



A DECISIVE RACE FOR THE CUP PREVENTED BY LIGHT WINDS.

SQUADRON ORDERED TO BEIRUT

PRESIDENT TAKES PROMPT ACTION ON MURDER OF AMERICAN VICE-CONSUL IN SYRIA.

Admiral Cotton's Warships to Support Demands on Turkey for Reparation for William C. Magelssen's Death.

William C. Magelssen, United States Vice-Consul at Beirut, Syria, was assassinated on Sunday while riding in a carriage.

KILLED IN A CARRIAGE.

Demand for Immediate Punishment of Murderers.

Washington, Aug. 28.—Acting Secretary of the Navy Darling sent this cable dispatch at 12:15 o'clock this morning to Rear Admiral Cotton, at Nice:

Vice-Consul at Beirut reported assassinated. Proceed immediately nearest port. Report.

It is expected that the squadron will get away immediately on the receipt of this dispatch, the Brooklyn, the San Francisco and the Machias going together.

Washington, Aug. 27.—The State Department to-day received a cable message from Minister Leishman, at Constantinople, announcing that William C. Magelssen, United States Vice-Consul at Beirut, Syria, was assassinated on Sunday while riding in a carriage.

The American Minister immediately brought the crime to the attention of the government and demanded action by Turkey.

The President's determination to lose no time in getting the squadron to Beirut was also due, in part, to information received by Acting Secretary Darling that immediate orders be given Admiral Cotton to proceed at once.

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Information just received that an attempt has been made to burn the Euphrates College building. Conditions increasingly alarming.

Acting Secretary Loomis to-night cabled to Minister Leishman, at Constantinople, to make immediate demands on the Porte to take adequate measures for the protection of all Americans at Beirut and to prevent any attack on the college buildings.

Acting Secretary Darling and Captain Cowley, of the Bureau of Navigation, are in conference to-night.

Minister Leishman's message was dated yesterday, the Minister being informed of the crime by Consul Ravndal. The Consul said that the murderer was not seen and was not known.

SKETCH OF MR. MAGELSSON. St. Paul, Aug. 27.—William C. Magelssen, vice-consul at Beirut, Syria, was a brother of the wife of Consul Ravndal.

Mr. Magelssen was thirty years old. He was educated in the common schools of Minnesota, and was a student of the Lutheran College at Decorah, Iowa, for three years.

Mr. Magelssen was Assistant City Assessor of Sioux Falls, S. D., and also associate editor of a paper called "The Echo," published there.

Mr. Magelssen was appointed vice-consul on September 20, 1899, he was a consular clerk in Turkey.

PRAISE FOR DEAD MAN. Observations of Chancellor MacCracken in Beirut.

Chancellor MacCracken, of New-York University, has just returned from Beirut, Syria, where the American Vice-Consul was assassinated on Sunday.

Chancellor MacCracken gave many interesting facts in regard to the situation in that city. He said that he had spent an entire month in Beirut together with Mrs. MacCracken, having received a cable dispatch that

Continued on second page.

File music and grand scenery characterize all trips by Hudson River Day Line pleasure boats.

Included railroad fare and board at principal hotels. Pennsylvania Railroad will sell special tickets.

Once wear a Kremenz One-Piece Collar Button, you'll always wear it—it never breaks.

DEMANDS ON TURKEY.

The Porte Held Responsible—Conference To-day.

[BY TELEGRAPH TO THE TRIBUNE.] Oyster Bay, N.Y., Aug. 27.—President Roosevelt was advised by the State Department this afternoon of the cable message received from Minister Leishman, at Constantinople, announcing the assassination yesterday of William C. Magelssen, United States Vice-Consul at Beirut, Syria.

Late this evening the President telegraphed the Navy Department instructions to order Rear Admiral Cotton, commanding the European squadron, to proceed at once to Beirut, on the eastern shore of the Mediterranean, to be in readiness to support any demand made by the United States on Turkey on account of the assassination.

The President manifested anxious interest in the announcement of the death of Vice-Consul Magelssen and to-night is in close communication with the State Department.

He will be kept advised fully of the details of the incident as they are ascertained.

For several days President Roosevelt has been following closely the developments of the situation in Turkey.

With the country in such a turmoil as now prevails, almost anything is likely to happen.

With a view to considering the subject the more carefully, the President and Secretary of State Hay had arranged for a conference to-morrow at Sagamore Hill.

The Secretary is now on his way to Oyster Bay.

At the conference to-morrow the President and Secretary Hay will consider the Turkish situation carefully, and probably will reach some conclusion as to the attitude of the United States respecting the late serious phase of the matter.

In the absence of definite information concerning the assassination of Vice-Consul Magelssen, the President will take no decided action, beyond that already taken in ordering the European Squadron to Beirut.

This action is viewed now as a precautionary measure. It is the determination of the United States to support its demands upon Turkey for the punishment of the murderer or murderers of Mr. Magelssen, but until the circumstances surrounding the murder are known officially and precisely the United States, it is announced, will not take any drastic action.

A demand that protection be afforded officials of the United States for their lives and property will be made, and the Turkish Government will be held responsible for the assassination of Consul Magelssen, whatever may be the circumstances of the case.

President Roosevelt is concerned over the situation as it has developed to-day, because it indicates an intolerable condition of affairs in Turkey.

He recalls the fact that only recently a Russian Consul was murdered in Turkey.

The European squadron is so situated that it will require several days for it to assemble at Beirut.

Meantime the officials of the State Department will be fully advised by Minister Leishman of the details of the crime, and the President then will be in a position to present to Turkey the demands of the United States with a naval force on the spot of sufficient strength to enforce them adequately.

Nice, Aug. 27.—The United States gunboat Machias went to Genoa Wednesday. She was expected to return to Villefranche.

PORT HEARS ABOUT SQUADRON. Turkish Government Learns of Orders to Cotton's Fleet.

London, Aug. 27.—According to a dispatch received here from Constantinople, the Porte has been informed that the United States Government has decided to send a squadron to Turkish waters immediately to demand reparation for the murder of William C. Magelssen.

FAST TIME AUTO PACED. Cresceus Breaks World's Record on Half Mile Track.

Dayton, Ohio, Aug. 27.—A new world's trotting record for a mile on a half-mile track, of 2:08.4 was made by George H. Ketcham's Cresceus this afternoon.

Cresceus was paced by Mike the Tramp, driven by Dr. A. Scott Viles, of Montreal, and by a steam automobile driven by Mr. Denzer. This last was an experiment, and its utility remains to be shown.

TO ALL POINTS OF INTEREST. Visit points of interest in the city and suburbs with Electric Hansoms and Surreys.

GOFF'S AID FOR NEGRO.

ORDERS HUNT FOR "SLIM."

Recorder Adjourns Roxbury Murder Trial in Interests of Justice.

With the case ready for the jury, save for the summing up of the prosecution and the defence and the charge of the court, and after the defendant had protested his innocence on the witness stand, Recorder Goff yesterday adjourned the trial of Charles Jackson, the negro accused of dealing a fatal blow to Charles Roxbury and robbing him, and ordered the prosecution and the police, "in the interests of justice," to find out more about the man known as "Slim," who, Jackson declares, gave him Roxbury's watch to pawn on the morning after the assault.

The Recorder told the lawyers that he was not entirely satisfied with one aspect of the case, which called, he said, for vigilance on the part of the court to protect the rights of the defendant. He did not propose to interfere, but to suggest to counsel for the prosecution and defence that information as to "Slim" had not been presented with proper clearness and exactness.

If the defendant had told the truth about getting the watch and pocketbook from a man known to him as "Slim," evidence as to that person's identity should be forthcoming, and if not it should be brought out clearly.

To give both sides time to make a proper search for "Slim" he was willing to postpone the trial. He consented to the telling by Jackson of his various meetings with "Slim," the persons they had worked together with, and the saloons in which at chance meetings in the last three years they had drunk.

After Jackson had been questioned, Recorder Goff continued the trial, and in the mean time directed that the officers of the District Attorney's office, as well as the entire police force of the city, should exert themselves with the prisoner's counsel in the search for the mysterious "Slim."

Recorder Goff's action, which may be the means of saving an innocent man, was a surprise to the detectives, who are satisfied that Jackson would soon be on his way to the electric chair.

"They made no attempt to clear up the negro's story as to how he came by the watch, and pocketbook, and smiled at his story about 'Slim,'" the prisoner's counsel said.

Mr. Mitchell declared that he talked with two men who admitted that they knew Jackson and "Slim," and that three years ago the pair worked together for a contractor.

Mr. Mitchell charged that the police had intimidated these witnesses, and kept them from appearing in court.

Hal Bell, assigned as chief counsel for Jackson, tried to interest the police in an effort to save the negro, and find "Slim," but his efforts were ignored, he says.

Three weeks ago he wrote to Policeman Felix O'Neill, of No. 610 East One-hundred-and-thirty-ninth-st., to whom Jackson first declared that "Slim" gave him the watch to pawn.

Mr. Bell told O'Neill that he and Mr. Mitchell had satisfied themselves that "Slim" was an actual being of flesh and blood, and that they were ready to assist O'Neill and the Police Department generally to find "Slim."

Mr. Bell referred O'Neill to John Cross and William Grennan, employed at J. C. Rogers & Sons' stable, One-hundred-and-thirtieth-st., and Lexington-ave., at which "Slim" and Jackson worked.

"If the police do their full duty there is every reason to believe that 'Slim' can be traced and arrested," wrote Mr. Bell.

Receiving no response to this appeal, Mr. Bell on August 17 wrote to Assistant District Attorney James R. Ely, telling him of the letter, and saying that the reports about "Slim" should be thoroughly sifted by the police.

No answer to this communication was received.

Mr. Bell, at the trial yesterday, sought to put copies of these letters on the record in Jackson's behalf, but Recorder Goff would not permit it, although they were marked for identification.

WESTERN RIVERS RISE. Kansas and Missouri Expected to Go Up Five to Seven Feet More.

Kansas City, Mo., Aug. 27.—Heavy rains north and west of Kansas City have caused the Kansas and Missouri rivers to rise suddenly to unusual heights, and the results may be grave.

A bulletin issued to-day by the local Weather Bureau announced that the Kansas, or Kaw, River, would rise from five to seven feet at Kansas City in the next forty-eight hours, and a rise of equal height, it was stated, is coming this way down the Missouri.

The fact that the Missouri also is rising is causing anxiety here, as it is believed it will retard the flow of the Kansas River at the mouth of the latter stream, and endanger the temporary bridges, as well as the railway yards and heavy business interests in the west bottoms.

The current is swift, and it carries much driftwood. If these bridges go out it will cripple the traffic of the big packing houses and other establishments across the Kansas River from here, and cut off communication except by boat between the two Kansas Cities.

The Kansas River here to-day rose three feet in ten hours, and is still rising rapidly. At Lawrence this stream rose four feet in the night and at Topeka it is also up four feet.

At Manhattan, where the Big Blue empties into the Kansas, the latter stream has risen seven feet in the last twenty-four hours. At that point the Big Blue has broken from its banks, and is cutting across the country, taking a short course to the Kansas River. Many farms are deep under water.

TRAIN BREAKS THROUGH A BRIDGE. Engineer and Fireman Swim to Shore—High Water Caused Accident.

Creston, Iowa, Aug. 27.—At Kent, Iowa, the engine and seventeen cars of a freight train on the Burlington road went through a bridge that had been weakened by the high water, carrying down with it the engineer and fireman.

FLEET IN BATTLE LINE.

PORTLAND SEES A FIGHT.

Torpedo Boat's Trick and Capture of Long Island—Navy Scores.

[BY TELEGRAPH TO THE TRIBUNE.] Portland, Me., Aug. 27.—Wreathed in a shroud of white smoke and sending volleys from every available gun, Rear Admiral Barker's entire fleet sailed boldly into the clear range, and for an hour just before sunset engaged the batteries of Forts Williams, Peble and Levett.

The spectacle was wonderfully beautiful, and the semblance of war increased its impressiveness. Only the tacticians can tell whether the mighty batteries of the fleet or those of the shore won the victory, but even the common landsmen could appreciate the marvellous skill with which the great fleet was maneuvered and the precision with which an intricate and complex movement was executed.

The engagement this afternoon was prescribed by the rules of the war which called for a day attack. After a busy night the fleet disappeared, and for many hours the army was in the dark as to its whereabouts.

About 3 o'clock the great squadron was seen eight miles away, threading its course through the maze of islands north of the forts. Presently it went behind a pine topped headland, then flashed out again, the sun shining brightly upon the white warships.

One by one the great vessels headed toward the forts. Then they "slowed down," and for nearly an hour lay silently massing beyond extreme range, until at last the army decided that they were not coming.

Suddenly the flagship showed a dark streak of smoke from her funnel, and a second later hoisted her battle flag. "The Kearsarge is moving, sir," reported the lookout from White Head, and a second later the glass showed the warship picking up a great white bone under her prow and forging ahead.

One by one the ships followed, heading straight for the White Head passage and increasing speed. It was a splendid spectacle, and even the army enemies paused in their preparations for destruction to admire the picture.

In single column—the Kearsarge, Illinois and Alabama leading, and the Olympia, Baltimore, Chicago and Hartford following—the attack was begun. A number of smaller ships were behind.

It was 4:45 o'clock when the range officers reported that the ships were within striking distance. Then the message flashed from the range station to the forts, and there came the quick, sharp voice of the 12-inch guns at Fort Levett.

Then the turtlelike mortars over at Peble joined, followed by Williams. At 5 o'clock the whole shore line was alive with smoking batteries. Great, thick clouds of smoke drifted over the pine trees and settled in a murky haze on the harbor.

ATTACK BEGINS. All this time the fleet had held its pace. It was 5:05 o'clock, and the Kearsarge was less than a mile from the shore, when her forward turret blazed forth and the fleet began its work.

In a few minutes fleet and shore alike were shrouded in smoke, through which the red flashes of the guns could be clearly seen. Suddenly, when the flagship had passed to a point less than half a mile from shore, she sheered off, turned slowly on a broad circle and swept out again.

One by one the great fleet, in column formation, followed, reaching several miles along the shore. The Kearsarge continued on an arc for several miles until she had made a complete circle, and was once more headed for the forts.

Then she passed back, the fleet following. Until she was inshore again—nearer, she hoisted at the signal. The ships that followed broke from the circle and wheeled into fours on either side.

All this time the firing was rapid and heavy. The flagship then headed seaward, and each ship completed the manoeuvre, and followed, heading first out to sea, and then, in a half circle, going to the south, to a column formation.

TORPEDO BOATS CAPTURE. Meantime, the flotilla of six torpedo boats which had hung off to the north, seized their opportunity. It was growing dark, and the smoke of the firing had made a cloud over the sea.

Out of this a few minutes before 6, half a dozen feet torpedo boat destroyers dashed suddenly, and made for the shore, their bows buried in white foam. Still in a broad circle they swept in until they were within easy pistol reach of the headquarters station at White-head. Then they, too, turned on a new arc and swept out to sea.

At 6:15 the firing had ceased, and the fleet, now two miles from shore, was once more in column formation, the line reaching along shore for five miles, and headed south for Cape Elizabeth Light. The forts had long ago stopped shooting, convinced that their first had accounted for the whole fleet.

At 6:30 the attacking fleet was beyond vision, still steaming south. When the technical account of this impressive, if inconclusive, conflict is written, it is not unlikely that this apparently reckless attack may be shown to be a victory for the navy.

The tactical formation suggests that, instead of an open dash, the attack was the result of a carefully planned movement. The direction of the fleet was such that the guns of Forts McKinley and Williams were apparently blanketed by the islands, and only the mortars and the big guns of Fort Levett were available.

Against this were the guns of a huge fleet, and the result, although now claimed by the army as an overwhelming victory, may be with the navy.

NAVY SCORES. But whatever the result, the navy certainly scored two distinct triumphs to-day, both unexpected, and one so daring as to draw rank admission of defeat from the army.

The boast of the shore defenders has steadily been that no vessel could enter the harbor undiscovered. About 3 o'clock yesterday morning the officer at Fort Peble signalled to headquarters that one of the searchlights of a fort was shining in his face.

A moment later, headquarters telephoning Fort Gorges, an old stone structure inside the harbor and near the mainland, was surprised to find the connection broken off.

Then a signal light started to flash on the parapets, and stopped abruptly. A little later the dawn showed a white flag flying from the fort. The navy had calmly sailed into the harbor, seized the old fort and turned the nearest trick of the game.

The stroke was carefully planned. Shortly after dark a torpedo boat towing half a dozen boats laden with men entered the upper bay. Slowly through the night the boat worked down

AGAIN YACHTS FAIL TO FINISH

THE RELIANCE DEMONSTRATES HER SUPERIORITY IN SECOND FLUKE.

Defender Leads by Mile and a Half When Contest Is Declared No Race—Both Late in Starting.

ANALYSIS OF THE RACE. Fourth day—America's Cup series—Match race. Course—Fifteen miles to windward and return. Wind southeast to east-southeast. Light.

Table with columns: Yacht, Official start, Actual start, Actual finish, Elapsed time. Rows: Reliance, Shamrock III.

Table with columns: Yacht, Actual start, Elapsed time, Reliance gain. Rows: Reliance, Shamrock III.

Table with columns: Yacht, Outer mark, Finish, Elapsed time. Rows: Reliance, Shamrock III.

Using the official start, minus the handicap, the Reliance's gain was 12 minutes and 32 seconds. If the race had been officially completed it is estimated that the Reliance would have won by 10 minutes elapsed, or 5 minutes corrected, time.

The next race will be sailed on Saturday over a similar course.

LONDON IS RELIEVED. ONLY A TIRESOME DRIFT. Fluke Gives Hope That Lipton May Yet Take a Race.

[Special to The New-York Tribune by French Cable.] (Copyright, 1903, By The Tribune Association.) London, Aug. 27.—A feeling of relief has been caused here by the announcement that to-day's race between the Shamrock and the Reliance has been declared void.

Londoners readily admit that the defender has again proved herself the better boat, and that, had there been sufficient wind to enable the yachts to complete the course, the challenger must have been badly beaten.

The Shamrock's display in light airs is regarded as extremely disappointing, and it is felt that Sir Thomas Lipton has not the faintest chance of winning the Cup, but all hope that at least one race may be credited to the account of the British yacht has not yet vanished.

The impression prevails in yachting circles that in the event of the Shamrock's third defeat no British yachtsman will throw down the gauntlet to the New-York Yacht Club for some years to come.

WRINGE AND FIFE DIFFER. Say Those on the "Inside"—An Open Break Expected.

For the last few days rumors have been rife of a split in Shamrock III's happy family. Although there has been no official statement, few doubt that the relations between Captain Wringe, sailing master of the challenger, and William Fife, her designer, are much strained.

An open break is expected at any moment, it is said by those who are in a position to know the inner facts. When Sir Thomas Lipton on the Erin yesterday was asked point blank if these rumors had any basis he said:

"In regard to those stories which have been circulated, I will say that Mr. Fife is a gentleman and sportsman who has devoted his whole heart and soul to his best judgment to my interests. He has given up his business that he might come over to do everything possible to make Shamrock III the winning boat.

I was never better treated in my life than I have been by the American press. It has been always so considerate and kind that I feel their criticism of Mr. Fife much more keenly than otherwise would."

Mr. Fife and Captain Wringe," he said, "occupy entirely distinctive positions. If they have been criticized by either, it is not because Mr. Fife advises about the sails, the trim of the boat and other details of that character. Captain Wringe is in absolute command, and as an owner, he has not criticized him."

It is said that Sir Thomas is deluged with anonymous letters and telegrams informing him that members of the crew are traitors to the interests of the boat. Only a day or two ago a telegram, received by Sir Thomas, saying that the boatswain of Shamrock III was being criticized for his part in the race and that the skipper knew him as a traitor.

Sir Thomas said: "I throw such letters and telegrams overboard. I am not changing my crew." "But the crew has also been severely criticized," suggested a guest.

"Yes," replied Sir Thomas, "it has been. I want to say that you can say whatever you like about the crew of the Erin, but I do not know Mr. Fife and simple. I have no objection to any criticism by any one who has seen or heard that which he criticizes."

Sir Thomas then went on deck, where he was cheered, and had to thank the "Oh, Mr. Lipton," the Shamrock crew, who were cheering him. When it became apparent that the boats could not finish in the time limit, Sir Thomas was congratulated on having still another chance for the Cup. He replied:

"I am glad that you are glad that I have another chance. I do not want to win by a fluke. If I did, the victory would be hollow and devoid of satisfaction. I want to win because I have the better boat, and not because my opponent met with an accident."

"But," he said, "the American in all this broad land of yours will cheer the boat and her skipper more quickly, heartily or with more enthusiasm than I can do."

Earlier in the day, when the Reliance was leading Shamrock III, Sir Thomas said: "I have done my best. I cannot design a boat nor sail one. All that I can do is to get the best done in both departments, and I think I have done so."

SCOTS MAY OFFER CUP. Possibility of Inviting Americans to Compete in British Waters.

Glasgow, Aug. 27.—In yachting circles here up to the present nothing definite has been done concerning the proposal to offer an international cup for competition in British waters, and to invite Americans to compete, but, as was the case after the previous contests for the America's Cup, such a project has been discussed.

RACE FOR LIPTON CUP ON LAKE. La Rita, of Chicago, Captures First Contest Without Difficulty.

Chicago, Aug. 27.—In a twenty-knot breeze La Rita, sailing under the colors of the Chicago Yacht Club, to-day took the first of a series of three races, now being sailed on Lake Michigan for possession of the Sir Thomas Lipton Cup.

The La Rita's time for the race, which was twice over a triangular course six miles in length, two miles on the lake and four on the shore, was 11:02:41.

The Hoosier was third, the Little Shamrock fourth, the Pilot fifth and the Outlaw sixth.

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