they send up great cheers, and open the throats of their steam whistles and let all the noise of every kind for the making of which they chance to have the machinery at hand, and they are glad and triumphant, and the tension on their spirits is removed and happiness and the sense of security have come back—and then they turn to one another and say: "After all, I wish the Shamrock could win one race. She is such a beautiful boat, and Sir Thomas is such a good fellow and such a fine sportsman, and he has tried so hard!"

NO WORRY ABOUT BARR.

Accordingly there was a subdued disappointment when the Shamrock crossed the line first and was off, and the Columbia still hung behind. "They've got ahead of Captain Barr this time and no mistake; what did he let them do that for?" people said. But the more confident voice replied: "Don't you worry yourself about Captain Barr. He did that on purpose. He'll come in at the end of the race with a minute and a half saved up to his credit, and in the mean time, if any extra puffs of wind came along he'll get them first."

It was quick business, the run over the first leg of the triangle. Spectators who had been used to seeing the yachts take a few hours to beat out over fifteen long miles of a windward course almost felt their breath taken away by the discovery that it was over when they thought it scarcely begun. It was less than fifty-one minutes from the start when there was a cry: "Hello! The Shamrock is coming about!" and then gracefully around the mark she sailed, and even the American steam whistles were impartial enough to give her rousing toots. But the Columbia was around after her almost before you could say "Tommy Lipton," and the result of the sailing of that leg was that she had gained twenty-two seconds.

The second leg was simply another broad reach, and the yachts whirled along it as if each of them was fitted into a groove in the sea and had only to slide through it. The steamers needed all their steam to keep in position to see the fun. Fifty-five minutes more and the second turning was reached. The Shamrock passed the buoy and kept far on, till people wondered if the captain, who, singularly enough, had not sent any small boat to ask their advice, was not going to turn at all. The Columbia came up almost on her heels, less than a minute behind, turned short around and sped off in the other direction. Then at last the Shamrock came about and was after her. The Columbia had gained thirty seconds more.

THE THIRD LEG THE LONG ONE.

The third leg was the long one. Not so very long, as such things go, but a good deal longer than either of the others. Each yacht made four tacks of it (the Shamrock made five, counting her spurt off from the buoy before the Columbia rounded it), and the third was an immensely long one, longer, indeed, than was necessary, as it seemed. It carried the yachts far and far away from the most of the steamers, and they became hard to watch and to judge, because of the distance.

It was while they were sailing this leg that the most exciting incident of the day occurred. Ever since the very start the Columbia had been creeping up and up on the challenger, and now she approached closer and closer, till her white spread of canvas began to hide the English boat from the spectators on the fleet. On and on she stole, till the two yachts seemed, from the distant point of view of the steamers, to be going side by side, like a span of horses. The Columbia gained inch by inch; then she lost six inches; then again she covered inch after inch of the view of her rival; again she dropped back and again she gained, and at last she drew slowly away and left the Shamrock astern. Then the thousands of Americans who were looking felt that the Cup was safe till a better boat than the Shamrock should come for it, and then they thought, too, that a better than the Columbia would be pretty hard for anybody, even her own builder, to build.

And now both the yachts were making their final stretch for the finishing line. The race was over, and it was only a question of taking the official time. Nothing but a serious accident could change the result, and the accident did not happen. All the great fleet was gathered around the lightship, a beautiful sight, and down into the midst of it the two yachts were rushing. They seemed fairly to spring out of the distance, so far off had they gone on their long tack and so swiftly did they rush home. Almost before anybody realized that she was coming the Columbia was over the line, with another din of whistles, the loudest and longest of all, and her stern was scarcely across before her sails were coming down. The Shamrock was only a little behind, but she had started ahead, and the Columbia had her 2 minutes and 52 seconds of gain and had won the race without the time allowance.

It was the feeling that there was no more doubt about the safety of the Cup. The Columbia had defended it successfully in breezes which scarcely took her over the course in the prescribed time, and she had defended it successfully again in a stiff blow to stir the blood of any yachtsman, and to make him say that this was indeed a race and a victory. The next race, whatever the conditions of its sailing, can be expected only to confirm the results. The Columbia kept on her course for a few minutes and sailed through a fleet ringing with cheers for as good a boat as ever floated, and the Shamrock followed her and received in her turn the cheers that were the due of one of the finest rivals that a victorious boat ever had.

STEAMERS NOT SO CROWDED.

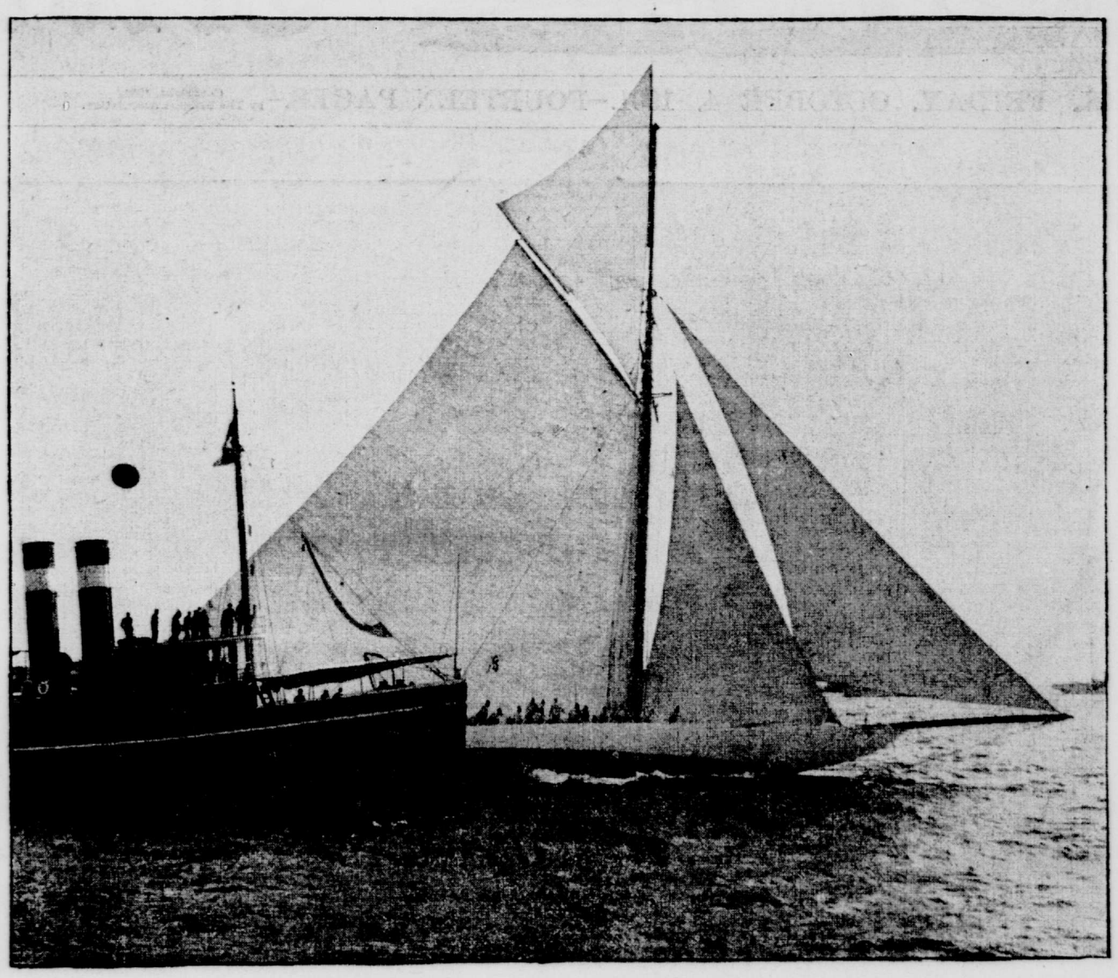
THE FAILURES HOLD BACK SIGHTSEERS SOMEWHAT—SPEED OF RACERS GIVES EXCURSION BOATS TROUBLE IN KEEPING UP.

The two failures had their effect on the size of the crowds that went down the bay to see yesterday's yacht race. The excursion boats carried a smaller number of people than on the previous days. The number of steamers was somewhat smaller than on the other race days. The Chester W. Chapin had or board about five hundred members of the New-York Yacht Club and their friends. There was a large contingent of women, gayly but warmly gowned, for the outing, on the Atlantic Yacht Club's steamer, the Gay Head. The Shinnecock, La Grande Duchesse and the Plymouth carried fair sized crowds.

Whether a few warning notes sent out by Captain Walker to excursion boat captains had any effect yesterday or not, it was noticeable that the fleet kept well within bounds. This may have also been due in part to the speed of the yachts. They sailed so fast that the fleet had difficulty in keeping near enough to them to be able always to tell the relative positions of the boats.

The speedier boats began to reach their piers about 4 o'clock. The Monmouth, sprinting along slightly ahead of the yacht Kanawha, her old competitor, lead the procession.

Before 4 o'clock several big yachts and the steamers Chester W. Chapin, a young geyser playing at her bow, and the Plymouth had passed the Battery on their way up the North River. They all had flags flying, one yacht carrying a United States flag at the end of every spar, five in all.



HER SECOND VICTORY.
Columbia luffing to cross the finish line.
(Photograph by Curt S. Gottheil.)

SHAMROCK GAINS AT START

Continued from first page.

boats of forty-two seconds, which meant a gain to the Columbia of thirty seconds on the second leg.

LEE RAILS OF BOTH AWASH.

They both now had their sheets flat aft, and the most interesting battle of the day began. At 12:48 o'clock the Columbia was footing fast through the water, while the Shamrock partly came up in the wind and shook her headsails. From a position directly to the leeward of both boats it could not be seen which was lying closest to the wind, but it was certain that the Columbia was taking everything pretty quietly, and without the perturbation that was noticed on the Shamrock. Both yachts had their lee rails awash, and there was no doubt that the Shamrock was fully down to her sailing lines and had all the wind that her designer or owner could wish for. If she could not go out to windward of the other boat in this weather it was certain that her case was hopeless. At 12:55 o'clock there was probably two hundred yards between the boats.

The Columbia at 1 o'clock was being pinched up close to the wind, as shown by her shaking jib, which seemed to tell that Barr considered his more leeward course, though faster, to be dangerous. It became a close question as to whether she was holding her own. Both vessels were getting the wind hard at 1 o'clock and seemed to be sailing very evenly.

The Columbia came about into the starboard tack at 1.15:30 o'clock, followed immediately by the Shamrock, which came about to windward of her to split her wind. The Columbia then took a slightly more leeward course and tried to pass to the lee of the Shamrock. She came under her lee at 1:10 o'clock, and then got badly winded, her mainsail falling in. But as soon as she dropped back she gathered way again, and now tried the leeward passage again, sailing wider and going very fast. This time she crossed the Shamrock to leeward about 1:22:30 o'clock. In the next five minutes the Columbia seemed to increase her rlead considerably, although pointing more to leeward than the Shamrock. They seemed to be pinching the English boat, which was not going fast enough on her point of close sailing to compete with the Columbia, which was sailing freer and faster. It was now a foregone conclusion that the Shamrock could not go to windward fast enough to give the Columbia her necessary time, and the race practically ended at the 1:05 o'clock turn.

RACE PRACTICALLY ENDED.

The Shamrock went about into the port tack at 1:20, and the Columbia followed in the same direction fifteen seconds later. Then the Shamrock was the leeward pointing boat, and the Columbia was not only pointing higher, but apparently going faster. The difference in the pointing of the two boats was easily noticed at this time.

The last port tack was a long one, and as the Columbia went out to windward of the Shamrock the latter's sails were several times seen to be shaking, as if she had got into the wind split to the leeward of the white boat. The Shamrock's mast seemed to be lying back further than at the start, as if her forward rigging had slacked up, and the mainsail did not seem to do its work as it did when she rounded the second mark. Apparently they both ran on past the point at which they could make the finish line, and at 1:55 the Columbia was a long way to windward. Every now and then the Shamrock's headsails were seen to quiver and shake, and there could hardly be any question about her being sailed in an inferior way to the Columbia.

The Shamrock tacked first for the lightship at 1:56:55, and the Columbia followed almost at once. The Columbia was heading up well and laying a high course, while the Shamrock was merely dragging along in her rear, being both to leeward and behind. Both the right and left divisions of the excursion boats now began to gather at the lightship, and the jubilation among the passengers of the vessels which were passed showed that a great ovation awaited the win of the American boat. At 2:05 o'clock it began to look as if the boats would make record time on the America's Cup thirty-mile triangle, it being said that three hours and twenty-five minutes was the record, and these boats were both going to finish before that time. The wind was still in streaks as they came hustling for the line. The Columbia would first lie down flat in the heavy breeze, and then the Shamrock would sail into the same streak and careen to the same angle.

The boats were a beautiful sight as they came reaching for the line, the Columbia over one hundred yards ahead, having given up some of her lead as she bore away to the finishing line. Both boats careened to a graceful angle. The Columbia was a perfect picture as she came around the stern of the Navigator, showing a great deal of her gold bronze bottom. She then luffed across the line, and received the whistle at 2:15:05. The masthead men then ran up the rigging, walking up the careened sail to get the lashings off the clubtopsail. The masthead men were going up the Shamrock's mast before she came to the finish line.

The Columbia's official finish was 2:15:05; the Shamrock's finish, 2:16:23. Elapsed time on whole race, the Columbia, 3:13:18; the Shamrock, 3:16:10. Corrected time, the Columbia, 3:12:35; the Shamrock, 3:16:10. The Columbia wins by three minutes and thirty-five seconds. Elapsed time on first leg, the Columbia, 50 minutes 35 seconds; the Shamrock, 50 minutes 57 seconds. The Columbia's gain on the first leg, twenty-two seconds. Elapsed time on the second leg, the Columbia, 54 minutes 17 seconds; the Shamrock, 54 minutes 47 seconds. The Columbia's gain on the second leg, thirty seconds. Elapsed time on the third leg, the Columbia, 1:28:26; the Shamrock, 1:30:26. The Columbia's gain on the third leg, two minutes.

After the finish the committee went around on the Navigator to the Shamrock to ask if they were ready to race to-day, and after also visiting the Columbia they hoisted the signal flag "C," meaning that the boats would contest to-day.

SIR THOMAS DEPRESSED.

HE DECLARES THE SHAMROCK IS NOT THE EQUAL OF THE COLUMBIA.

"The race of to-day has shown that Mr. Watson has not designed a boat which is the equal of the Columbia. Mr. Watson did his best, but he did not do as well as Mr. Herreshoff."

Sir Thomas Lipton made this statement on board the Erin after the two racers had been stripped of their sails and were in tow for their anchorages at Sandy Hook. The defeat of the Shamrock had been such a bitter disappointment to its owner that he frankly, and for the first time since his arrival, acknowledged the superiority of the American boat. Although by no means admitting that he had given up hope, Sir Thomas appeared much cast down by the defeat, and strongly apprehensive that the next race would result in another victory for the rival boat.

"What do you think of the Shamrock's behavior to-day?" was asked.

"As absolutely disappointing," was the quiet answer. "I expected on that last leg the Shamrock would prove her superiority in windward work. Instead, the Columbia left her behind."

"How do you explain the Shamrock's slowness to windward?"

"The shape of the boat," was the prompt reply. "The waves and the choppy seas appeared to beat against her flat prow and pound her back."

"Was not this the kind of weather you wanted?"

"It was. I wanted a good stiff wind, but the sea it kicked up was too much for the challenger. I am frank to confess that to-day the American boat has shown herself the superior. Captain Sycamore and the crew did admirably. No crew could have done better. Captain Sycamore showed great skill at the start, and throughout the race to the finish. But a captain and crew can't make a boat go if it isn't in the boat."

"If you lose this series, will you challenge again?"

"Don't ask me that now. I won't give up until the last race is run and my flag comes down. Not till then can I talk about future challenges."

"But if you should challenge, would you have Mr. Watson design the boat?"

"No, I would not, for the reason that Shamrock II is the last boat that Mr. Watson has designed. He won't go to work on another. He spent two years on Shamrock II, and used up, in fact, five years of his life, and his health would not permit, I know, another attempt. Mr. Watson did his best in Shamrock II, but he did not turn out the equal of the Columbia."

Here the Irish yachtsman stopped a moment, and then, with a brightening smile, he added:

"I know how I can lift the Cup."

"How's that?" asked a half dozen in unison.

"Become an American citizen and get Nat Herreshoff to design my boat."

When Sir Thomas was shown a dispatch from Glasgow, to the effect that a syndicate of Scotch yachtsmen will immediately challenge for the Cup should he fail to lift it, he said:

"That's a case of too many cooks spoiling the broth. I've no use for syndicates. No one is responsible. There are plenty of men who singly can build a challenger. That isn't the question. What is wanted is a designer. Five thousand men can raise $500,000 apiece, and all for nothing if they can't get a man to design the boat."

"If, as you say, Mr. Watson will not design another, is there not Mr. Fife or some one else who has sufficient skill?"

"Yes, there is Mr. Fife; but"—— here Sir Thomas ended the sentence by remarking, "we're going to sail the rest of these races first."

"There is one great pleasure for me in to-day's race," he ended, "and that is the fairness and squareness with which the New-York Yacht Club has treated me. It was a magnificent race, and the best boat won."

Among the guests on the Erin yesterday were Butler Aspinwall, John D. Crimmins, James Chatterton, George A. Chatterton, J. David Gibson, Mrs. Henry Siegel, Mr. and Mrs. John Flagler, the Duke of Alba and Mrs. W. G. Jamieson.

GRANDE DUCHESSE ADRIFT.

WITH FIFTY PILOTS ABOARD, SHE IS THE PLAYTHING OF THE TIDE—RETURNS AFTER A SMALL BREAK IS MENDED.

The passengers who went to see the race yesterday on the Grande Duchesse had a rare chance to play at adventures and perils of the sea. There were about a thousand of them, including many members of the Newark Bay, Brooklyn and Larchmont Yacht clubs, and other yacht clubs, and many pleasure seekers unattached. Most notable of all, she had on board about fifty pilots and their families, the guests of Captain George L. Norton, the manager of the boat for the yacht race excursions.

Everything went well as long as the race lasted. The ship got into good positions for sight seeing, and showed her passengers all that there was to see. Everybody was comfortable and happy, and the passengers were all settling themselves for the last scene of the day's spectacle, when the ship came to a dead stop. It was quickly reported that she was going to have a race of her own back to the city against some of the other steamers, and that she was waiting for them to come up, so that they could have a fair start. But all the other boats of the fleet discourteously passed her by, and there was no sign of a race. The Grande Duchesse simply seemed to have taken root in the ocean, and as the last slow tub of the excursion fleet left her behind and disappeared, her passengers became convinced that something was wrong.

It may as well be said at once that when all the false statements and theories were sifted out it proved that a feed pump had burst, and had filled the little iron room in which it was confined with steam and hot water. It was necessary to pump the water out, to let the steam go down and then to repair the damage. This took a good while, and the passengers did not know at any particular point of that time just how much more it was going to take.

It was only a few minutes after the end of the race that the accident took place, and the Grande Duchesse was not far from the Sandy Hook Lightship. She began gently to drift down the Jersey coast, and in a few minutes she had drifted clean over two buoys, and the passengers were not a little diverted by watching these bob along the side, disappear under the ship and then come up on the other side. But as time went on the passengers began to turn their attention to what ought to be done in case the stay outside the Hook should be indefinitely prolonged.

THE FIRST THOUGHT OF FOOD.

The first thought, of course, was of food. The boat had left the city with no expectation of being gone till dinner time, and she had been supplied with only one meal. Moreover, the most of this had been eaten. There seemed to be a fair supply of sandwiches and candy left, and the wise ones bought supplies of these to keep, lest a worse thing should happen. There was a flock of pigeons on board, brought to carry messages of the yacht race. It was calculated that a few good pies could be made of these, but not enough to go around. The men began to take stock of their shoes, gloves and other leather goods. A few of the women had furs, and it was calculated that the skins, if the hair was shaved off, would last for awhile.

Two or three tugs came along, seeing that there was trouble. Tugs are always looking for trouble. They were willing to try to pull the Grande Duchesse out of her trouble, for a considerable sum, but the captain thought that it would be cheaper to get out of it alone. There was some bargaining between the tugs and the passengers, and one of the latter offered $25 a passenger for a tow back to the city. Whether the captain of the tug did not think the price large enough or feared that the passenger would not be responsible for its payment, no towing was done.

All this while the ship had been drifting, but now the captain, feeling that there was no occasion for going further from New-York, dropped his anchor. Then the ship stopped and the ebb tide rippling by gave her the appearance of slow motion, which greatly cheered some of the more timid assengers. Certain long, low, black, rakish coal barges glided by, and those who were learned in sea stories shuddered with delightful thrills as they whispered "Pirates!" and clung closer to one another.

PILOTS ENJOY THE JOKE.

There also came pilot boats. The New-York, the steam pilot boat, came, making two separate calls of condolence and derision, and several of the old-fashioned schooner pilot boats hovered around and seemed to enjoy the joke. For there was a huge steamer, threatening to annihilate the Scotland lightship by drifting straight over her, a beautiful great ship, with fifty able pilots on board, and unable to get past Sandy Hook. The pilots on the boats shouted messages of encouragement and condolence and flippant scorn at their friends on the ship, who had nothing to do but to sit and take them.

The passengers were holding consultations on the expediency of casting lots to see which should be eaten by the others, when a vibration was felt through the ship. The anchor was coming up. A few moments more and there was greater vibration. The ship was in motion. She had drifted and lain at anchor for three hours and a half, and now she got up some part of her usual speed and returned to the city, where she arrived a little after 8 o'clock. Through it all the whole ship's company had been wonderfully good natured. Scarcely a complaint was heard. There was no danger, and no thought of danger. The sea and the sky were beautiful, and the air was a tonic. The general sentiment was that everybody was pretty well off, and that a few hours more out at sea were not to be regretted.

BIG WELCOME FOR SIR THOMAS.

CHICAGO MAKING ELABORATE PREPARATIONS FOR HIS VISIT.

Chicago, Oct. 3.—Sir Thomas Lipton will be royally entertained during his coming visit to Chicago, according to the preparations being made by the committees appointed for the reception and banquet at the Chicago Athletic Club. The date has not yet been set, awaiting the time to be chosen by the distinguished guest. In addition to the members of the leading local clubs, invitations will be extended to the foreign consuls and representatives residing in Chicago and to many personal friends and acquaintances of Sir Thomas. President J. K. Armstrong of the Chicago Athletic Association has appointed the committee on invitations. Sir Thomas will be accompanied on his visit to Chicago by Charles Russell and David Barrie, members of his party, and an invitation has been sent to them to make the Chicago Athletic Club their headquarters while they are in Chicago. Decorators and designers are working with the banquet committee on an elaborate and unique scheme of decoration for the occasion, and many applications for seats at the banquet table already have been received.

CHEERS FOR LIPTON.

At the Maritime Exchange, where affairs of wind and wave are perhaps more especially comprehended than in other groups, the excitement was never surpassed. The main floor was packed with shipping merchants and captains, so that business was practically suspended from the start to the finish of the race. Dozens of bulletins were rapidly hung on a high, wide frame, which were watched with quiet interest and the true nautical regard for possible accidents that might mar the contest. When the Columbia's success was assured loud and repeated cheers shook the usually quiet apartment, and equally hearty were the cheers that were at once proposed for the popular owner of the Shamrock.

CONFIDENT OF CUP'S SAFETY.

At the New-York Yacht Club house, in West Forty-fourth-st., last night, on all sides words of confidence for the safety of the Cup and encomiums for the Columbia and her clever captain were heard. All were impressed with the gallant fight put up by the British yacht. The race scheduled for to-day is expected to end the series and to insure the retention of the Cup in American hands. It had been felt that the Shamrock's best chance of winning was on the triangular course, and when she failed to win under those conditions it was thought that the race of to-day, fifteen miles to windward and leeward and return, is almost easy for America's representative.

BULLETIN BOARD CROWDS CHEER.

Every bulletin board in town where news of the progress of the yacht race was displayed had a big crowd of spectators yesterday. All the newspapers exhibited bulletins, and the sidewalks in front of these offices were almost impassable.

One of the largest crowds gathered in front of The Tribune Building. It became excited as the race advanced and it was announced that a lively contest was being sailed outside Sandy Hook. When in the early part of the race the Shamrock was in the lead and had the weather advantage her crew had hoped for, the crowd gave the plucky craft a cheer. Its patriotism was strongly shown, however, when the bulletins indicated that the Columbia had passed the challenger on the last leg, and it let itself loose again.

THE SENECA AMONG THE FIRST.

Probably there never was a finer rush for home than among the fast steam yachts from the finish line after yesterday's race. One of the first to arrive at the Battery was the steam yacht Seneca, on which Mr. and Mrs. W. D. Hoxie entertained Mr. and Mrs. H. F. De Puy, Miss Hattie Du Puy, R. C. Veit, C. L. Anderson, F. K. Pulsifer, W. B. Perley, J. G. Ward, Bertram Godfrey, Jay M. Whitham, George C. Schoff, W. J. Hamilton, Hosea Webster, J. J. Cain, W. J. Reilly and E. H. Peabody.

NO SOCIALISTS WANTED AS EMPLOYES.

INSURANCE COMPANY DISMISSES CASHIER WHO ACCEPTED NOMINATION FOR GOVERNOR.

[BY TELEGRAPH TO THE TRIBUNE.]

Cincinnati, Oct. 3.—Harry C. Thompson, of this city, nominated by the Socialists of Ohio for Governor, has lost his place as cashier of the Cincinnati agency of the Union Mutual Life Insurance Company because he is the Socialist nominee. The company, in a letter dismissing him, said in part:

We cannot retain in our employ a person holding the views of a Socialist, an organization which aims to destroy the conditions under which only it is possible for institutions like ours to prosper.

Brokaw Brothers
Opening of Fall Styles.
A complete exhibition of the most desirable things in Men's Attire for the coming season:
DRESS AND BUSINESS SUITS,
OVERCOATS FOR FALL AND WINTER,
CLERICAL OUTFITS, LIVERY OUTFITS,
ALSO BOYS' AND CHILDREN'S CLOTHING.
All at the Moderate Prices for High Grade Goods which have characterized this house for nearly fifty years.
Fourth Avenue Astor Place Lafayette Place

CARL H. SCHULTZ
PURE AND CORRECT MINERAL WATERS.
NONE BUT DISTILLED WATER USED IN THEIR MANUFACTURE.
Carl H. Schultz's Artificial Vichy, Selters, Carbonic, Club Soda, etc., used in the homes of over 1,200 physicians, by the leading Hotels, Clubs, Hospitals and first-class public places.
CARL H. SCHULTZ
430-444 FIRST AVE. NEW YORK.
ESTABLISHED 1862 TEL. 142 MADISON SQ.

The Crawford Shoe
For Men & Women, $3.50
Comfortable—dressy—not High Priced.
Nassau, corner Fulton St. / 823 Broadway (12th St.) / 150 West 125th St. — Manhattan
433 Fulton Street, Brooklyn

"Puritan Simplicity"
In our pieces for the bedroom and dining room carries the charm of refinement and simple grace in furniture. The Colonial sentiment is shown in every line of these sturdy Puritan pieces; and built of fine figured Mahogany are individual for fine construction and perfect detail.
GRAND RAPIDS FURNITURE COMPANY,
(Incorporated)
34th Street, West, Nos. 155-157.
"Minute from Broadway."

CARPET CLEANSING
326 7TH AVE.
TEL. 1132—38TH ST.
Est. 1863. T. M. STEWART.

CARPET CLEANSING Steam and Compressed Air.
THE C. H. BROWN CO. (Incorp.)
221 EAST 38TH ST. Tel. 1531-38th St.
Renovating, Altering and Relaying.

CARPET CLEANING
353 W. 54th St. Established 1875; our only place; no branches. Telephone 366 Columbus.
J. & J. W. WILLIAMS

MAN-A-CEA! MAN-A-CEA! MAN-A-CEA!
Chronic Dyspepsia, Indigestion; Catarrh of the Stomach; Gastritis; That Fulness, Lump, Distress, Mucus, Gases, Acidity, Pains, Griping; Cannot Digest or Retain Food; Children or Adults. Doctors prescribing Man-a-cea, the Manganese Spring Water, report it cures where all Medicines and Methods fail. Druggists or BEN K. CURTIS, 13 Stone St.

Steamboats.

HUDSON RIVER BY DAYLIGHT.
Pan-American Route. The "New York" and "Albany," best river boats in the world. Daily except Sunday for Albany, with intermediate landings and R. R. points beyond, Buffalo, &c.
Leave Brooklyn, Fulton St. (by Annex).....8.00 A. M.
" Desbrosses St. Pier.....8.40 "
" West 22d St.....9.00 "
CONCERTS MORNING & AFTERNOON.

PEOPLE'S LINE
ALBANY, BUFFALO, NIAGARA FALLS.
DIRECT PAN-AMERICAN ROUTE, with N. Y. C. or West Shore R. R. Steamers Adirondack or Dean Richmond leave Pier 32 N. R., foot Canal street, at 6 P. M., week days only, connecting with express trains for above points.

TROY BOATS.
Steamers SARATOGA or CITY OF TROY leave West 10th st. daily, 6 P. M., except Saturday. Sunday steamers touch at Albany.
Dining Rooms on Main Deck. Searchlight Display

HUDSON RIVER STEAMER MARY POWELL leaves Desbrosses St. 3:15 P. M. (Saturdays 1:45 P. M.) West 22nd St. 3:30 P. M. (Saturdays 2 P. M.) for CRANSTONS, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, POUGHKEEPSIE, RONDOUT and KINGSTON. Last trip Oct. 10.

CATSKILL, HUDSON AND COXSACKIE
BOATS leave foot of Christopher st., every week-day at 6 P. M., connecting with Catskill Mountain, Boston & Albany and Albany & Hudson Railroads.

Unfurnished Rooms Wanted.
WANTED.—Pleasant, well lighted room for studio use, convenient to Madison Square. Address, with terms and details, A. P. J., 1,242 Broadway.

ADVERTISEMENTS and subscriptions for The Tribune received at their Uptown Office, No. 1,242 Broadway, 2d door north of 31st-st., until 9 o'clock p. m.; advertisements received at the following branch offices at regular office rates until 8 o'clock p. m., viz.: 254 8th-ave., s. e. cor. 23d-st.; 152 6th-ave., cor. 12th-st.; Macy's, 6th-ave. and 14th-st.; 142 Columbus-ave., near West 66th-st.; 106 West 42d-st., near 6th-ave.; 92 East 14th-st.; 257 West 42d-st., between 7th and 8th aves.; 159 East 47th-st.; 1,333 8d-ave., between 76th and 77th sts.; 1,026 3d-ave., near 61st-st.; 1,708 1st-ave., near 89th-st.; 736 Tremont-ave., 630 2d-ave., near 41st-st.; 334 3d-ave.; 210 Bleecker-st.; 225 Bleecker-st.

Established 1823.
WILSON WHISKEY.
That's All!
THE WILSON DISTILLING CO., Baltimore, Md.