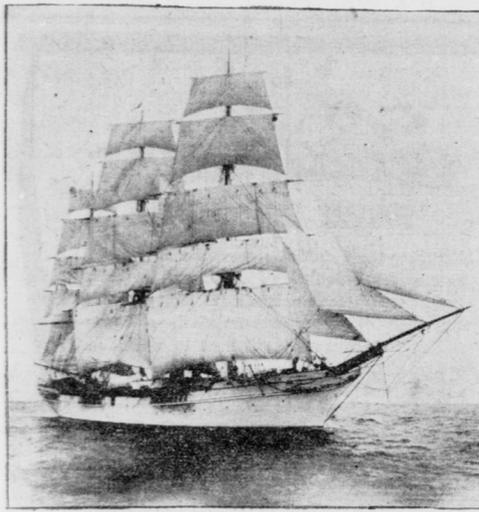




START OF THE 8,000 MILE RACE FOR THE GERMAN EMPEROR'S CUP.

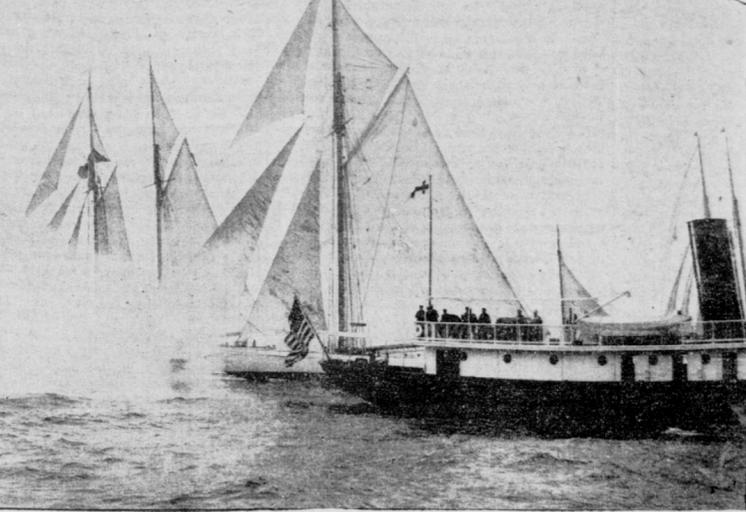
(Illustrations by F. A. Waller.)



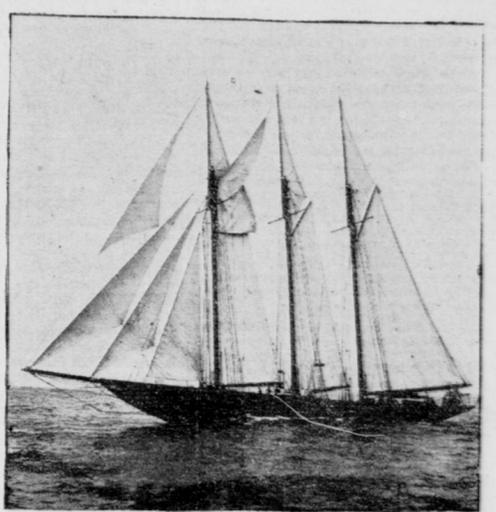
THE VALHALLA, WHICH WAS LAST AWAY.



THE AILSA



THE HILDEGARDE CROSSING THE LINE BEFORE THE SMOKE FROM THE STARTING GUN HAS CLEARED AWAY.



THE ATLANTIC, WHICH LEADS THE FLEET.

TUGS START CARONIA. SAFE, BARRING GALES.

Cunard Company Expects to Float Liner To-day Unhurt.

The latest reports from the stranded Cunarder Caronia, which lies with her nose aground on Flynn's Knoll, off Sandy Hook, indicate that she will probably be pulled from the sandbar to-day. The Merritt & Chapman Derrick and Wrecking Company, which has had tugs and derricks alongside since early yesterday, reported at 5 o'clock last night that the big liner was moving. The wrecking company believes that she can be floated without damage. Unlike the steamer Drumelzier, which went aground and was lost several months ago, off Fire Island, the Caronia is not in a particularly dangerous position and has not settled with the rapidity of the ill-fated tramp steamer. The real danger is a possible collision in the dense fog with the incoming and outgoing steamers. All efforts to free her entirely failed, however, and with darkness and a falling tide the helping vessels suspended operations. The Cunard agents express confidence in being able to free the ship at high water this morning, but yesterday's tide was said by watermen to be unusually high.

Vernon H. Brown, agent of the Cunard Line, said last night that the Caronia's passengers were all safe aboard. He denied that they were dissatisfied and that they were asking to be taken off, or that any of them desired to leave the ship. Mr. Brown said the accident was caused by the Caronia having to choose between running the Kaiser Wilhelm II or a schooner or running out of her course.

The Caronia is equipped with the Marconi wireless telegraph system, but from a statement made yesterday by Mr. Floyd, of the Cunard company, the office has been unable to communicate with her. The Lucania, which sailed on Saturday, is in port, and would have no difficulty in talking with the Caronia if the wireless apparatus of the latter were in perfect condition. The first news of the Caronia's mishap reached the Cunard office from Babylon, Long Island, to which station a message was sent from the Kaiser Wilhelm II, which passed the Caronia on her way out to sea.

The surf was running light yesterday and the steamer was resting easy. If a big southeast wind should come up—the ship might be driven further on the shoal. It is the belief of the ship's agents that the Caronia can be floated without removing her cargo. Late yesterday the Merritt & Chapman wrecking tugs Chapman and Champion went down to the steamer, with a big derrick lighter towing between them. If the wreckers find that the steamer does not respond to the pulling of the three wrecking hawsers that have been anchored on the shore, an effort will be made to lighten her cargo.

The greater part of the marooned passengers were decidedly uneasy last night. Those who were on pleasure bent did not mind the delay, but the men with business engagements and the more timid women spent a restless day. Lady Brassey, wife of Lord Brassey, owner of the yacht Sunbeam, sailed on the Caronia, hoping to be in England when the yachts were nearing the Lizard. Unless the Caronia is soon released, Lord Brassey will reach England on the Sunbeam before Lady Brassey. Mr. and Mrs. Cornelius Vanderbilt and their two children are also on the stranded steamer. Ethel Barrymore, Mr. and Mrs. F. F. Flagg, Sir James and Lady Hare, and Mr. and Mrs. F. W. Whitridge were among those who watched from the deck of the Caronia yesterday the work of the wreckers. Others on board are General and Mrs. Edward P. Meany, Mr. and Mrs. John J. Miller, Mr. and Mrs. W. E. Emery and Max Popper.

The Caronia has 188 first class passengers, 230 second and 436 steerage. When the press tug Eugene Moran, coming back from the start of the ocean yacht race, gave in sight, some of the passengers at the starboard rails waved for the boat to come alongside. When it did all the passengers crowded to the side.

They began firing broadsides of questions at those on the tug. One man shouted: "Who won the ball game?" He was told that the Giants were the winners. Others wanted to know where the Sunbeam was. "She hasn't started yet," yelled a man on the tug. Somebody said that Lady Brassey, who was on board the Caronia, had asked an officer beside her to ask the question. The passengers were told that the yacht Atlantic was leading, and an American group gave a hearty cheer for Captain Barr. Nobody seemed anxious to desert the ship, and if they knew of their danger they did not show it. All seemed confident that they would get off at high water last night, but they were to be disappointed.

SIoux NOW SEEK WORK. Must Have It or Starve, as Rations Are Cut Off.

[BY TELEGRAPH TO THE TRIBUNE.] Pine Ridge Indian Agency, S. D., May 17.—Eight hundred Sioux warriors are looking for work, and the agent, Major John Brennan, has placed advertisements in local papers to the effect that the Indians will accept anything offered them, especially section work on railroads, etc. In addition, handbills containing the same information are being distributed along the Northwestern Railroad. Since the government cut off the rations of the Sioux the Indians must work or starve.

"AUTO" RUN INTO CAR. THREE PASSENGERS HURT

Policeman Fights with Driver While Machine Speeds On.

An 80-horsepower automobile careened down 7th-ave. last night at full speed, and after striking a southbound 7th-ave. car at 23d-st. knocked three passengers fifty feet as they were alighting, painfully injuring them. The automobile, an \$8,000 Mercedes, was occupied by three drunken men, one of whom was pitched out of the machine in the collision. All three were locked up, after an attempt to escape, in the Tenderloin station, charged with intoxication and on suspicion of having stolen the machine. At 11 o'clock the machine was seen going down 7th-ave. at fully forty miles an hour with the three men sprawled all over it. As they neared 23d-st. a southbound 7th-ave. car stopped to discharge three passengers, Julian J. Giblan, of No. 257 West 12th-st., Hoboken, his wife Rosa, and his sister Rena. The driver of the machine, sprawled over the steering wheel, made an attempt to dodge the car, but succeeded only in scraping along its entire length, hitting the three persons and tossing them nearly fifty feet.

Giblan was severely bruised and cut all over his body. His sister's leg was bruised and cut, and his wife's nose was broken. One of the occupants of the machine, Richard White, a salesman, of No. 1,235 Broadway, was thrown from the machine, landing on his face, but was not seriously hurt. The driver, Morton G. Seymour, kept on, even when his friend had been thrown out. Roundsman Gleason, standing on the corner of 23d-st., made a flying leap from the street into the machine and ordered Seymour to stop. Seymour was either unable to stop for two blocks or too drunk to understand the order. He kept on until the roundsman pulled his nightstick clear, when he turned the machine around on a single wheel and started north again at the same speed. Gleason then grabbed him by the throat and the roundsman pulled his nightstick clear, when he called from the New-York Hospital, and Dr. Gillespie attended to the injured.

The three men were taken to the Tenderloin station. The third man refused to give either his name or address. Not one of them could be traced to whom the machine belonged, where they had got it or how long they had been running around the city. The police believe they found the machine standing in front of some hotel and jumped in and started off in it for a drunken spree. According to the police, the number of the machine was 3,227 N. Y. Roundsman Gleason says that he found a tag in the car which read "4-10-1905. To the order of T. B. Castle." The card, the police say, bore the name of "Smith & Mabley, No. 513 7th-ave."

AUTOMOBILE UPSETS. Philip Corbin in Serious Accident in Brookfield, Mass.

Brookfield, Mass., May 17.—An automobile, in which were Philip Corbin, of New-Britain, Conn., president of the Corbin Automobile Company; Mrs. Corbin, and his granddaughter, Miss Minnie Corbin, of Cottage City, a nurse, Miss Laura Timbeck, and a chauffeur, Walter Boyington, both of New-Britain, was upset in Brookfield to-day. Going down a steep grade the brakes failed to work and the chauffeur turned the machine, which was going at great speed, into a ditch. He was hurled through a plate glass protector fifteen feet, and was badly cut about the hand. Mrs. Corbin and Miss Timbeck were pinned under the overturned machine. Mr. Corbin was thrown upon his wife. His face was cut by glass and all three were badly bruised and shaken. Miss Corbin jumped and was not hurt.

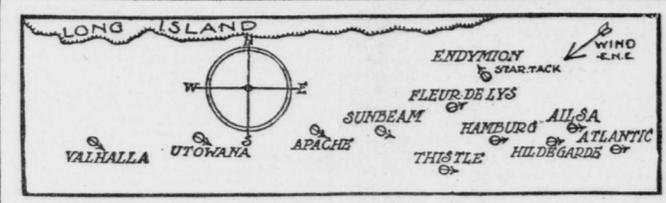
TAKES DEBTOR'S OATH. Temperance Advocate Leaves Jail After Six-Year Imprisonment.

[BY TELEGRAPH TO THE TRIBUNE.] Dover, N. H., May 17.—For nearly six years Alfred W. Jones, a wealthy land owner and temperance orator of Milton, N. H., has been confined in the Stratford County Jail here because he refused to pay a judgment for \$2,000 found against him in a civil suit. He was too stubborn to pay the judgment and too proud to take the poor debtor's oath, but six years' confinement has broken his spirit, and he is now seeking release through the poor debtor process he scorned to use six years ago. Jones claims that charges were trumped up against him because of his bitter fight against the liquor element in Milton, which has, since his imprisonment, succeeded in obtaining license to sell liquors.

NANKING VASE BRINGS \$29,500. Bought, It Is Said, for \$125—The Huth Sale at Christie's.

London, May 17.—Christie's to-day began a nine days' sale of the well known Louis Huth art collection. A superb Nanking vase, ten inches high, painted with flowers, realized \$29,500. It is understood that Mr. Huth bought it twenty years ago for \$125.

After all, USHER'S, the Scotch that made the highball famous. It is the best.—Adv.



POSITIONS OF THE YACHTS WHEN LAST SEEN, SEVEN MILES EAST FROM THE LIGHTSHIP.

THE ATLANTIC LEADS FLEET. WELL IN FRONT WHEN THE OCEAN RACERS SAIL INTO THE NIGHT.

The Ailsa Over the Line First after Some Clever Jockeying at the Start—The Valhalla and the Utowana Last Away.

With Wilson Marshall's auxiliary schooner the Atlantic, leading the way, when the yachts vanished in the mist, and the yawl Ailsa the first to cross the starting line, the Kaiser's Cup contest to England began at Sandy Hook yesterday.

It was exactly 12:15 p. m. when for the third time in fifteen minutes the silence of the point was shattered by the report of the starting gun aboard the committee boat. Just a flash of fire, a sharp boom, which echoed and re-echoed across the surrounding water, a screen of pale blue smoke veiling the stern, the sound of muffled shouts and the sight of men running hither and thither on the competing yachts, and the 3,000-mile race from Sandy Hook to the Lizard had begun.

Commenting on the relatively unimpressive start, there were those present among the spectators—the more imaginative—who saw in perspective many a sleepless night about the competing boats, and listened in advance to the tales of courage, heroism and endurance that will be told around galley fires, in public houses, in berberies and clubrooms next month. Many of those present, remembering that probably no competitor will see his rival till the race is run, and speculating on the anxiety of the unknown and the dark, declared that they were fain to be merely spectators after all.

FIRST OPEN RACE EVER SAILED.

It was the first open race ever to be sailed across the Atlantic. With a six knot easterly wind blowing when the race opened and "dirty weather" prophesied generally for the run, the Atlantic seemed to be the prime favorite last night, the weather conditions alone being such as to militate seriously against the chances of the two English contestants, the Earl of Crawford's Valhalla and Lord Brassey's Sunbeam, which, with the Apache, make up the three "square riggers."

In the start the Valhalla and Allison V. Armour's Utowana crossed the line to windward of the committee boat, and were recalled, finally, thanks to the dropping of the wind in the mean while, drifting across the line last and more than an hour behind the first of the fleet. The fact that the Ailsa outmaneuvered the Atlantic in the start is regarded as a distinct feather in the cap of Len Miller, Captain Barr's old mate, who was captain of the Atlantic last year, and is also considered indicative of the intense "underground" rivalry which in certain instances marks the contesting boats.

GROUNDING LINER ONLY GRANDSTAND.

If the ill wind blew the "fore-and-afters" good, coupled with the fog, the rain flurry and the fact of Tuesday's "fluke," it effectually deterred every excursion boat from essaying a second cruise, likewise making the start invisible to those on the shore. Indeed, aside from three or four non-contesting yachts, the only pleasure boat perhaps which caught a glimpse even of the parade to the start was the Compa. The passengers of this grounded Cunarder, including Lady Brassey, the wife of the owner of the Sunbeam, found a certain cold consolation in the first class grandstand view of the parade, thronging the bay.

Whereas there were a dozen or more boats that left the New-York Yacht Club landing, at 23d-st. and the East River, on Tuesday, with many women on board, only four steam yachts left yesterday besides the three tugs chartered by the club. From the Battery, where generally a number of steamers and chartered vessels leave, not a large boat went down the bay. From the grandstand.

DEWEY'S FINE OLD SHERRY WINE. An Excellent Appetizer, aids digestion. H. T. Dewey & Sons Co., 135 Fulton St., New York. —Adv.

FEARS HYPNOTIC ROBBER. Well Known Woman, Susceptible to Influence, in Dread.

The case of a well known woman of this city, who is so susceptible to the hypnotic influence that she has been in constant fear that some unscrupulous stranger will hypnotize her unaware and take all her money, was mentioned by Dr. J. J. Sibley, of Brooklyn, at last night's meeting of the Medico-Legal Society, at the Waldorf-Astoria. Dr. Sibley refused to tell the name of the woman.

"I have been practicing therapeutic hypnosis for the last ten years," he said, "and during that time I have never had a patient more easily hypnotized than this woman. I can hypnotize her by just passing my hand once across her face. She is a perfect hypnotic subject. She is very wealthy and recently she became worried because of the ease with which she could be hypnotized. 'If you can hypnotize me so easily,' she said to me, 'any other hypnotist can do the same thing, probably. I am afraid to go out now, doctor, for fear somebody should throw me into a trance and make me sign away or hand over my fortune.' I have taught this woman how to withstand the hypnotic influence, and she has learned the lesson so well that now it is difficult for me to hypnotize her."

Mrs. M. E. Sellen, a woman physician, spoke on the dangers of hypnosis. She declared that in many cases after a person had been hypnotized he became negative to all outside influences. The speaker narrated cases of young men who had become insane by being frequently put under hypnotic influence. Dr. G. S. Wines, of Boston, spoke of the value of hypnosis as a test of character, declaring that a man or woman who could be induced to commit a pseudo crime while under the hypnotic influence would be capable of real crime while in the normal state.

KEEP VIGIL IN HOLE. Gaynor Brothers Stand in It to Keep Telegraph Pole Out.

To restrain the New-York and New-Jersey Telephone Company from erecting an immense telegraph pole in front of their storage warehouse, the three Gaynor brothers, well known business men of Williamsburg, are taking turns standing in a hole which has been dug for the pole at Hooper and Grand sts. They declare they will fill the hole until the company is restrained by an injunction from proceeding with the work.

Early Wednesday morning the employees of the telephone company dug the hole and piled a big pole into the street. Robert, Michael and Bernard Gaynor tried to convince the official of the company that the pole would be an obstruction to business, blocking vans entering the warehouse. The company officials were persistent, however, saying it was necessary for them to place the pole there. When the pole was hoisted over the hole Bernard Gaynor jumped in and defied the men to drop the pole on him. Three policemen were called to the scene. The situation was too much for the police, who simply looked on. Half the neighborhood turned out to see the fun. Through their attorney, John Roesch, the Gaynor Bros. will apply to-day to the Supreme Court for an injunction restraining the company from proceeding with the work.

KILLED BY RARE DISEASE. Son of Professor G. W. Kirchwey Dies from Tubercular Meningitis.

George Kirchwey, eight years old, son of Professor George W. Kirchwey, dean of the Columbia Law School, died yesterday from tubercular meningitis after an illness lasting more than five weeks. When the boy first became ill with one of the rarest forms of meningitis, Professor Kirchwey called in consultation several of the best known physicians and surgeons in the city. They fought the disease more than a fortnight, and then told Professor Kirchwey there was absolutely no hope for his son. They told him that no case of tubercular meningitis had ever been known to result other than fatally, and that they could not suggest any cure for the disease. The boy died at 11 o'clock yesterday morning.

PRESIDENT TO WRITE? Report That He Will Describe Hunt for Magazines.

[BY TELEGRAPH TO THE TRIBUNE.] Colorado Springs, Col., May 17.—P. R. Stewart, the friend of the President who accompanied him on his recent bear hunt, states that Mr. Roosevelt will write two magazine articles on the hunt, which will later be published in book form. Mr. Roosevelt will give the bear skulls to the Smithsonian Institution, which already has his cougar skulls. Mr. Stewart has sent the photographs he took on the bear hunt to the President.

Annapolis-West Point Baseball Game, at West Point, Saturday, May 20th. Day Line boat up, back by rail. Music—Adv.

PANAMA ORDER STANDS. THE PRESIDENT FIRM.

Believes His Action Will Help to Bring About Tariff Readjustment.

[FROM THE TRIBUNE BUREAU.] Washington, May 17.—President Roosevelt insists on the "most favored nation clause" for the United States, and the manufacturers of the country will have to accord that treatment to the government in so far as purchases made for the Panama Canal are concerned—at least until Congress can pass a law compelling the commission to pay domestic prices for supplies. The vehement and numerous protests of disappointed manufacturers and indignant "stand-patters"—even those within the Cabinet—are not having the slightest effect on the President, unless, possibly, it be to satisfy him that the policy on which he and Secretary Taft have determined is so stirring up the tariff question as to insure extended consideration of the recommendations for readjustment which he purposes to embody in his Message to Congress next fall.

The President takes the position that, had France continued to construct the Panama Canal, American manufacturers would have been glad to accord to that country their full foreign discount. Were Great Britain conducting the enterprise, the same would be true. Even now, when Great Britain undertakes the construction of a railroad in any of her possessions, American manufacturers scramble over each other in their efforts to give her their most generous discounts. Now that the United States has undertaken a great and costly enterprise, manufacturers who are loyal and patriotic will gladly grant to their own country the "most favored nation" treatment, and others will have to do so.

WILL NOT "CALL TAFT OFF." Several members of the Cabinet have gone to the President and begged him to "call Taft off," but the foregoing is a sample of the consolation they receive. Secretaries Shaw, Wilson and Metcalf deplore the decision of the President and the Secretary of War. Every other member of the Cabinet who is in Washington heartily approves the stand taken by the President.

The President is determined to carry the war into the stronghold of the trusts and compel the apostles of high prices to come to a realization of their obligations to "the folks at home." He is convinced that the people will understand that this policy is merely another step in the progress of his campaign against rapacious combinations which have hoisted prices of domestic goods far above the point warranted by the wages they pay to American workmen and which are now bringing every possible influence to bear to defeat that readjustment of the tariff schedules which the President regards as essential to a square deal to all American citizens. Moreover, the President believes that this decision will serve to call the attention of the great mass of the people to the absolute necessity of that readjustment of the tariff schedules for which he contends.

OBJECT LESSON FOR TRUSTS. "The President is resolved to bring the trust magnates to a realization of their debt to the people of this country," said a close friend of the President, in commenting on the situation to-day, "and will accomplish that result even at the risk of bringing a storm about his ears. He wishes to make Congress act on the tariff question, and the sooner they take action the better he will like it. There will be very few supplies, relatively speaking, purchased by the Canal Commission, between now and the time Congress meets. The President hopes, however, that enough will be bought to serve as an object lesson to the country on the subject in hand. For instance, he believes it is little short of criminal for the big manufacturers to charge the home consumers a third more or double the price for goods that is charged the people of Europe. The high protection gentlemen will probably cry out loudly over what they will term an 'outrage perpetrated on the American workman,' but the people at large will understand who is perpetrating that outrage. It is the man who is selling the product of their labor for twice what it is worth here at home and still making good profits on the sales abroad. The President expects to receive calls from a great many protesting magnates of the party before this thing is settled, but you may accept it as a 'straight tip' that he will not recede one inch from his stand. To sum up the President's sentiments in the case, he is determined that the hogs shall take their feet out of the trough, and he demands that the United States government, when it becomes a purchaser of goods, shall be treated as the 'most favored nation.'"

THE FUNERAL POSTPONED. An intense "stand-patter" called on Secretary Taft to-day, and, after expressing his sorrow over the Panama decision, announced that he had come to attend the Secretary's "political funeral," but the Secretary declined to accept the call in that light, and assured his caller that "he would have to bring flowers" before

Continued on seventh page.