

THE SKEW NAILS DOWN THE COVERED AMERICAN CUP

EVOLUTION OF GRAIN TRADE

Peavy's Address the Feature at Des Moines.

NAT'L GRAIN DEALERS

Inspectors Will Form a National Organization.

BUCKET SHOPS ARE DENOUNCED

A Bitter Contest for the Location of the Next Annual Meeting.

Special to The Journal.

Des Moines, Iowa, Oct. 3.—The opening address at the morning session of the Grain Dealers National association was by F. H. Peavy of Minneapolis.

Other addresses were as follows: "The Grain Trades New Century Brotherhood," J. H. Harrison, Sherman, Texas; "The Grain Merchants' Conquered Difficulties," Warren T. McCray, Kentland, Ind.; "Better Government Crop Reports," H. S. Grimes, Portsmouth, Ohio; "Weighing Grain in Country and the Terminal Markets," L. Cortelyou, Muscatine, Kan.; "Co-operating of Cars and Scale Inspection," H. A. Foss, Chicago.

The attendance to-day is much increased. In addition to the dealers from Minnesota reported yesterday are: E. A. Burrage, J. S. Mathewson, of Van Deusen, Harrison company; M. W. Lee, A. E. Bursh, representing W. R. Mumford company; H. Carrick, E. Brenner, E. A. Brown, of E. A. Brown & Co., Minneapolis, and Henry Rippe of Fairmont.

Last evening's session was marked by the adoption of strong resolutions, presented and carried through amid the greatest earnestness and enthusiasm, recommending legislation preventing anarchy, expressing sorrow for McKinley's death and full confidence in President Roosevelt. Several trade papers were read.

Inspectors to Organize.

A most important movement growing out of the national organization meeting is the formation of a national organization of grain inspectors. Many of the chief grain inspectors of the country are assembled. The first meeting for organization was held last night. Another will be held this afternoon, and the work undoubtedly completed.

The action of the inspectors is independent of the association, but it meets the approval of grain men. The purpose is to establish uniform samples of all contract grades of grain. These are to be enforced throughout the markets of the country.

In his address, President Lockwood urged uniformity. Under the present system there is lack of uniformity and there are many abuses arising from establishing different standards in different central markets. John A. Foering, chief grain inspector of Philadelphia, was chairman of the preliminary meeting and J. T. Shanahan, of Buffalo, secretary.

The plan for establishing a national arbitration committee and a national system of arbitration will be adopted this afternoon.

Resolutions and Location.

The resolutions prepared by the committee denounce bucket shops and call on congress to enact laws against them. One resolution is in the form of a petition to the fifty-seventh congress asking a change in the interstate commerce laws for better regulation of traffic.

The location contest was waxed bitter, Milwaukee, Chicago, St. Louis, Kansas City and Memphis seem to be leading in the fight. Indications are the location will be left to the new president and directors to select.

Fight Did Not Develop.

Early in the convention it was reported the delegates from Kansas and the southwest purposed to have a resolution put through supporting Coburn of Kansas for secretary of agriculture to supplant Wilson of Iowa. The movement did not develop, and Kansas men deny they planned such a step.

Speaking of the movement to put Coburn in the cabinet, Frank Crowl, a leading politician in Kansas, and delegate to the convention, said the Coburn movement was not unfriendly to Wilson, and that it was not the intention to seek to force the latter out. If Wilson should see fit to leave the cabinet then Coburn's claims would be presented.

Crop Reports Secured.

Much comment was caused by the paper of H. S. Grimes of Portsmouth of this morning scolding the system of government crop reports bitterly. Among the papers read this afternoon was one on "Uniform Rules for Grading Grain," by J. D. Shanahan, chief inspector of Buffalo, and another on "Compilations of Crop Statistics," by John R. Sage, director of Iowa weather and crop service, to be placed in the session on close to-night with a smoker. At 9 o'clock to-morrow the delegates will go in a special train to Sioux City, stopping on their way at Ames and Boone.

Lockwood Re-elected.

Officers were elected this afternoon as follows: President, E. A. Lockwood of Des Moines; vice president, T. P. Baxter of Taylorville, Ill.; second vice president, H. S. Grimes of Portsmouth, Ohio. The board of directors will select a secretary and treasurer.

NORTHWEST'S GRAIN TRADE

Wonderful Development Sketched by Peavy of Minneapolis.

INVESTIGATE EVERYBODY

Disposition Shown by Counsel for Admiral Schley.

THE SHORE BATTERIES

To Show Their Strength Is an Object of the "Applicant."

FIGHT OFF SANTIAGO DESCRIBED

Lieut. Doyle Presents the Best Picture of the Event Yet Given the Court.

Washington, Oct. 3.—After the usual preliminary proceedings in the Schley court of inquiry to-day, Lieutenant James J. Doyle, formerly of the flagship Brooklyn, was recalled for the purpose of continuing his testimony.

When the court adjourned yesterday Lieutenant Doyle was under examination by Mr. Rayner and the court had just decided that the witness should not enter upon a discussion of the blockade of Santiago as it was conducted after the arrival of Commander-in-Chief Sampson. There was much interest in Lieutenant Doyle's reappearance, as it was expected that his examination would develop the further policy of Admiral Schley's counsel in the case.

Both the court and counsel are beginning to show the effects of the arduous duties imposed by the trial. Especially severe is it upon all the attorneys. Their duties do not cease when the court adjourns in the afternoon but they extend far into the night and often they are found at their labors before the breakfast hour next morning. The trial presents new points to all of them and its various turns bring to light fresh complications which have the effect of renewing it very trying.

But while all agree that it would be desirable to have the case terminated at an early day, they also agree that there is little prospect in that direction. Judge Advocate Lemly probably will not call for more than six or eight witnesses, but Mr. Rayner has almost forty names on his list. He says, however, that he does not expect to examine more than half of this number. Still, he will not undertake to name a day for the close of the trial with a month from this time. He does not expect to call Admiral Schley to the witness stand for some time yet. Mr. Rayner expects his client to make a complete review of the case and it is probable that the admiral will be on the stand longer than any other witness.

Modified by Sigbee.

Captain Sigbee was the first of yesterday's witnesses to appear to-day for the purpose of correcting his testimony. He stated that he had made another search for the dispatch from the navy department under the terms of which he sought to connect with the flying squadron off Santiago, and that he had found a private letter which he had written at the time, in which he said:

"Until we sighted the vessels on the 29th we knew nothing as to their whereabouts."

Lieutenant Doyle then resumed his testimony. He was asked by Mr. Rayner to give a narrative of the campaign. Mr. Rayner asked whether the Brooklyn had engaged in any bombardments in June, 1898, but Judge Advocate Lemly and Mr. Hanna objected on the ground that the question was adverse to the question asked yesterday concerning the blockade after the arrival of Admiral Sampson.

Mr. Rayner said that his purpose was to show only what the Brooklyn had done, and that it did not in any way concern what had done toward developing the shore batteries and the guns. He then asked as to what the Brooklyn learned concerning the shore batteries as a result of any other bombardments in which she participated in June.

Before a reply could be given the court retired for consultation. At the conclusion of the conference Mr. Rayner changed his question so as to read as follows:

Strength of Shore Batteries.

What do you know from your own observation in reference to the strength of the shore batteries and the guns? Mr. Rayner asked you at any time without going into any general or specific details as to the bombardments.

Replying, Lieutenant Doyle said that at the bombardment, which took place on June 6, the Zocopa battery had replied at first very spiritedly, but that it soon "went out of business." When the ships withdrew the enemy had manned their guns and shot the ships. On the occasion of the second bombardment they did not remain so long. "They always took a snap shot at us as we left," he said.

Mr. Rayner asked witness how often he had seen Commodore Schley under fire during the Santiago campaign.

"Every time we were under fire," he replied, "during those bombardments and in the battle of July 3."

"What was his conduct? I refer you to the first specification from the precept: His conduct in connection with 'the events of the Santiago campaign; and what was his conduct and bearing at any time either during the bombardment or during the battle of July 3, when his ships were under fire?'"

The witness answered: "I did not have an opportunity, as the commodore was always near about the conning tower to observe his conduct during the battle, but immediately previous and after I did have an opportunity to do so. He always struck me as being just about as well-posted as it was possible for anybody to be under those circumstances."

Mr. Rayner asked whether on July 2, 1898, he had observed smoke coming from Santiago harbor over Zocopa hill. Captain Lemly objected and Mr. Rayner said that his purpose was to prove that it was believed at that time that the Spaniards



BETTER PUT ON BLIND BRIDLES. Senator Jones—This fool donkey doesn't seem to know the difference between my trust and any other trust.

BABCOCK'S PLANS

Tariff Reduction Efforts Not to Be Affected by Reciprocity Measures.

From The Journal Bureau, Room 46, Post Building, Washington.

Washington, Oct. 3.—Representative Babcock of Wisconsin was among the callers at the White House to-day. In speaking of the revival of interest in reciprocity, he said that this would not affect his plans for pushing the measure with which his name is identified for removing the duties on articles controlled by "trusts." The people and press of the northwest, he declared, were committed to the principle for which he stood and would not be satisfied till something was done. Reciprocity he regards as unattainable through treaties and less adapted to meet real needs if obtainable than his own bill.

—W. W. Jernane.

PRESIDENT IMPOSED ON

Result of Promise to Carry Out McKinley's Plans.

From The Journal Bureau, Room 46, Post Building, Washington.

President Roosevelt is contemplating a plan of campaign in the south which will shake up the old barnacles. He is considering the advisability of appointing reputable democrats to federal offices here and there in the south and giving the cold shoulder to the moss-back southern republicans, who have never been the slightest good to the party and have remained faithful simply and solely that they might control the patronage.

President Roosevelt is turning toward the sound money protectionists in the south, and he has asked Clark Howell to come here to discuss the situation with him. It is believed the president also intends to ask the advice of two or three conservative democratic senators in the south, like Morgan and McEnery, and then submit the whole scheme to three or four northern senators like Allison, Spooner, Proctor and Cullom.

"HOW"

President Roosevelt Possesses the Hearts of Westerners.

New York Sun Special Service.

Washington, Oct. 3.—President Roosevelt is especially captivating and winning to western men. He greets them with unfeigned heartiness and expressions that are familiar to the regions west of the Mississippi. He is never stiff and formal, but always dignified and self-possessed. A western senator, once an Indian fighter, was ushered into the president's office and was taken aback when the president, as he thrust out his hand, exclaimed with proper accent, "How?" The senator's face broke into smiles as he replied just as heartily, "How?"

NO EMMONS DEPOT

The M. & St. L. Will Stand Suit Before Building It.

The Minneapolis & St. Louis has declined to erect a depot at Emmons, Rosebush county, as ordered by the railroad and warehouse commission. To-day the commission authorized the attorney general and Messrs. Lafayette French and H. H. Dunn, representing the people of Emmons, to commence an action to enforce the order of the commission.

SKULL CRUSHED

Life of James Thomas of Lake City Is Ebbing Out.

Special to The Journal. Lake City, Minn., Oct. 3.—James Thomas was drawn against a rock pile by a fractious team last night and his skull was crushed. His death is momentarily expected. He is 46 years of age and has a wife and two children.

Ocean Vessels.

New York—Arrived: H. H. Meier, from Bremen; Arrived: Pennsylvania, from New York; Arrived: Puerst Bismarck, from New York; Arrived: Aller, from New York for Genoa; Arrived: Laurentin, from New York; Arrived: Norwegtan, from Boston; Arrived: Teutonic, from New York.

Herreid Removes for Cause

Special to The Journal. Aberdeen, S. D., Oct. 3.—William Blidderus, an attorney and notary public of Sturgis, who stated that he was glad President McKinley was shot, and expressed a hope that the president would die, has been removed from the office of notary public by Governor Herreid for the offense under the law governing removals passed by the legislature last winter.

SEEKERS FOR PLACE

False Statements That McKinley Agreed to Appoint Them.

From The Journal Bureau, Room 46, Post Building, Washington.

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ROOSEVELT "ONTO" THE GAME

He Plans a Southern Campaign to Include Appointment of Good Democrats.

New York Sun Special Service.

Washington, Oct. 3.—Persons close to President Roosevelt say he is already being made the victim of unscrupulous politicians and the president is understood to have discovered the imposition and to have determined to put a stop to it. During the solemn hours following upon the death of President McKinley, Colonel Roosevelt voluntarily announced that he would appoint without hesitation to any office whatever, any man who had actually been selected for that place by President McKinley. He began this by the appointment of Mr. Ridgely of Illinois as controller of the currency, merely upon the assurance by Secretary Cortelyou that President McKinley had already fully determined to appoint Mr. Ridgely.

BODIES BURNED

Shocking Treatment of Americans Killed by Filipinos.

Manila, Oct. 3.—The latest advices from the island of Samar give harrowing details of the slaughter of the members of Company C, Ninth United States Infantry, last Saturday at Balangiga. It seems that the president of the town, claiming to be friendly, led the assault in person.

Blocked Their Own Game.

Unfortunately for the designs of these schemers, several cases have appeared where rival aspirants for the same office have each been put forward as the particular man who had been promised the place by President McKinley had already agreed to appoint his man. Many of these applicants had witnesses to the fact, and President Roosevelt was gradually drawn into a perfect whirlpool, which derived its motive power from the tragedy at Buffalo.

GENTLEMEN CAVALRY

Sampson Requirement for Service in South Africa.

New York Sun Special Service. London, Oct. 3.—Mindful of how gallantly certain aristocratic and wealthy Americans fought against the Spaniards, Odo Vivian announces in a Cardiff newspaper that he intends to raise a troop of Glamorgan cavalry, composed entirely of gentlemen, to do battle against the Boers. He says: "The Cuban campaign demonstrated that good blood tells on the field of carnage no less than in the drawing-room."

Mr. Vivian wishes to see what a few select Britishers can do in South Africa. Already candidates are appearing in response to his summons, but he seems to have some trouble in getting men who can stand the social test. He says that he has struck off his list many who proved not to come up to the requirement, and adds: "If the forty ultimately selected comprise not all be gentlemen these will comprise more than three-fourths of the number."

SHAMROCK WEATHER; COLUMBIA'S RACE

"The Gem of the Ocean" Comes In One Minute and 18 Seconds Ahead of Shamrock.

Lipton's Boat Has Advantage at the Start and Leads Over the First Two Legs.

THE FIGURES FOR IT

Table with columns: Boat Name, Start, First Mark, Second Mark, Finish, Actual Time, Corrected Time. Rows: Columbia, Shamrock.

New York, Oct. 3.—The starting gun was fired on the dot at 11 and it was apparent that the advantage lay entirely with the British skipper. Just before the start he sent Shamrock swinging around the committee boat, cutting in between the Columbia. The latter, being under Shamrock's lee, apparently decided not to cross in that position, but wore around again.

On the Last Leg. In the first half hour of sailing after the second mark had been turned the Columbia had the race in hand on time allowance unless Shamrock did some unexpected superior work.

She had outpointed Shamrock and secured a commanding position on the latter's port. All during this tack Captain Barr played his old game of continually pinching into the wind. Shamrock's failure to point as high was a surprise to the experts, in view of the good qualities she showed in this respect on Saturday last.

With the finish line about four miles away at 1:40, the American boat had the race well in hand and, barring accidents, it seemed inevitable that she would more than make up Shamrock's lead over the line and get home ahead of her. But even with Columbia's sudden spurt and advantage, the race was still an exciting one, and never for a moment did interest flag as the two superb ships thrashed to and fro.

The pace was terrific, and it was impossible to determine when half the first leg had been sailed whether or not Shamrock was maintaining the lead she gained when they crossed the line. Both were carrying the same sails.

Every yard of the snow-white cloud of canvas piled above the flying hulls of the racers was as hard as a board. The crews were lined under the wind rail, while off to leeward the spray from under the bows of the yachts was swept in smoky clouds by the increasing winds.

Shamrock Turns First. They lifted the first turn as though the stake boat itself was coming to meet them, Shamrock still holding her big lead. Shamrock turned the first mark, unofficial time, 11:50:55, and gliding stretched out for the reach to the second mark. Columbia followed her around one minute twenty-five seconds later, and, based on unofficial figures, it seemed that she had gained nine seconds on the first leg. Both swept away on the starboard tack, Shamrock leading by about a quarter to a third of a mile.

The official time of the turning of the first mark was: Shamrock, 11:51:06; Columbia, 11:52:17. This showed that Columbia's gain was 23 seconds in the ten miles of close reaching for the first leg.

On the Second Leg. The second leg of the race lost nothing in exciting interest. The wind held strong and true, and after rounding the mark the racers maintained their terrific speed, making no change in their sails. The excursion fleet had a fight to keep up with the race, being compelled to crowd on a full head of steam to maintain a position which would keep the flying yachts in view. As in the first leg, it was mere guesswork at first whether either boat had gained or lost. When about half of the second leg had been covered, it seemed, however, as if the American boat had managed to slightly crawl up on her fast-sailing opponent.

At any rate she was safely within her time allowance and as they neared the second mark it was evident that if she was not gaining she was easily holding her own.

Still scudding in the strong wind, the white racers fetched the second mark, and Shamrock sheeted it first and with flattening sails she held toward the Jersey shore in the starboard tack for about an eighth of a mile.

Columbia, however, luffed around the mark and stood off on the port tack. As soon as Columbia had rounded, Shamrock also went on the port tack and in this position the yachts stood nearly due north for more than twenty minutes. It was the first windward work of the race, and the result of the contest depended upon the respective merits of the two boats in the thrash to windward toward the finish mark.

At 1:06 both yachts went about on the starboard tack and stood for the Jersey shore. The race was as close as ever. Both yachts had taken in their jib topsails before reaching the second mark, preparatory to beating up the last leg under the three lower sails and lower club-topsails. Working in the wind Shamrock

With every inch of her beautiful sails drawing the spray; with wild flying from under her bow, the great white American; yacht raced across the line; nearly two minutes ahead of the boat flying the shamrock.

With the forty-three seconds which Shamrock must allow Columbia, the latter wins by three minutes and thirty-five seconds in the thirty-mile race.

GETTING READY

Yachtsmen Encouraged by a Magnificent Breeze.

New York, Oct. 3.—It looked, early this morning, as if Sir Thomas Lipton's wish for a strong off-shore breeze and a smooth sea has been granted, for at 8 o'clock a grand twenty-four knot breeze was blowing straight out of the northwest and the sea had decreased so that there was scarcely any surf along the Jersey shore. The sea was beautifully smooth, there being scarcely more than a ripple breaking on the shore while the vessels out to sea stood steadily along with very little roll.

The conditions of wind and water, in short, were ideal and; promised a rare day's race between the two big yachts.

Sir Thomas Lipton was out early and rubbed his hands with glee when he came on deck of the Erin. "This is what we want," he said. "If it holds we will have a good race. Shamrock should do well to-day. True Mr. Morgan says Columbia wants wind, but so do we. If the breeze keeps on we will have a fair test of the two boats," and at that hour it looked as if the desire for six inches of water on Shamrock's lee rail was to be fulfilled. The captain and crew of both yachts soon after 7 o'clock were on board their respective boats. Columbia's staysail and jib were sent up in stops. Fifteen minutes later Shamrock's