

McCULLAGH STIRS UP TITUS.

BIG BAG OF CROOKS TO FORE- STAG ELECTION FRAUDS.

There's an Organized Gang That Register Fraudulently Every Year Says the Election Superintendent—Never Helped by the Police Before, He Says.

A number of habitual criminals and hangers-on at poolrooms and other illegal resorts were gathered in all over town last night by sixty of Capt. Titus's men.

The round-up followed a conference between John McCullagh, State Superintendent of Elections, Commissioner Partridge and Capt. Titus.

It just saw some balls lying around and thought it would be fun to give them a few knocks, he explained.

"Five days' pay," was the Deputy Commissioner's only comment.

The charges against Policeman Shea of the Bridge squad, who was accused of not wearing gloves while on post, and Policeman Haas of the MacDougal street station, who was talking with a man for ten minutes while on post at Franklin street and Broadway, were preferred by Capt. Piper himself.

Both were found to have excellent records and escaped with a caution.

REAR ADMIRAL SELFRIEDE DEAD.

The Eldest of Three Officers of the Same Name on the Naval List.

WASHINGTON, Oct. 16.—Rear Admiral Thomas Oliver Selfridge, Sr., who died in Waverly, Mass., yesterday, was one of three officers of that name who served in the United States Navy, his son and grandson being on the naval list for many years at the same time as himself.

He was born in Boston, and the date of his birth is said to be April 24, 1804. This date is given in one of his biographies, but nearly all the sketches of his life which have been written have omitted the date of his birth, and it is well known that the friends of the late naval hero were extremely sensitive on the subject of his age.

He never liked to be referred to as an old man, and yet he was nearly 100 years old. He entered the navy as a midshipman on Jan. 1, 1818; was promoted to lieutenant in 1827 and served in the West Indies, Brazil and the Mediterranean.

He was on the Columbus, flagship of the East India squadron in 1845-46 and later of the Pacific squadron during the Mexican War.

In 1857, while on the ship Dale, he took part in the capture of Mazatlan, and Guaymas. He was severely wounded at that time. He served at the Boston navy yard from 1858 to 1861 and had command of the steam frigate Mississippi in the Gulf of Mexico for several months.

He was promoted to the grade of Captain in 1855 and to that of Commodore in 1862. He was promoted to the grade of Rear Admiral July 25, 1867. He served several capacities in the line of active duty subsequent to his retirement for age, in 1866.

The death of Rear Admiral Selfridge was reported officially to the Navy Department today by his son, Rear Admiral Thomas O. Selfridge, Jr., retired. The son called personally at the Navy Department and said that his father had expressed a desire that there should be no pomp or ceremony and no music at his funeral.

The interment will be in the Forest Hill cemetery, near Boston. In view of the wish of the deceased the Navy Department will not take on the funeral to-morrow noon. Rear Admiral Johnson, Commandant of the Boston navy yard, and the members of his staff have been directed to attend the funeral, and eight blue-jackets will be the body-bearers.

While the funeral is in progress a salute of thirteen minute guns will be fired at the Boston navy yard at 12 o'clock, and at 1 o'clock at the Washington navy yard. Rear Admiral Selfridge ends an anomaly in the personnel of the naval service that has never had a counterpart. This was the existence of the same full name, but retired for age and both of the highest attainable rank.

Thomas O. Selfridge, Sr., was retired as Commodore in April, 1860, under the forty-five years' service law, but was 62 years old, the compulsory retirement age, on the day he was transferred to the inactive list. He was a full military aviator and retired list was raised to that of Rear Admiral. Thomas O. Selfridge, Jr., was retired on Feb. 6, 1898, his sixty-second birthday. He was a full military aviator and retired list was raised to that of Rear Admiral.

The elder Admiral Selfridge was at the time of his death the oldest officer of the navy, being in his ninety-third year. He was born in Waverly, Mass., and was with his son and namesake, the other Admiral Selfridge, until recently, when he was taken to an asylum for the infirm at Waverly, Mass. His wife, Mrs. Harriet James R. Selfridge, who is a Commander in the navy, a granddaughter, Thomas O. Selfridge, who is a Lieutenant in service, and another grandson, Duncan I. Selfridge, who is a midshipman at the Naval Academy.

Acting Secretary of the Navy, Darling today issued a special order in regard to the death of Rear Admiral Selfridge, which concludes as follows:

"As a mark of respect to his memory, flags of the navy yards and stations, and in the West, and who was until recently president of the United States Board of General Appraisers, died in Paterson, N. J., to-day after an illness of several months. He was born in Canterbury, N. H., in January, 1831. He passed from farm to store and railway office, became a lawyer, and from 1860 to 1865 was partner of Melville W. Fuller, Chief Justice of the United States.

He was at one time assistant treasurer of Cook county, Ill., and held the office of appraiser in Chicago for fourteen years. He was appointed to the Board of General Appraisers in 1889 by President Harrison. Mr. Ham was known as a tariff expert and rendered a great many decisions which have been severally decisions in appraiser's cases. While a clerk in a railroad office at Concord, N. H., he devoted his leisure to the study of law with the Governor of the State of New York. In 1850 he went to Chicago and entered the banking house of Swift & Co. Upon its failure in the panic of 1857 he resumed the study of law with the firm of Shumway, White & Towne, with whom he remained until he was admitted to the

or trying to lean against his desk while telling their stories.

"Remember you are on duty," was the standing admonition in such cases.

About a dozen of the policemen were accused of absconding themselves from duty while detailed at registration places. Few of them escaped with less than a wo-days' fine.

One had been surprised by his roundsman while playing pool in the rear of such a place.

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BAR ROBERTSON FOUND.

He Was Wandering, Dazed and Grief-Stricken, in Brooklyn.

Alexander R. Robertson, the tea merchant, who had been missing for several days, and for whom the Brooklyn police were asked to institute a search, was found yesterday morning, in Front street, in that borough.

He was found in a half-dazed condition, but George Halber, 200 West 11th street, his brother-in-law, who took charge of him, thinks that a rest of a week or so will bring him around all right.

Robertson has been missing for six months ago, and this is assigned as the cause of his mental disturbance.

CONNECTICUT STATE CHAMPION BEATEN IN BROOKLYN TOURNAMENT.

Many upsets marked the match play rounds yesterday in the first invitation tournament of the Brooklyn Country Club. The Bridport enthusiasts were out in strength, but the play, usually the best three out of five, although of only nine holes—the distances being 325, 481, 122, 224, 394, 163, 210 and 329 yards—the course of 2,597 yards was regarded as a good test of golf.

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bar in 1860, when he formed a partnership with Mr. Fuller.

He is survived by a widow and one daughter, Mrs. F. L. Brewer of Montclair, at whose home the funeral will be held on Friday afternoon at 4 o'clock.

The burial will be at Canterbury, N. H.

AN OLD-TIME BOWERY ACTOR DEAD.

Edmund H. Lay, an actor in the Bowery theatres of an earlier day, died yesterday in Bellevue at the age of 82.

He was a favorite hero of melodrama in the playhouses of that street. Of late years he had been dependent upon the Actors' Fund of America and upon public charity.

OBITUARY NOTES.

Sir John C. Bourne, formerly of Halifax, is dead at Ottawa. He was born in Sydney, C. E., Oct. 24, 1826, the son of the late Hon. J. Bourne, Senator of the Dominion and grandson of James Marshall of Nova Scotia.

Sir John was one of the foremost Canadians of his time, and was a leading authority on Parliamentary procedure, secretary of the Royal Society of Canada, fellow of the Statistical Society of London, honorary corresponding secretary of the Ontario Institute, Clerk of the House of Commons, Canada, and author of several essays.

His wife was Emily Lay, who was one time the American Consul at Halifax. She died in 1887.

ROBERTSON, CENTRE, L. I., Oct. 16.—Capt. Austin Jayne, father of Mrs. W. F. Whittemore, wife of Capt. Whittemore of Hoboken, died at his home in New York City.

He was a retired shipmaster and was president of the Marine Society. He was a trustee of the Soldiers' and Sailors' Glee Club. His funeral services will be held from his late home in Capt. Jayne's house, 72 Central avenue, at 2 o'clock on Sunday.

Lucie R. Cassidy, widow of William Cassidy, died at her home in New York City.

She was born in New York City, and was one of the best-known Democratic editors in the State in this city.

William H. Weaver of the Lumber firm of Weaver & Co. of Albany died yesterday at his home in Albany.

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ACCEPTS LIPTON'S CHALLENGE

REFERRED TO COMMITTEE AT N. Y. Y. C. MEETING.

Cable to Sir Thomas, "Same Conditions as Last Match"—Messrs. Ledyard, Bourne, Cormack, E. D. Morgan, J. P. Morgan, Brown, Forbes, Rogers and Duncan Committee on Challenge.

The challenge of the Royal Ulster Yacht Club for a race for the America's Cup, to be sailed next August and naming Sir Thomas Lipton as its representative, was accepted last night by the New York Yacht Club.

A special meeting of the club had been called to consider the challenge, which was delivered at the clubhouse on Wednesday afternoon. It was largely attended, and among the members present were Vice-Commodore Frederick G. Bourne, ex-Vice-Commodore August Belmont, Fleet Captain W. B. Duncan, Jr., J. S. Dickerson, who formerly owned the cup defender, Madeline, ex-Commodore E. M. Brown, ex-Commodore E. D. Morgan, who last year had charge of the Columbia; James E. Ford, owner of the Katrina; Secretary George A. Cormack, S. Nicholson Kane, Newbury D. Lavton and E. H. Wales, the members of the Regatta Committee of the club; Newberry D. Thorne and Ralph N. Ellis, who sailed with Mr. Duncan on the Constitution last year; Anson Phelps Stokes, Commodore Robert E. Tod, Fred Rodsward, owner of the cutter Eolin; Fred Hoyt, owner of the cutter Isolo; William Gardner, Irving Cox, C. W. Nason, L. J. Callahan, Addison G. Hazan and Archibald Rogers.

In the absence of Commodore Lewis Cass Ledyard, who is ill at Newport, Vice-Commodore Bourne presided. It did not take long to read the challenge, and some letters that had passed between Sir Thomas Lipton and Commodore Ledyard, and then a Committee on Challenge was appointed and the meeting adjourned.

The Committee on Challenge is as follows: Commodore Ledyard, Vice-Commodore Frederick G. Bourne, Secretary Cormack, E. D. Morgan, E. M. Brown, J. P. Morgan, J. S. Dickerson, Archibald Rogers and W. B. Duncan, Jr. This committee met at once and in a few minutes formally accepted the challenge, and Secretary Cormack sent two cablegrams, one to the Royal Ulster Yacht Club and one to Sir Thomas Lipton, saying, "Challenge accepted. Same conditions as governed the last match."

Secretary Cormack, after the committee had adjourned, gave out the challenge and copies of the letter. The challenge reads as follows and confirms the exclusive information concerning the time of races and challenger published in THE SUN yesterday:

ROYAL ULSTER YACHT CLUB, BOUNTYINGHAM, IRELAND, Oct. 17, 1902. G. A. CORMACK, Esq., Secretary, New York Yacht Club, New York.

Dear Sir: I am requested by Sir Thomas Lipton, Bart., K. C., G. O., to forward you this challenge for the America's Cup, subject to the same conditions as governed the last match, and which I have already accepted, namely, the best three out of five races over the same course with like starts and finish.

The first race to be sailed on Thursday, Aug. 29, 1903. The second race to be sailed on Saturday, Aug. 22, 1903. The third race to be sailed on Tuesday, Aug. 25, 1903.

Further races (if any) to be sailed on each following Thursday, Saturday and Tuesday, Aug. 25, 1903.

I, therefore, on behalf of the Royal Ulster Yacht Club, challenge you, Sir Thomas Lipton, Bart., K. C., G. O., to sail a series of matches with the yacht "Mogul," against any one yacht or vessel constructed in the United States of America for the America's Cup.

The following are the particulars of the challenging vessel, viz: Owner, Sir Thomas Lipton, Bart., K. C., G. O.; name of yacht, "Mogul," length on load water line, 100 feet 6 inches; hull, copper; rig, cutter.

Measurements will follow as soon as the vessel can be measured for registration.

The yacht to be much obliged if you will cable the receipt of this challenge.

HUGH C. KELLY, Honorary Secretary, Royal Ulster Yacht Club.

The following is a copy of a letter from Sir Thomas Lipton which came in the same mail that brought the challenge.

OSIDGE, SOUTHWATER, MIDDLESEX, 10th October, 1902. DEAR MR. CORMACK: You will receive by this mail a communication from the secretary of the Royal Ulster Yacht Club conveying a challenge on my behalf for a series of races for the America's Cup to take place next year.

The following are the particulars of the challenging vessel, viz: Owner, Sir Thomas Lipton, Bart., K. C., G. O.; name of yacht, "Mogul," length on load water line, 100 feet 6 inches; hull, copper; rig, cutter.

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in the press concerning a suggested change in the measurement rule of the New York Yacht Club, there is at present considerable speculation in racing circles here as to whether such change is likely to be made, and if made, whether it would apply to the contests for the America's Cup.

The prevailing idea is that in view of the great doubt which exists as to whether or not the rules will be altered and the consequent uncertainty as to the type of boat with which it would be necessary to challenge, and also of the fact that for a contest in 1903 the design of the challenger would require to be commenced shortly, no one would under the circumstances care to consider the advisability of challenging for next year.

Should you prefer that this letter be inserted officially by the club you might kindly sign and forward it to the secretary.

With kind regards, yours faithfully, THOMAS J. LIPTON, Commodore S. C. Ledyard, New York Yacht Club, New York.

My DEAR SIR THOMAS: Your letter of May 24, inquiring whether in the event of a change in the New York Yacht Club's measurement rules, such change would apply to the America's Cup races, has remained unanswered until now, because of my illness and other reasons having no relation to the subject, as I have explained to you in a personal letter.

The point raised by you is an important one, and I quite agree with you that it should be answered for the club officially. I therefore submitted your letter to the club and am authorized by it to send you this reply.

The facts about the proposed changes in the rule are that some months ago a committee was appointed by the club to obtain information as to the opinions of the United States and England and other countries as to the desirability of adopting some rule other than the existing rule.

The committee has now produced a report, a more satisfactory and wholesome type of rule than the existing rule. It was expected that the work of this committee would be completed until next autumn, or winter, and such is now likely to be the case.

I need not say to you that the step taken had no relation to any contest for the America's Cup in 1903, for it was not deemed possible that any change in the rules which might be brought about by it could become effective until long after the expiration of the period of time during which a contest for that season, and no one could maintain for a moment that any change in its rules could be effected by the challenged club after the receipt of a challenge could affect the race to be sailed.

Nor, indeed, would the New York Yacht Club be willing, even if it had the power, by any change in its rules, to shut out or prejudice or handicap in any respect any existing yacht, or to give any advantage to any new yacht, or to make such change known in ample season to prevent injustice or prejudice.

Therefore, you may rest assured that if you desire to challenge through any club for 1903, no change in its rules by the New York Yacht Club, whether made before or after the receipt of a challenge, would apply in any degree to the contest under such challenge.

The fact, however, that you have asked the question makes it proper that I should give you a further explanation of the question of towing a race in connection with the challenge of Shamrock I, the deed of gift of the America's Cup, and the certificate which will be presented to the kind of vessel which may compete, except in length, by that no dimensions stated in the certificate may be exceeded, so that no vessel of greater length than that specified in the certificate, lastly, that she shall proceed under sail, on her own bottom, to the port of contest.

The conditions of the challenge are deemed wise to insert by way of limitation upon the type of vessel, viz: her actual and demonstrated ability to make the passage under sail.

As to measurement, the deed makes no provision therefor. That is left to you to settle with the club which you intend to challenge, and under the mutual agreement clause the two clubs may agree upon any system of measurement they please, if they fail to agree, the terms of the match are prescribed by the deed, best two out of three races on open courses as described, subject to the rules and sailing regulations of the challenger.

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Most men have hobbies. Ours is the "Hale Desk" at export prices. HALE DESK CO., 35 Stone St., Next Produce Exchange.

CITY MONEY TO SALVATION ARMY. 65,000 Likely to Be Granted for the Home for Fallen Girls. Mrs. Long Hysterical When the Court Restored Her a Separation. Justice Scott in the Supreme Court yesterday refused to grant Mrs. Rebecca Long a limited divorce from her husband, Edward F. Long. As soon as she heard the decision Mrs. Long became violently hysterical and made an attack on Miss Jennie Ward, a witness who had testified in Long's behalf.

GOOD BOARD. THE SIGN OF THE PERFECT FOOD. THE GREAT DYSPEPSIA DESTROYER. MALTA-VITA. FULLY PREPARED. THOROUGHLY COOKED. SWEETENED AND SPICED.

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ART SALES AND EXHIBITIONS. ART SALES AND EXHIBITIONS. One Hundred Thousand Dollars in Art Treasures. THE PALATIAL RESIDENCE OF MR. VICTOR C. CADIEUX, ABSOLUTE AUCTION.

STANDARD ART GALLERIES. 19 & 21 West 125th Street. BENJ. S. WISE, Auctioneer. Light Biscuit Light Pastry Light Cakes Light Work Light Cost—SURE and—Quick-as-a-wink!

Light Biscuit Light Pastry Light Cakes Light Work Light Cost—SURE and—Quick-as-a-wink!

Light Biscuit Light Pastry Light Cakes Light Work Light Cost—SURE and—Quick-as-a-wink!