



(Copyright, 1901, by The Tribune Association.)

NEWS OF TWO CAPITALS.

LONDON.

LEGAL QUIBLING OVER "PERPETUAL BANISHMENT" FOR BOERS.

INTELLECTUAL ACTIVITY PARALYZED BY DEPRESSION OVER THE WAR—NEWS OF THE THEATRES—ARTISTS RETURNING TO TOWN.

(Copyright, 1901, by The New-York Tribune.) (BY CABLE TO THE TRIBUNE.)

London, Sept. 28.—Lawyers are bewildered by questions arising from the sequel to the technical end of the war, which was declared by Lord Roberts to be virtually over about a year ago. The date having been settled by proclamation, it was necessary to make an example of Boer officers who had not surrendered before September 15. Ten prisoners have been formally exiled from South Africa by the military court, and forbidden ever to return to the British dominions there. The lawyers are asking whether any military tribunal has the power to proclaim perpetual banishment from self-governing dependencies of the crown, and whether a decree of this kind will remain valid after the substitution of civil for martial law. This penalty is imposed by a military court without release of the prisoners from the ordinary fate of confinement under guard at St. Helena, Ceylon or Bermuda until the close of the war, when they will pass under the ban of perpetual exile. It is considered doubtful whether the decree of banishment can be enforced, except with legislative sanction or with adequate political authority. The military argument is that guerrilla leaders remaining obstinately in the field will be certain to make trouble after the close of hostilities, when the military prisons are opened and the Boer prisoners are released, and consequently it is a wise safeguard to shut them out of South Africa altogether. These political exiles, however, will have the right to an asylum in any foreign country, and they cannot be taken from German or other ships; they cannot be kept out of Portuguese territory, and, when once there, they will be able to recruit bands of raiders for a renewal of the war.

Neither Mr. Chamberlain nor the ministry can be credited with much sagacity in having recourse to a proclamation as a means of ending the war and in following it with decrees of banishment by a drumhead court martial. Yet Mr. Chamberlain can afford to laugh over the legal quibbling, and Mr. Balfour can go on placidly with his golf, for the Lanark election has shown that Liberalism is a system of organized feuds and that the government is not exposed to effective criticism from a vigilant Opposition.

Tragic as is the fate of South Africa, with an irrepressible war of races, an inglorious British campaign, with unceasing mortality and concentration camps, where women and children are dying in swarms, the Liberals consider the farcical conduct of the Opposition a timely and patriotic exhibition, and the government is carried on listlessly as a comedy of political manners. The country, moreover, seems content with what is going on. There is outspoken criticism of the appointments of commanders in three army corps; the charge that General Buller ordered after Colenso the evacuation of Ladysmith under degrading conditions is renewed by "The Spectator," and the ministers are reproached for not allowing Lord Kitchener a free hand and for neglecting to reinforce him with rough riders, fit for the work of hunting down guerrillas; but these murmurs of dissent make little impression.

The Cup races are a godsend for the newspapers, which have seldom found the field of Continental diplomacy equally barren. "The Times," which sets the style for dullness, is even forced to-day to fall back upon Abdul Hamid for a leader. There could be no surer indication of a drought in European news. Domestic affairs are equally commonplace. The King's arrival at Balmoral, the election of a new Lord Mayor of London, the reappearance of Mr. Asquith among the Liberals in Fifeshire and the laying of the foundation stone of memorial cloisters at Charterhouse School, Godalming, to old Christians who have fallen in South Africa, are the chief events of to-day. General Baden-Powell being the master of ceremonies at the last function.

There are few subjects under discussion in the press. The changes are still rung upon American competition in the steel trade, and centralized movements in the copper and tobacco industries.

Mr. Arthur Chamberlain has introduced new licensing proposals at Birmingham, which are exciting serious discussion among rational temperance men.

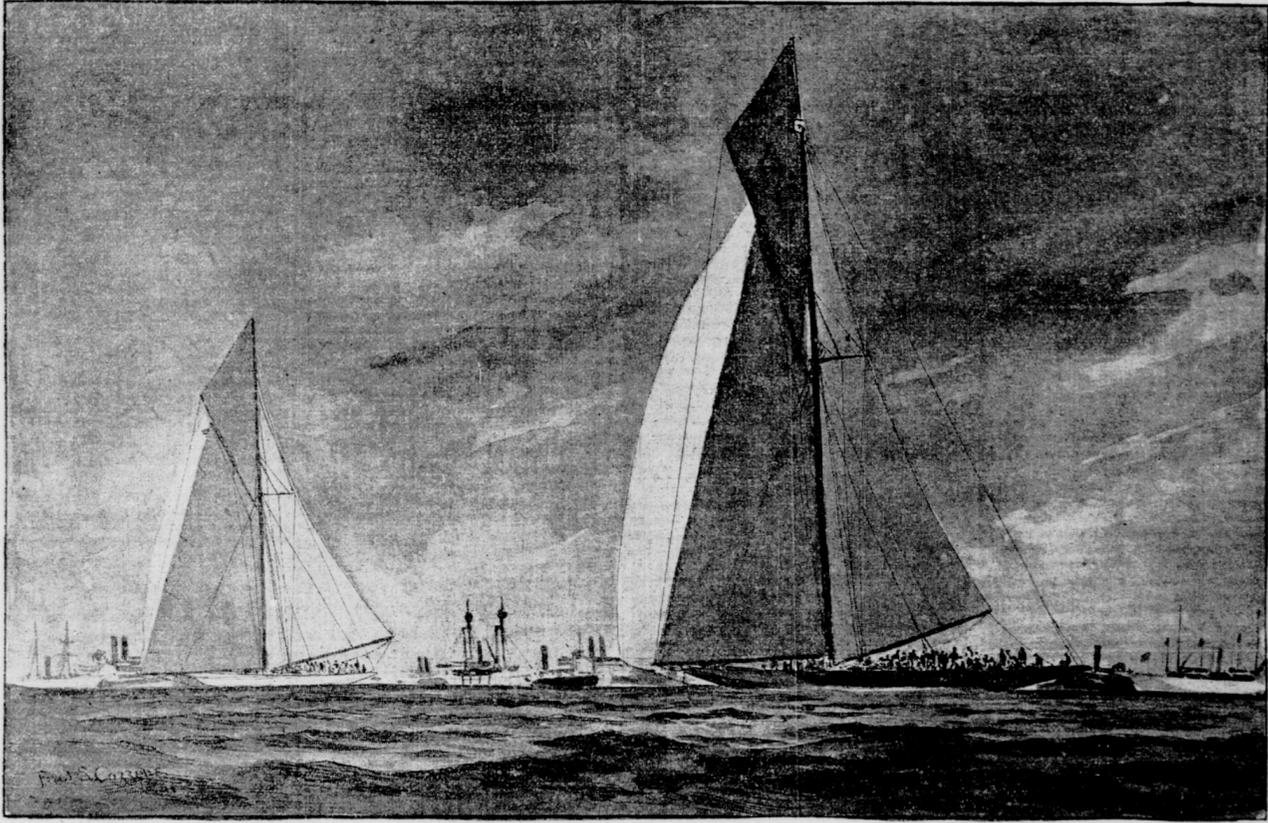
The street paving contracts at Westminster have created a sharp controversy rather than a public scandal. The Agent-General of Western Australia, whose Jarrah and Karri blocks have been generally used in the streets of London, has made a vigorous onslaught upon the award of the paving contract to the American Red Gum Company, and a thorough investigation by the Westminster City Council will follow.

There is little life in public controversies, even the extremists of the Church Congress, meeting next week at Brighton, seem to have proclaimed a hollow truce, and Mr. Morley, Sir Henry Campbell-Bannerman, Mr. Asquith and Sir Edward Grey in their approaching campaign in Scotland are only likely to fight over again the faction feuds of distracted Liberalism.

The depression caused by a wearisome war seems to paralyze all intellectual activities.

The Haymarket and Mr. Wyndham's are now the only important theatres unopened. The Princess's will try next week the experiment of reducing the price of the stalls to 6 shillings, and other seats proportionately. The play selected is "The Sin of a Life," founded upon Ouida's "Wanda," and Cooper Cliffe, Kate Burke and Janette Steere will try their hands at what is called strong emotional drama. Other theatres are doing fairly well at the old prices, the stalls being freely "papered" whenever necessary. Mr. Carton's "The Undercurrent" has been greatly compressed for the Criterion. Mr. Herbert Waring is rehearsing "Under the Red Robe" as a substitute for the Imperial for "A Man of His Word," and "The Whirl of the Town" has been subjected to a hurricane of revision. "Sherlock Holmes" is drawing well at the Lyceum, but Mr. Gillette is forced to raise his voice in order to be heard, and the mysteries of melodrama are rendered frankly obvious for English audiences. Mr. Pinerio is satisfied with the success of "Iris" at the Garrick, for he has gone to Italy for a long holiday. The theatre is crowded nightly, but the pit and galleries are silent and grim, owing to the painful nature of the disagreeable play, dramatic and artistic as it undoubtedly is. Mr. Oscar Asch's strong work in the final act revives the hope of many players that Mr. Tree will produce "Othello" during the season, playing Iago himself, with Miss Brayton as

Continued on fourth page.



THE COLUMBIA CROSSING THE FINISH LINE AND THE SHAMROCK THIRTY-SEVEN SECONDS BEHIND. (Drawn for The Tribune by Fred S. Cozzens.)

CAUGHT IN COACH WRECK.

CAR OVERTURNS VEHICLE IN FRONT OF WALDORF, WHERE ITS OCCUPANTS LIVE.

Excitement was rife in front of the Waldorf-Astoria yesterday when a westbound Thirty-fourth-st. crosstown car crashed into a closed carriage, knocking it over on its side and smashing it to pieces. Mrs. M. E. Leavitt, who owns the carriage, and a companion whose name the police did not learn, narrowly escaped serious injury, as did the driver and two footmen. Mrs. Leavitt and her companion were inside the carriage when the crash came, but they escaped with only a few bruises. They were carried into the Waldorf-Astoria, where they live, and were attended by a physician. The driver and two footmen were thrown from their seats.

William Keenan, the driver of the carriage, of No. 151 East Thirty-eighth-st., had driven down Fifth-ave. and was just making a turn to the left, intending to drive into the horse-shoe to the right of the main entrance of the hotel, when the car came speeding along and crashed into the carriage. It was struck in the rear and knocked completely over on its side. Two bay horses attached to it became unmanageable and attempted to run away. Policeman Wickman, of the West Thirtieth-st. station, grabbed the bridle of one of the animals and prevented them from starting to run. They kicked furiously, and smashed the pole and the dashboard of the carriage.

William Keenan, the driver of the car, told the police that he had stopped the car at Fifth-ave. to take on passengers. He started it again and put the current on almost full. A carriage had just crossed the tracks, followed by Mrs. Leavitt's vehicle. Kiley saw the danger of a collision, and turned the lever to shut the power off. It failed to work, he declared, and he then threw the brakes, but before the momentum could be checked the car rammed the carriage.

It is reasonably certain that yesterday's splendid contest will go down in yachting annals as the closest ever sailed for the possession of the trophy won more than half a century ago by the schooner America. Each yacht had the lead at some part of the long journey, but at no stage of the contest was either boat so far ahead of her rival as to lessen for one moment the doubt as to the result or to swing the scales of victory decidedly to one side.

Demolished at the same spot. Another cab run down by a car in front of the Waldorf.

There was another accident in front of the Waldorf last night, in which a cab was almost completely demolished in a collision with a Thirty-fourth-st. crosstown car. William Hogan, of No. 26 Goerck-st., was the motorman in charge of a car going east, it is said, at a high rate of speed. John C. Knapp, of No. 310 West Forty-second-st., was driving west. He saw the car coming toward him, but as the street was filled with cabs on one side and a car was coming on the other track it was impossible for him to get out of the way in time to avoid a collision. Just in front of the Astor Court they crashed together. The cabman was thrown from his box and was badly bruised, though not seriously hurt; the horse was also injured, and the cab was almost completely demolished, while the dashboard of the car was nearly torn off. The motorman was also hurt about the head and face by flying glass. The cabman refused to make a complaint.

TO REPORT ON FORTIFICATIONS.

Two boards of army officers chosen to examine Philippine and Hawaiian harbors.

Washington, Sept. 28.—Orders were issued to-day convening boards of army officers to examine and report upon the fortifications necessary in the Philippine and Hawaiian islands. The first order designates Major Clinton B. Sears, corps of engineers; Captain Albert Todd, artillery corps; Captain Henry Jerve, corps of engineers, and Captain William S. McNair, artillery corps, a board to meet at Manila at the earliest date practicable, to consider and report upon the subject of the defence of important harbors of the Philippine Islands, to make recommendations as to what the Philippine and Hawaiian islands. The first order designates Major Clinton B. Sears, corps of engineers; Captain Albert Todd, artillery corps; Captain Henry Jerve, corps of engineers, and Captain William S. McNair, artillery corps, a board to meet at Manila at the earliest date practicable, to consider and report upon the subject of the defence of important harbors of the Philippine Islands, to make recommendations as to what the Philippine and Hawaiian islands. The first order designates Major Clinton B. Sears, corps of engineers; Captain Albert Todd, artillery corps; Captain Henry Jerve, corps of engineers, and Captain William S. McNair, artillery corps, a board to meet at Manila at the earliest date practicable, to consider and report upon the subject of the defence of important harbors of the Philippine Islands, to make recommendations as to what the Philippine and Hawaiian islands.

DEFENDER WINS FIRST RACE.

She Crosses the Line Only a Few Seconds Ahead of the Challenger.

CLOSE MARGIN AT END OF AN EXCITING CONTEST.

An extraordinary page in yachting history was written in the waters of the Atlantic Ocean off Sandy Hook yesterday when the Columbia, defender for the second time of the America's Cup, defeated the Shamrock by the narrowest margin ever recorded in a Cup race. It took the two boats over four hours and a half to cover the thirty nautical miles, fifteen to windward and fifteen to leeward, and at the end, when the Columbia drew over the finish line amid the toots and roars and blasts of score upon score of steam whistles from about every kind of craft that floats, she was only thirty-seven seconds ahead of her Irish rival. Boat for boat, the defender had beaten the challenger but a bit more than half a minute in thirty miles.

It is reasonably certain that yesterday's splendid contest will go down in yachting annals as the closest ever sailed for the possession of the trophy won more than half a century ago by the schooner America. Each yacht had the lead at some part of the long journey, but at no stage of the contest was either boat so far ahead of her rival as to lessen for one moment the doubt as to the result or to swing the scales of victory decidedly to one side.

The Columbia had a lead of four or five boat lengths half a mile from home, but just then the wind, which had fallen almost to nothing, freshened perceptibly. The Shamrock was the first to feel the electric impetus, and her towering heaves of creamy canvas belled before the breeze like an animated stormcloud, and swept her after the Columbia almost as if she knew that the final moment was at hand, and that the time to do or die had come. The gap that separated the two boats was rapidly diminished, but in a few seconds the Columbia, too, caught the freshening breeze, and she, too, leaped forward as if she knew that her pursuer was making her final effort. And so the race came to a deafening close amid the uproar from the steam craft and the shouts and wavings of hats, umbrellas and handkerchiefs from the thousands of spectators who crowded the surrounding boats to the side toward the finish line, until it seemed as if the vessels must capsize. When the Columbia swept over the line there were about two lengths of open water between her and the beaten, but not disgraced, Shamrock. With her time allowance of 43 seconds, the Columbia won by 1 minute and 20 seconds.

THE NARROW MARGIN OF VICTORY.

The race, although such a vitally fascinating spectacle and such an inspiring contest, proves little as to the superiority of either yacht. The margin of victory and defeat was so narrow that any little accident might have turned the one into the other. Neither can it be said that the chances of either boat were affected in any vital way by the manner in which they were sailed. It was the verdict of the critics that Captain Sycamore outgeneraled and outailed Captain Barr in the jockeying at the start, securing by his success the much coveted windward berth, which stood the challenger in good stead all the way to the outer mark. On the other hand, it was generally admitted by the experts that Captain Barr did a clever bit of sailing just after rounding the outer mark, which he forced the Shamrock off her course, which he forced the wind spilled out of her sails, and then squared away for the run home on much better terms than he faced just after the defender had come about the stakeboat. All the sailing sharps agreed that the surprising thing about the day's extraordinary racing was that the Shamrock more than held her own in the windward work of the first leg

Table with columns for START, OUTER MARK, FINISH, ELAPSED TIME, CORRECTED TIME, ELAPSED TIME ON RETURN, and NEXT RACE. Lists times for Shamrock II and Columbia.

The Columbia has been thought a world beater at this kind of sailing, and it was by her exceptional ability to sail on the wind that she beat the first Shamrock. It was expected, therefore, that she would finish before the Irish boat on the windward leg. Consequently there was much amazement when it was seen within a few minutes after the two boats had swept over the starting line that Sir Thomas's sloop was quite as shifty at beating as the Columbia.

Another thing that surprised most of the yachtsmen was the fact that in the lighter winds that prevailed after the run home had commenced the Columbia appeared to the better advantage. After the first attempt at a start on Thursday, Sir Thomas said that all he asked was a strong and steady wind, but the prevailing impression has been that the challenger boat would probably do better against the Columbia in light airs.

It was not a promising day for a race when yachtsmen awoke early in the morning and looked out of their windows. It did not grow any more promising, either, as they found their way aboard the various boats that were to take them to the scene of the contest. A fairly heavy fog hung over the waters of the bay and there was little wind stirring. However, few persons abandoned their intention of at least trying to see the race, and they were well rewarded, for before most of them had passed through the Narrows the sun had burned its way through the fog, and beheld a bit of a breeze came creeping in from the southeast to stir the pennants of the yachts and send the smoke trailing back from the smokestacks.

FIRST TO SHOW HER CANVAS.

Even the earliest of the observation fleet to arrive off the Hook found the two racers already in tow and bound for the Scotland Lightship. Both towed under her masts, and it was not until the lightship was nearly reached that the crews got the word to hoist the mainsails. The Shamrock was the first to show her canvas, but Captain Barr got his men to work immediately after. The Irish crew grasped the halyards and went back with them on the run. The two yachts sent aloft their club topsails at the same time. A few minutes after 10 o'clock the committee boats and the revenue cutters arrived at the lightship and began to establish the patrol lines.

others with the sails of those that relied upon the sickle wind to carry them along. The various ship channels looked as if they led to one of the greatest waterways of the world, as, indeed, they do. It is safe to say that no larger or more imposing fleet ever went down to the races. The throng of floating palaces known as steam yachts was especially noteworthy. Among them were the Corsair, with Commodore Lewis Cass Lovdary, of the New-York Yacht Club, aboard; the Nahma, the Tourist, the Aloha, the Surf, the Zara, the America, the Kanawha, the Margarita, the Alben, the Sagamore, the Narada, the Tuscarora, and Charles R. Flint's new flyer, the Arrow, which was built for a speed of forty knots an hour. If she makes it she will be much the fastest yacht afloat. Then, too, there was a big array of tugs of all sizes and dimensions, chartered by as many different parties for the day, and scores of steamers loaded to the rails with enthusiasts, who were all bent on getting to the same side of the boat. Among these were the Jefferson, the Monmouth, the City of Lowell, the J. G. Warden, the Shinnecock, La Grande Duchesse, the Rescue and many others of greater or less importance, while the Chester W. Chapin and the Gay Head carried the members of the New-York Yacht Club and the Atlantic Yacht Club and their friends.

THE GUIDEBOAT SHOWS THE WAY.

The wind was blowing east by south at the rate of about nine knots an hour when the committee boat signalled that Course C had been chosen, and would be fifteen miles to windward and return. The guideboat Edward Luckenbach at once started off to show the way and set the outer mark. The Columbia was the first to cast off from her tug, which she did at 10:20, the challenger following a minute later. At the same time the Navigator anchored two cable lengths from the lightship to indicate the starting line. Both yachts set their forestaysails and jibs, and cruised about in apparently aimless fashion until the preparatory gun was fired, at 10:45. The Shamrock had already taken in her staysail, there being some trouble in handling it. She set it again, however, and added the jibtopsail, and was ready for whatever might happen. The Columbia did not set her jibtopsail until after the warning gun was fired, at 10:55. It went up promptly then, though, and the two racers gradually and cautiously drew near the line. Both boats heeled well over in the breeze, which appeared to be freshening, and the visitor retained all the awards for good looks that she received on Thursday.

Just how Captain Sycamore outgeneraled Captain Barr is told below. It is enough to say that the struggle for the much wished-for weather berth resulted in the former's favor. The master of the Shamrock held to his course and would not be jockeyed out of it. He knew his rights and stuck to them, and as the starting gun boomed out he crossed the line two seconds ahead of the Columbia and in the windward position. Both boats came about on the port tack soon after crossing, and in a few minutes the whole fleet was following them on their long journey. The Columbia swung back to the port tack in about a quarter of an hour, but her rival held on until she was well to the weather of the white yacht's wake before she followed suit. Then followed a series of fruitless efforts on Barr's part to dislodge the bronze bottomed boat from her superior position. The first came when the American skipper, apparently thinking he was far enough ahead, tried to tack across the Irishman's bows. The Shamrock was too close upon his heels, however, and he was forced about again. Then followed one of the most striking inci-

Continued on second page.

VESSELS IN COLLISION.

ERIN AND GRESHAM HAVE NARROW ESCAPE.

CRASHES BETWEEN THE STEAMER NORTH STAR AND COLONEL ASTOR'S NOURMAHAL AND MR. BENE-DICT'S ONEIDA AND THE SHINNECOCK.

The Erin and the Gresham, leader of the revenue cutter fleet which patrolled the course on the Long Island side, came into collision just after the yachts turned the mark for the run home. A couple of the Erin's plates just aft of amidships were bent by the contact with one of the Gresham's torpedo tube covers, but no serious injury to either boat followed the occurrence.

The accident took place while most of the spectators were eagerly watching for splinters and balloon jibs to be shaken out on the yachts on the run home.

Those on the forward deck of the Gresham heard the signal "Slow down," and then "Full speed astern," and almost as the bells sounded the bow of the Erin loomed up directly in front of the Gresham. A collision was inevitable. The Gresham, a heavy boat, though fast, struck the Erin abaft the gangway toward the stern, indenting a couple of plates and bending one of the steel deck supports.

The order "Hold fast!" was given to the Gresham's guests just before the shock, though it was not likely that any except those on the forward deck heard it. All hands there grasped the railing, guns or stanchions, while women sought a refuge on the lower deck. The shock came, and a sigh of relief went up when it was found that both boats had escaped serious damage.

A sailor at once was lowered over the Erin's side to ascertain the injuries to her plates. They were apparently trifling.

The Gresham crossed the course of the yachts as they came down before the wind, splinters, balloon jibs, mainsails and topsails drawing well. The sight was one which those who know little about the technical side of yachting will not forget.

Making a wide sweep around the yachts as they raced toward Scotland Light, the Gresham bore down on the Erin. In answer to Captain Thomas D. Walker's question whether the Erin was seriously injured, and whether she needed assistance, Sir Thomas Lipton replied through a megaphone from the bridge of the Erin: "Last thing in the world I would have happened. Nobody's fault. Not a cent's worth of damage done. Thank you, Captain Walker."

SIR THOMAS ON THE BRIDGE.

Sir Thomas Lipton was on the bridge when the Gresham bore down on the Erin's port quarter. He had been watching the defender and challenger turn the outer mark and throw out new sails for the run home. He saw the revenue cutter coming, and realized at once that a collision could not be avoided. His first thought was for the hundred guests who had boarded his floating palace early in the morning.

"Look out aft! Look out aft!" he cried. The men and women on the Erin braced themselves for the shock which they knew was coming. It looked as if the cutter would strike the yacht amidships, perhaps cut her through for all the people on her decks knew.

Yet not a woman shrieked. They were too good yachtswomen for that. They braced for the blow, and watched for it as one does for the climax of an exciting play at the theatre. People on the surrounding yachts were more excited than those on the Erin. After sounding a warning to those near the stern, Sir Thomas ordered the watertight bulkheads closed. Not a sailor hesitated, but every man whose duty called dived down into the hold. Then the men below were ordered to their places in the boats.

It was not a minute until every one of the Erin's many lifeboats, including the big steam launch, was swung outward. In some half-dressed coal heavers, with faces streaked with dust, were ready for the signal to lower away. Even Sir Thomas's Indian servants, who had been serving refreshments on the bridge deck forward, were at their appointed places. It was a wonderful exhibition of a crew's discipline.

TWO GUESTS INJURED.

Mrs. Jamison and Mrs. Keppel, both of London, were the only persons on the Erin who were injured. They were on the main deck, near where the Gresham struck, and both were knocked down. They were badly bruised, but were able to be about before the Erin reached Sandy Hook.

Regarding the accident Sir Thomas said to a Tribune reporter:

"It was a close call for us, and no mistake. A little further forward, and no one knows what damage might not have been done. It was fortunate, too, that the Erin was on the down roll and received the blow above her waterline. There is not a better man in the service than Captain Walker, of the Gresham, and I'm sure no one regrets the accident more. As it is, I do not believe much damage has been done. I will have the Erin examined to-morrow and perhaps put her in drydock. I hope we will not find it necessary to make repairs until the races are over."

NOURMAHAL AND NORTH STAR.

The magnificent 322-ton steam yacht Nourmahal, owned by John Jacob Astor, and the new steamship North Star, of the Maine Steamship Company's fleet, while returning from the yacht race yesterday afternoon at 4:10 o'clock, were in collision. Both vessels were damaged, but neither to a dangerous extent. For a few moments the guests on board Mr. Astor's yacht were in a situation that scared them badly. The Nourmahal lost her bowsprit from her clipper bow, and four plates on the port side of the North Star were bent inward so far that the rivets were sheared off and twenty feet of rail was torn away.

J. F. Brown, pilot of the North Star, told the following story:

"We were in the North Side Channel, half way between the monument and the buoy of the Middle Channel, steering directly in the ranges, northwest, one-half north. Just before the accident the City of Lowell had been running parallel on the port side, and beyond her was the Nourmahal. The City of Lowell dropped astern and pulled up on the starboard side, leaving the Nourmahal alone on the port side. The Nourmahal also fell back, and drew near astern."

"Suddenly she veered in, and her bow struck on the port side, just abaft the waist above the guard rail. Four plates were bent in, tearing the rivets out, so that you could see daylight through the holes. The engines of the North Star had been stopped just before the collision. The Nourmahal slewed around to starboard, so that her main deck was awash. Her rigging was caught in the chains of the aftercargo port, and for a minute or so she continued to follow the story."

Take Fall River Line Str. Plymouth for Yacht Races. Splendid open decks, commodious saloons, fine music. Rate reduced. See advt.—Adv.