

HOPE REVIVES IN LONDON

DAY OF MIXED EMOTIONS IN THE BRITISH CAPITAL.

CHEERFUL DELUSIONS DISPELLED BY TIME ALLOWANCE CALCULATIONS—SOME RACING EFFECTS.

(Copyright, 1901, By The New-York Tribune.)

London, Sept. 29, 1 a. m.—The progress of the yacht race was followed yesterday with less interest in the clubs than on Thursday, but with more excitement in the Strand, Fleet Street and the Embankment. The clubs were emptied after luncheon, and only small groups of loungers discussed the closeness of the contest during the evening. The holiday crowds in the streets were larger at the Embankment, and the movements of two boats with green and red lights on the Thames were watched with intense eagerness hour after hour. Colored lights on the Shot Tower also served to keep the throng informed respecting the relative position of the yachts three thousand miles away, and were arranged so as to be seen a long distance up and down the thoroughfare. It was a good natured crowd, prepared for any vicissitude of yachting fortune, but when the green lights were ahead of the red it cheered enthusiastically, and this was the case the greater part of the time, as the bulletins favored the Shamrock.

The closeness of the struggle at the stakeboat and the finish could not be indicated by these devices for advertising newspapers and selling whiskey, and consequently the confidence of the onlookers that Sir Thomas Lipton's triumph was well assured was not accurately calculated. The conditions of time allowance could not be denoted by the rough and ready artifices, and consequently the crowds in some instances cheered themselves hoarse over a victory which was not won, and it was not until the bulletins had been displayed with the corrected official time in a few newspaper offices and the late editions were in the streets that the Columbia's success was known.

There were similar illusions in the clubs and hotels, where the Shamrock was announced prematurely as the winner by unofficial time five or six minutes before the official record was bulletined. There were similar misapprehensions in the music halls and theatres, where the audiences were first thrilled with pleasure and then keenly disappointed. There was no lack of public interest in the race, and Sir Thomas Lipton's success would inevitably have been a most popular event. Such talk as I heard during the evening ran upon the extraordinary closeness of the contest, as shown by the relative positions of the two yachts at the stakeboat and the finish. There was so little margin between the winner and the loser at every stage of the race that every one was impressed with the fact that they were so evenly matched that the issue of subsequent contests could not be forecast with certainty. For this reason many were convinced that in spite of the result of the first heat the Shamrock might still be the winner. It was asserted that the discouragement prevailing on Thursday night among English clubmen was overwrought, and that Sir Thomas, with a hair's breadth more luck, might yet win the Cup.

Relief was expressed that the jockeying of the two captains had not been too conspicuous, and that there had not been any unpleasant episode. No unfriendly expressions to America reached my ears. Defeat was taken in a sportsmanlike way.

One result of the Cup races is a large access of nautical language in the press leaders and general conversation, and another is the adoption of naval devices by tradesmen as the most effective method of advertising their wares. One sporting writer has even discovered that the metaphors of Members of Parliament have been borrowed from the Sandy Hook races.

I. N. F.

PREMATURE CHEERING ON THAMES.

DISAPPOINTMENT FOLLOWED THE OFFICIAL ANNOUNCEMENT OF THE RESULT.

London, Sept. 28.—The London crowds began to watch the bulletin boards, colored bombs and variegated flashlights without much hope of the challenger winning, but when it was announced that the Shamrock was ahead at the turn of the outer mark the immense assemblages at the Crystal and Alexandra palaces and on the Thames Embankment became surprisingly cheerful, and as the successive green illuminations showed the Shamrock was still leading after the turn, expectation of her winning rose to a certainty, but when, shortly after the turn, red fires and red rockets suddenly announced that the Columbia was ahead, and later that she had won, the amazed multitudes stood silent. Here and there was a wild American scream, and a few groans and hisses, and then the disgusted crowds slowly broke up.

The scanty accounts of the race circulating in the extra editions of evening papers, and on the ticker tapes, describing the keenness and closeness of the finish, have, however, restored popular faith somewhat in the possibility of the Shamrock's final success, though more experienced judgment, taking both days' performances together, does not get much consolation. The betting has almost ceased, though around the hotels some Americans rather freely offered two and three to one on the Columbia to-night.

In regard to to-day's and future races for the America's Cup, the general opinion here of those most capable of judging is best expressed by "The Times's" yachting correspondent, who is regarded as an authority all over Great Britain, and who cables to his paper to-day as follows:

It seems very doubtful whether the Shamrock is likely to meet with any meteorological condi-

tion off Sandy Hook which may enable her to beat the Columbia.

The manoeuvres of Captain Barr of the Columbia, come in for some criticism. "The Daily Graphic" says:

It is unpleasant to find a note of dissatisfaction with Captain Barr's tactics at the starting line. The complaint is not, we believe, a new one, though hitherto that has mostly come from skippers belonging to the country of Captain Barr's adoption. In spite of his naturalization as an American, his British birth and great ability have exposed him to a good deal of jealousy on the part of his fellow racing skippers in America, and have prompted allegations of sharp practice for which there is no foundation. It is earnestly hoped that the skippers of both yachts will do all in their power to avoid even a suspicion of unfairness.

PRaise FOR BARR'S WORK.

THINK THE CUP WILL STAY HERE.

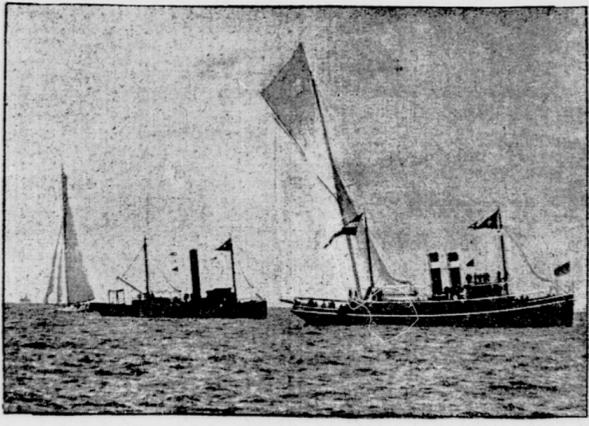
The Columbia's magnificent victory over the Shamrock was the topic of discussion at the New-York Yacht Club house, in West Forty-fourth-st., last night. Comparatively few of the members of the club were there, but Saturday is always an off day at the club.

Commodore S. Nicholson Kane was very much elated over the victory of the American boat. He said: "It certainly was a great race, the greatest in the history of cup racing between America and England. It was anybody's race right up to the finish. Of course, I expected to see the Columbia win, and I think she will win the next two races and we will retain the Cup. Captain Barr simply outmaneuvered Captain Sycamore. He held the Columbia up to the windward and worked all around him. It was a great race and worth going thousands of miles to see. The American boat demonstrated her ability to-day to beat any boat of her kind that floats. The other races should be close and exciting enough for anybody."

Ex-Commodore Edward M. Brown was another member of the club who was greatly elated over the outcome. "It was a grand struggle," he said. "The boats were very close together over a thirty mile course, and the coming contests ought to be well worth witnessing. I think, of course, that Columbia will win."

Captain Niels O. Olsen said: "Captain Barr outmaneuvered Captain Sycamore on a number of occasions during the race, and therein lies the victory to Columbia. It was a magnificent sailed race. Several times Captain Barr made a bluff to go in behind the Shamrock and take her wind. Captain Sycamore bit both times, and sailed out of his course. I believe that in a good wind the Columbia will come in the next trial, when the boats will sail over the triangular course. This will give the skippers on both boats a chance to show their mettle. It will give them a better chance to maneuver."

"But in the Shamrock we have no mean rival. She is the best that has been brought over to try to life that Cup. She is a fine boat, and is worthy of all that has been said about her. It will be a



THE SHAMROCK ROUNDING THE OUTER MARK.

causing drivers of wagons to take other thoroughfares. It overflowed into City Hall Park and filled the sidewalks. The police had difficulty in opening a way for pedestrians, but men were so engrossed with what they saw on the bulletin boards that they thought nothing of being pushed a little by a policeman, and gave way as best they could, returning to their original positions when the pressure in front was loosened a little.

"Talk about there being no interest in yacht racing," said one man who had stood in the crowd from the beginning to the end. "There are as many people here as you would see on an election night, almost, and every one hates to go away. It makes no difference to them whether it is a yachting race, whether it is a yachting race or anything else, where competition exists between this country and any other. There is interest to everybody in watching that which represents this nation knock the finishing out of any other that tries to beat us."

While the Shamrock was gaining the crowd was restless, but never discouraged. "Those who were not posted on the time allowed by the Shamrock to Columbia race, obtained all the information they needed from others who were, and every one was figured out to a nicety, so that even with the lead that the Shamrock had there was general information enough in the crowd that made all confident that she could not win. When the announcement was made that the Columbia was the winner the whole crowd greeted it with a cheer that was heard, amid the roar of the city, several blocks away. Men shook hands with each other, and invited even strangers to adjourn to some convenient place where they could do justice to the occasion and drink further success to "Charlie" Barr and the boat he sails.

HAPPY CROWDS ON BOATS.

GOOD HANDLING OF EXCURSION CRAFT GIVES ALL A VIEW OF RACE—MANY WORDS OF PRAISE.

The fleet of excursion boats, yachts and tugs which went down the bay to watch the proving of the merits of the two yachts in the contest for the coveted America's Cup yesterday was even larger than that which followed the first trial. All the piers from which the excursion boats were to start were early filled with people wrapped in shawls and wearing overcoats. But as is always the case, there were many who arrived just too late. At the Battery pier at which several steamers stopped there were twelve hundred people at 5:30 o'clock. Six steamers left this pier, and all were comfortably filled.

The spectacle from the Battery as the boats poured out of the two rivers and joined the procession was an interesting one. A better view of it could have been had if there had been less mist, for at the hour when the steam craft began to troop toward the sea a heavy fog hung over the Upper Bay. The first of the excursion boats to get under way was the Edmund Butler. By 9 o'clock a whole fleet of excursion boats and yachts were on their way out. Among them were the North Star, La Grande Duchesse, of the Plant Line; the Jefferson, of the Old Dominion Line; the Gay Head, with the members of the Atlantic Yacht Club aboard; the Chester W. Chapin, with the members of the New-York Yacht Club; the Monmouth, the Grand Republic, the Montauk, the

ON BOARD THE ERIN.

SIR THOMAS SAYS HE DID NOT BELIEVE SO CLOSE A RACE POSSIBLE.

Sir Thomas Lipton's guests on the Erin, nearly one hundred in number, went to Sandy Hook from Pier A, on the steamer Victor. Mr. Barrie represented the Irish knight and made every one at home on the trip down the Bay. Most of the women wore Shamrock pins, and men and women both expressed the hope that the green boat would win at least two out of the five races, even if they could not go so far as to hope that the Cup would be "lifted."

The Victor's passengers were transferred to the Erin in launches, and the big white yacht was soon under way, headed for the starting point off Scotland Light. When off the Hook the Erin stopped to take on board Miss Hallie Erminie Rives, the author, and Post Wheeler. Miss Rives composed the poem which is stamped on the Shamrock's mascot flag, and Sir Thomas considered her arrival a good omen.

Every one knows that the owner of the Shamrock is a royal entertainer, but he certainly added to his laurels yesterday by a little story which he told many of the women.

"Now if the Shamrock can lift the Cup," he said in his coaxing tones, "we'll have a race in British waters under new conditions. We will insist on racing with boats that are something more than racing machines. Boats like King Edward's Britannia, for instance—yachts which have quarters on board for the owner and some of his friends. Then racing will be something worth while, and our beloved boats good for something else than the junk pile when the contest is decided."

And every time Sir Thomas spoke of this he did it in such a way that the woman to whom he was speaking had the idea that she was included in that expression, "the owner and some of his friends."

It is a rather odd experience for a good American to watch an international Cup race from an English yacht, especially if one is the guest of the English challenger. Every thought on board seemed to be for the Shamrock, and her every move brought forth rounds of applause. "Splitting tacks" was what the yachting experts called the Columbia's strange tacks on the first leg of the race. Now, just what "splitting tacks" meant most of the people on the Erin did not know, but they were very sure that "Charlie" Barr made costly errors every time he seemed to attempt to cross the Shamrock's bows and then gave it up as a bad job.

One yachtsman tried to tell the English crowd something about the Columbia's being able to outfoot the Shamrock, and that there was no danger of the American boat being blanketed. But when the sails seemed matched at 12:30, blanket stories were told all over the Erin.

Then came the agonizing run home, when no one could be sure which boat was ahead and which behind. The Shamrock got the benefit of the doubt, of course, and there was great happiness.

"Even if she does not beat," said one of the English members of Parliament, who was on board, "it is no walkaway. It shows that we can build fast boats."

Sir Thomas sat through it all doubled up on a camp chair on the Erin's bridge, and he smiled every minute of the time. When the Shamrock seemed to gain an advantage he changed the foot which he kept on the lower guardrail. Once in a while he lowered his glasses to show a word of encouragement to the eager crowd on the deck below, or to answer the questions of some anxious one.

At the finish those on the Erin were sure that the Shamrock had crossed the line first, although there was some doubt as to whether she was far enough ahead to offset the Columbia's time handicap. It certainly looked that way from the yacht's decks, but in absolute quiet the crowd awaited the signal from the judges' boat which would decide the matter definitely.

Finally the verdict against the Irish boat reached the owner's yacht, bringing to his train sorrow mingled with pride that the Shamrock had done so well in what every one on board called her arduous and wearying task.

"I did not believe so close a race was possible," said Sir Thomas, in the cabin of the Erin after it was all over and both racers were being towed back to the Hook. "It was a fair and



THE SEA OF ANXIOUS FACES IN FRONT OF THE TRIBUNE BUILDING YESTERDAY AFTERNOON.

hard fight, and we will have to hustle to keep that old piece of silver."

The showing made by the challenger yesterday was a great surprise to most of the members of the club. While it seemed to be the consensus of opinion that the cup would remain in America, there was such a certainty of feeling as there was before the race.

INTEREST IN THE BULLETINS

CROWDS EAGER FOR ALL THE NEWS OF THE CONTEST.

Hundreds of men and many women spent the greater portion of yesterday standing in front of the bulletin boards outside of the newspaper offices in Park Row watching for the announcements that told of the relative positions of the racing yachts. The crowd came early. Long before the yachts were ready to start eager people looked for preliminary news of the movements of the contestants for the America's Cup. Soon after 10 o'clock the street was barely passable, and by the time the vessels were jockeying for the start thousands had gathered, almost completely blocking the street.

Cheers greeted the notice of the start, even though the Shamrock did cross the line ahead of the Columbia. Up to this time there were many in the crowds who openly said they hoped the green yacht would win. Some gave one reason, some another, but if a poll had been taken it is likely that Shamrock lovers would have been in the majority. After the start, however, all this was changed. "It's all right to say Shamrock before the race," said one man, "but I guess Americans don't want the Cup to go abroad, after all. Patriotism will dominate us on such an occasion as this. With all our regard for Sir Thomas, I guess not a man here wishes in his heart that the Columbia will lose."

From a straggling mass at first the crowd overflowed the street, blocking the trolley cars and

Glen Island, the Cygnus, the City of Lowell, the Plymouth and the Shamrock.

There were many yachts in the procession. Some had gone to Bay Ridge and Atlantic Highlands the night before, to get an early start, but many of them started from their anchorage in the North River at Thirty-fifth-st. Among these was J. Pierpont Morgan's Corsair, which left West Thirty-fifth-st. about 7 o'clock. Mr. Morgan was not on board, as he had gone to San Francisco to attend the Episcopal convention.

Other yachts were Howard Gould's Niagara, the Necken, with Alfred Vanderbilt aboard; Colonel James Butler's Duquesne, the Neasca, Charles A. Gould; the Pathenia, A. Hart McKee, of Pittsburgh; the Catania, R. A. C. Smith, with John B. McDonald and a party; the Alcedo, Daniel G. Reed; the Viva, Edward Eyre; the Guilda, H. A. Hutchins; the Hiawatha, Colonel Julius Fleischmann; the Algonquin and the Onondaga. The patrol line was headed by the Tullie, Frederick Osgood; the Duchesse, Leonard J. Busby; the Susquehanna, James Stekler; the Tuscarora, Robert Ballantine; the Llewellyn, Mrs. Bannigan, of Providence, and a party of theatrical people, and the Altair, Edward B. Trowbridge.

The boats which arrived at the Sandy Hook Lightship, grouped themselves behind the patrol lines, and, as on Thursday, made the crowd of Captain Walker, of the revenue cutter Gresham, was made up of a number of revenue cutters and yachts invited by Captain Walker to assist. Among the cutters, besides the Gresham, were the Seminole, the Algonquin and the Onondaga. The patrol line was excellently handled, and to its efficiency was due the clear course and good opportunity afforded to all to see the race.

The early finish of the race made it possible for the fleet to get back to the city sooner than usual. Before 5 o'clock two steam yachts with powerful engines, which were apparently racing, shot up the North River past the Battery and toward the North River pier at the Battery. The Chester W. Chapin and the City of Lowell were close astern, and in their wake came the bulk of the fleet of excursion craft and yachts.

The people who flocked off the boats at their respective landings were enthusiastic over the yacht race, and had many good words for the boat that had been their coin of venture.

Riverside and 100th St. The houses built by Stewart & Smith, 2,261 Broadway, on Riverside Drive and 100th Street, represent something entirely new in private house architecture.

The... PIANOLA as an ENTERTAINER and an instrument of ARTISTIC MUSICAL VALUE. WITH the Pianola a person can play upon the piano better than any but the greatest artists. He can play the great sonatas of Beethoven, the nocturnes of Chopin, Mendelssohn's Songs Without Words, rhapsodies of Liszt, the marches of Sousa, operatic overtures by Wagner, Mozart, Rossini, or Verdi; or, if preferred, the popular music of the latest light opera. The Pianola is bringing into use thousands of pianos that have been silent for many years. It is making players of people who never expected to experience the pleasure of producing music themselves. It is increasing the repertory of amateur and professional pianists by making the entire literature of the piano instantly available, without study or practice. The Pianola is on exhibition. Visitors welcome. If you have not heard the Pianola you are missing an opportunity to judge an instrument about which others are expressing great enthusiasm. PRICE \$250. Can be bought by moderate monthly payments. The Aeolian Company 18 West 23d St., New York. 500 Fulton St., Brooklyn. 657 Broad St., Newark, N. J.

Clearing Sale. Burt's Fine Shoes For Boys, Misses and Children. The last week of this money saving Sale of Children's shoes. Our entire line of these high grade goods—the best made—is being closed out at these low prices. It will pay you to buy now for future needs. At \$1.10—A line of Children's kid shoes, reduced from \$1.50. At \$1.50—A line of Children's kid shoes, reduced from \$2.00. At \$2.05—A lot of Misses' fine kid shoes. Regular price \$2.75. At \$2.25—A splendid line of Misses' Patent Leather shoes. Former price \$3.00. At \$2.60—Includes a line of Boys' Box Call shoes. Regular price \$3.50. At \$3.35—A line of Boys' fine imported Patent Leather shoes of the highest grade, reduced from \$4.50. We also have some odd lots including Boys', Misses' and Children's shoes at \$1.75 per pair, and some infants' shoes at 50c. per pair. EDWIN C. BURT CO., 54 West 23d St.

MANY WANT CZOLGOSZ'S AUTOGRAPH. MEDICAL MEN ASK FOR PIECES OF HIS BRAIN AFTER DEATH. Auburn, N. Y., Sept. 28.—Warden Mead to-day gave out the following: Czolgosz has eaten his meals regularly, and has had no conversation with any of the other condemned men. He answered questions in regard to his meals, and in reply he would say that he would eat what was put before him by the officers, but aside from that he said nothing. Part of the time Czolgosz would eat "Redskin" Pete, who was shot and killed by Fenwick, who then made his escape and is hiding in the mountains, pursued by the dead miners' friends. Dr. Gerin, the prison physician, visited Czolgosz yesterday and again this morning, but found no need for his services. In addition to hundreds of requests from all over the country for invitations to witness the execution, Warden Mead to-day received numerous requests for the autograph of Czolgosz and also some from medical men for pieces of his brain after he shall have paid the death penalty. KILLED FOR REMARKS ABOUT PRESIDENT. Ronoke, Va., Sept. 28.—News reached here to-night of the killing of a miner named "Redskin Pete" by Carl Fenwick, a Louisville travelling salesman, near Finisville, Bell County, Ky. The miner made a remark about the late President McKinley which was hotly resented by the drummer, and in a fight which ensued "Redskin" Pete was shot and killed by Fenwick, who then made his escape and is hiding in the mountains, pursued by the dead miners' friends. BANQUET FOR DEFENDER OF PRESIDENTS. Damariscotta, Me., Sept. 28.—Because he knocked down Lorenzo Felts, of Bristol, who said he was glad McKinley was dead and hoped Roosevelt would win within a week, the citizens of this place and Bristol gave Milton Fottler, of Boston, a visitor at Bristol, a banquet, at which Mr. Fottler was the recipient of a diamond ring. To Mrs. Fottler, also, was presented a silk flag. The banquet followed an assault case, in which Mr. Fottler was fined one cent. A citizen of Damariscotta insisted on paying the fine. At the banquet citizens voted that any person known to make remarks of such a nature as those of Felts would be tarred and feathered by the townspeople. SHOT AS RESULT OF DEROGATORY REMARKS. Kingston, N. Y., Sept. 28.—Augustus Miller was shot in the stomach and probably mortally wounded by John Walton last night. Walton had reported several employees of the Lawrence Cement Company, at Rosendale, to the management of the company for making alleged derogatory remarks about President McKinley after the latter was shot, and they were discharged. Miller being one of them, Miller and his wife assaulted Walton last night, and the latter, who had been warned of threats made against him, shot Miller while defending himself. LATE NEWS OF WHALERS. SCHOONER BONANZA RETURNS FROM ARCTIC WATERS. San Francisco, Sept. 28 (Special).—The schooner Bonanza, thirty-two days from Point Barrow, arrived yesterday with news of the Arctic whalers up to August 22. At that time the catch was as follows: Belvedere, nine whales; Heuga, seven and a half; Karluk, one; Bowhead, five; Narwhal, five; Fenelope and Fearless, each. The Bonanza sailed from Point Barrow on May 25, but was unable to reach the whaling station at Point Barrow before August 5 on account of ice. Supplies were taken to the station and a small quantity of bone taken on. The schooner sailing on the return trip on August 22. Captain Smith reports that the whalers had been unable to get as far to the eastward as usual in past seasons, and had gone to Herald Island, to the westward, near the Siberian coast. The only vessels seen by the Bonanza were the Belvedere and the Karluk. The men at the Point Barrow station had taken five whales, and two were taken by the men at Point Hope. Captain Smith of the Bonanza saw many mining prospectors at Point Barrow and in that vicinity. Three men deserted the whaler Belvedere at Point Lisien, and two of three men had deserted from the whaler Alexander at St. Michaels. On the trip down from Point Barrow the Bonanza was in rough weather and frequently had to run before terrific gales. One man, who had been acting as a cook at the Point Barrow station, returned in the Bonanza. NOMINATIONS UP THE STATE. Lockport, N. Y., Sept. 28.—The Democrats of the 1st Assembly District to-day nominated Joseph M. Hoffman. In the 11th District the Democratic candidate is T. Greiner. Saratoga, N. Y., Sept. 28.—Robert P. Ambal of Johnstown, Fulton County, has been nominated for Justice of the Supreme Court by the Fourth Judicial District Democratic Convention.

Steinway & Sons beg to announce that they have opened for the convenience of their patrons Retail Warerooms at Windsor Arcade Fifth Avenue, Corner 46th Street, in addition to their present Warerooms at STEINWAY HALL, 109 E. 14th St. NEW YORK CITY.

"Furniture Dignity." Refinement and simple grace are points we dwell upon in our Mahogany furniture for the dining room. Sideboards with mirror tops or of the low Sheraton pattern—round extending tables—and crystal cabinets matching in beauty of line and strong character. GRAND RAPIDS FURNITURE COMPANY, (Incorporated), 34th Street, West, Nos. 155-157. "Minute from Broadway."

Miss Baird's Home School for Girls, Norwalk, Conn. Motherly care, watchfulness and sympathy are extended to every pupil. Graduates are prepared for college or for society, possessing disciplined minds and bodies, carefully formed manners and self control. Regular and special courses. Music and Art. Pupils limited so that each receives attention and encouragement. 30th year. For catalogue address Miss COLE, A. ELLIOTT BAIRD.

MARIANI World Famous MARIANI Tonic A safeguard against mental diseases. Taken with chipped ice it quickly overcomes Heat Prostration and General Debility. All Druggists. Refuse Substitutes. and the Karluk. The men at the Point Barrow station had taken five whales, and two were taken by the men at Point Hope. Captain Smith of the Bonanza saw many mining prospectors at Point Barrow and in that vicinity. Three men deserted the whaler Belvedere at Point Lisien, and two of three men had deserted from the whaler Alexander at St. Michaels. On the trip down from Point Barrow the Bonanza was in rough weather and frequently had to run before terrific gales. One man, who had been acting as a cook at the Point Barrow station, returned in the Bonanza. NOMINATIONS UP THE STATE. Lockport, N. Y., Sept. 28.—The Democrats of the 1st Assembly District to-day nominated Joseph M. Hoffman. In the 11th District the Democratic candidate is T. Greiner. Saratoga, N. Y., Sept. 28.—Robert P. Ambal of Johnstown, Fulton County, has been nominated for Justice of the Supreme Court by the Fourth Judicial District Democratic Convention.