck. All on board were saved.

THE WHITE MAN'S BURDEN.

AN INCIDENT OF MEDITERRANEAN TRAVEL.

From The Academy.

In the afternoon a white man came aboard, and he was followed closely by a Moor, who carried two battered leather kit bags. A passenger, and from Hassi Moul el Bab! The new arrival caused quite a sensation. But he paid his fare to London, a stiff one, in English gold; he spoke as a gentleman speaks, and the purser could find no reason for refusing a cabin, though he looked askance at the passenger's cracked brown riding boots and ancient suit of khaki, torn and worn.

That the Lorelei should have called at Hassi Moul el Bab at all was odd. The visit did not appear in the advertised itinerary, and big pleasure steamers do not make a practice of dropping haphazard into tiny Moorish ports, much as worthy Riffians and other good pirates would enjoy meeting them there.

No. 94 was the cabin allotted. "Just to the left of the companion," said Mr.