Duncan, representing the New York Yacht Club, Mr. Jameson and Mr. Ratsey.

When the Shamrock was close to the southwest spit buoy at 9:20, she sent up her mainsail. Then the club topsail went up, and a few moments later her head stays were broken out. She did not, however, drop her line to the tug. The Columbia passed the bar at 9:45, but did not break out any sail.

Witnessed by Thousands of People.

Fully 20,000 persons left the city this morning for the race. The fleet consisted of three ocean liners, the Grand Duchesse of the Plant line, the North Star of the Maine Steamship Company and the Jefferson, flagship of the Old Dominion line, as well as the steel steamer Plymouth of the Fall River line, the City of Lowell of the Norwich line, the Chester W. Chapin and the Monmouth of the Sandy Hook route, the Montauk of the Hartford line, the sound steamer Shinnecock, the Columbia of the Long Branch route and the three-decker General Slocum. Then there were the boats belonging to the Iron Steamboat Company and smaller craft without number. The members of the Atlantic Yacht Club, accompanied by about 600 guests, went on the steamer Gay Head.

Among the scores of private yachts were J. Pierpont Morgan's Corsair, H. H. Rogers' Kanawha, Frederick G. Bourne's Colonia, Col. John Jacob Astor's Nourmahal, Eugene Higgins' Varuna, Howard Gould's Niagara, E. C. Benedict's Oneida, Elbridge T. Gerry's Electra, F. W. Vanderbilt's Conqueror, George J. Gould's Syburite, Robert Goelet's Nahma, Lloyd Phoenix's Intrepid and Col. A. J. Drexel's Margarita.

The Chester W. Chapin carried the members of the New York Yacht Club and their friends and had on board a large party of distinguished persons.

It was 10 o'clock when the first excursion steamer passed the Hook, and then began a splendid procession of beautiful yachts and big excursion boats.

Columbia at Starting Point.

The Columbia was the first to reach the starting point at Sandy Hook lightship, arriving there at 10:10. No effort was made to set sail on the defender until she was within half a mile of the lightship, but five minutes after her arrival the big main sail was hoisted, followed fifteen minutes later by the club topsail. At this time the Shamrock was about half way out to the start, still in tow, and diving into the long swells, with the water dashing in sheets from her bow.

Before either of the yachts had reached the start the wind had fallen slightly, and the whitecaps of the early morning disappeared. The wind, however, gave no sign of shifting at 10:30, and was holding well from the northeast.

The Columbia swung away from her tow at 10:35, going off on the first tack, but almost immediately heading round for the lightship. The Shamrock followed five minutes later, and at 10:45 both boats were standing off and around the lightship, under three lower sails and club topsail.

Both yachts were ready for the race some time before the vanguard of the excursion fleet arrived at the lightship, but at 11 o'clock the majority had put in an appearance, and the rest were not far behind.

Flotilla to See the Race.

A magnificent flotilla awaited the start. Well down the Jersey coast and three or four miles across toward the Long Island shore, in lines parallel to the course of the yachts, hundreds of excursion boats, yachts and tugs, an indiscriminate assortment of craft, had taken up their positions an hour before 11 o'clock.

A lumpy sea was made rougher by the wash from the constantly moving boats. It was shortly after 10 o'clock before the waiting thousands were rewarded by the appearance of the defender and the challenger. At 10:15 the Columbia dropped her tug and began sending her canvas aloft.

The mainsail and club topsail were soon followed by the jib, and the American boat started off on the port tack. She was ready for the Shamrock II, and had not long to wait. Sir Thomas Lipton's flyer arrived at the lightship at 10:45, and Columbia saluted her rival by breaking out her forestaysail and jib topsail. At this hour the wind had decreased noticeably, and was not blowing faster than ten knots. The patrol boats protected the racers splendidly, giving them a horseshoe area of generous proportions in which to maneuver. The committee in charge was prompt in its preparations, and in a few minutes the committee's boat, the Navigator, flew the signal for a course east by north, fifteen miles to windward and return.

The warning gun was fired at 10:55 and during the ten minutes elapsing between that signal and the preparatory gun the two yachts were widely separated, and it later developed that the American captain had chosen his position and planned his manoeuvers with consummate skill, for the Columbia got the windward berth. When she got it, in spite of every effort on the part of Capt. Sycamore, the Columbia maintained her advantage.

During the five minutes preceding the start the jockeying of the yachts was intricate and interesting.

So closely did the boats hug the line that both went over before the starting gun had been fired, and were compelled to turn back. Then it was that Capt. Sycamore undertook to wrest from the American skipper the latter's earlier advantage. The Shamrock came along like a flash and tried to cut into Columbia's weather.

The latter, however, came around quickly and gauged her movements so well that the Shamrock was forced outside the lightship, and when the two yachts came around the line again the Shamrock's sails were seen to be flapping under the blanket of the Columbia. Once more the British skipper tried, and once more Columbia met him. The Shamrock tried to split tacks, but the Columbia waited just long enough and then came around, still holding the advantage.

The starting gun was fired at last and the yachts shot for the line. As it was reached it became evident that the American skipper had won the initial victory. He not only occupied the weather position, but he had Columbia at the line twelve seconds ahead of the Shamrock. This, with the forty-three seconds which Shamrock must allow Columbia, gave the latter an advantage of only five seconds less than a full minute.

The official time of the start was:
Columbia, 11:10:49.
Shamrock, 11:11:01.

After crossing the line the yachts sped away to the eastward, each on the port tack.

The honors of the start were far and away with the American boat. Capt. Barr had outgeneraled his rival, and the battle was on with the American yacht comfortably berthed to the windward.

Then the real battle began. Barr began his usual actics, pinching out to windward all he possibly could, while Sycamore held along, giving his sails a good full, and footing a trifle the faster.

The Columbia's skipper took advantage of every little puff of wind to luff out, and the road the cup defender traveled was so much higher that it looked then like an easy victory to the windward turning mark.

Columbia Pointed Higher.

At 11:25 the Columbia got a fine slant of wind and pointed so much higher that for a time it looked as if she had tacked to starboard. It was seen a couple of minutes later, however, that the American ship was still beating out on the port tack when the wind fell.

This little lift was a great thing for the Columbia, and she had a nice little lead established after fifteen minutes of sailing. Sycamore held along until he saw that the wind was lifting more to the eastward, and at 11:29 tacked to starboard.

It did not take long for the observers to see that the Columbia was going to cross the English yacht's bow with a comfortable margin, for at 11:30 Barr tacked ship to weather of the Shamrock.

Going off on the starboard tack, the defender traveled at a fine speed, and was pointing higher than the Shamrock. The wind was of about eight knots strength at this time, and the sea was smooth.

The Columbia held along for a brief period, and at 11:41 took another hitch to port in order to take up a better position on the Shamrock's weather quarter, for the Lipton yacht seemed to be footing faster on the starboard tack than she did on the port.

When out to weather of the Shamrock the Columbia tacked to starboard again and both racers were sailing alike.

A little later the Shamrock appeared to be gaining on her rival, for, despite Barr's endeavor to cut up her wind, she footed fast and began to creep slowly up through the Columbia's lee until she almost had her wind clear.

But Barr was ready for this and ran down on the Shamrock's weather bow, and was so successful that soon the foreigner was back in the losing position. In running down the Columbia had to relinquish some of her hard-earned windward position, but was still nicely berthed on the Shamrock's weather bow.

The course today was fifteen miles to windward and return, starting from the Sandy Hook lightship and running to a point off the Long Island shore.

Official Time of the Start.

The official time of the start was: Shamrock, 11:11:01; Columbia, 11:10:49. The Columbia seemed to have the best of the start, but the Shamrock forged well ahead, footing much faster than the defender. In the windward work the Shamrock's performance was certainly remarkable. The question was, could the Shamrock force the Columbia about? This was soon answered by 11:29, when the Columbia went about on the starboard slightly under the lee of the Shamrock.

After the two boats went about on the starboard tack it was noted that the Columbia was pointing higher than the Shamrock, and at 11:34 the American boat seemed to appear more like her old self, for she then began to get along faster, and at 11:35 it was evident that she was to take the lead.

The Columbia met the Shamrock, heading off shore on the starboard tack, the latter having the right of way if she could reach the Columbia. Capt. Sycamore gave the Shamrock a sharp luff just before reaching the Columbia, but it was not sufficient, and the American boat passed ahead and took the lead.

The boats were then very close together, and with the exception of the better position of the Columbia there was little to choose between them. At 11:42 the Columbia tacked on the weather bow of the Shamrock.

SENT BY WIRELESS TELEGRAPH.

Bulletins of the Progress Sent From Boat Following It.

The following bulletins regarding the boat race were furnished The Evening Star by the American Wireless Telegraph Company. The shore station was at Galilee, N. J., and the other instrument was on a steamer following the race boats:

9 a.m.—Columbia is now being towed out toward Sandy Hook lightship.

9:42 a.m.—Shamrock just passed the Hook; is setting her sails.

9:43 a.m.—The Columbia is passing out.

9:56 a.m.—Columbia is setting her jib now. Wind is northeast and is thirty miles per hour.

10:10 a.m.—Shamrock is under full sail three miles astern of Columbia. Columbia under bare poles is being towed out.

10:26 a.m.—Columbia has main sail set and is putting topsail in position. Shamrock folling half mile astern, with main sail and topsail set.

10:47 a.m.—Both boats are off shore lightship, passing full sails set.

11:00 a.m.—Both boats now maneuvering for position.

11:07 p.m.—Both boats standing off toward the Long Island shore. Columbia has the weather gauge.

11:10 a.m.—Both boats in position. Columbia putting in place her baby jib. Shamrock following one minute later.

11:17 a.m.—Both boats start. Shamrock to leeward.

11:19 a.m.—Columbia slightly in the lead.

11:29 a.m.—Shamrock is still leading by half mile.

11:33 a.m.—Columbia is overhauling the Shamrock and closing the gap. Both boats are now on even terms.

11:41 a.m.—Columbia is going about on the port tack

11:43 a.m.—Columbia is leading on the port tack.

11:48 a.m.—Columbia is still leading.

11:54 a.m.—Columbia quarter mile ahead on starboard tack and still forging ahead.

11:56 a.m.—Columbia half mile ahead and gradually widening the distance. Wind, nine knots.

12:16 p.m.—Both going about on the port tack. Columbia still half mile ahead.

12:29 p.m.—Both boats seem to be about even. Shamrock slightly in the lead, according to time allowance.

12:34 p.m.—Both boats going about, about even to windward. Columbia seems to lead.

12:47 p.m.—Columbia going about still in lead.

12:48—Shamrock going about.

12:49 p.m.—Shamrock going about.

12:58 p.m.—Shamrock now overhauling the Columbia.

1:03 p.m.—Both boats going about on port tack.

1:23 p.m.—Boats went about, Columbia first, followed by Shamrock.

1:32 p.m.—Both boats on starboard tack. Columbia to windward. Seems as if Shamrock slightly in lead.

1:39 p.m.—They are now nearing the stake boat.

2:17 p.m. — Columbia rounds stakeboat first.

2:38 p.m.—Columbia quarter mile ahead. Shamrock crawling up.

2:47 p.m.—Columbia still slightly leading.

2:50 p.m.—Columbia still leading by eighth of a mile.

By Associated Press.

NEW YORK, September 26, 2:55 p.m.—A freshening breeze appears to be helping the Shamrock. She has made up a small part of the Columbia's lead, but is still behind. The Columbia is now a mile from the mark.

NEW YORK, September 26, 3:06½.—Columbia sent her balloon jib and is running home.

NEW YORK, September 26.—Columbia turns stake boat at 3:06.

NEW YORK, September 26, 3:07 p.m.—Shamrock is half a mile astern.

Betting Favored the Columbia.

LONDON, September 26.—Neither the betting nor the comment of the newspapers respond to the optimistic views cabled here of the chances of the Shamrock II in the race for the America's cup. Sporting men vainly offered 6 to 4 on the Columbia, after the receipt of the early morning cable dispatches from Sandy Hook giving the weather conditions, which are considered not too favorable to the challenger. Sir Thomas Lipton has the best wishes of the man-in-the-street, who has donned the green ribbon as a token of sympathy, but confidence in Sir Thomas' ability to win is conspicuously absent.

VASSEL LAKETCH HANGED.

He Participated in the Murder of Wilfred Hassler.

GREENSBURG, Pa., September 26.—Vassel Laketch was hanged in the jail yard at 10:15 o'clock this morning, in the presence of about 400 people. Death resulted in eleven minutes from strangulation.

On October 30, 1900, Paymaster Wilfred Hassler of the Southwest Coke Company and his colored driver, Harry Burgess, were driving to Morewood with $5,000 to pay off the coke workers, when they were held up by Vassel Laketch and three companions, all foreigners. In the ensuing fight, Paymaster Hassler and one of the highwaymen were killed and another highwayman was seriously wounded. Burgess whipped up the horses and escaped with the money. Later the three men were discovered hiding in a ravine and before they surrendered one of them, Vasil Nicholas, was killed. The two others, Mike Markovitch and Vassel Laketch, were taken to jail and one day, while waiting for trial, Markovitch hanged himself in his cell. Laketch was convicted and sentenced to be hanged on August 8, but was respited until today on the representation that his father was hastening here from his native home in Montenegro for the purpose of taking farewell of his unhappy son.

Troops at Madisonville, Ky.

MADISONVILLE, Ky., September 26.—The Bowling Green and Owensboro' state guards have arrived here and the Reinecke mines have resumed operations with a full force. The presence of the troops is the only appearance of threatening trouble. No definite plans for permanently settling the trouble here have been determined on.

Machine Guns.

From the Army and Navy Journal.

Reports of trials between machine guns as compared with small arms, recently received at Washington, show that in trials abroad fifty marksmen were chosen to compete with the Hotchkiss 8-millimeter gun. The ranges fired were from 400 to 800 yards. At 800 yards the fifty riflemen, each having five rounds independently, obtained fifty-four hits, or 22.6 per cent of the number of rounds fired. Thirty-two men were then chosen from among the fifty, and these had to fire each eight rounds in thirty seconds. Under these conditions thirty-four, or 13.3 per cent of the rounds expended, were recorded. The machine gun was then brought into action, and in thirty-eight seconds fired 211 bullets, making 145 hits. It was shown from the results that the machine gun was far ahead in hits made and rapidity of fire.

CAPTAIN WAS DRUNK

Sensational Evidence in Inquiry as to Islander's Loss.

CREW SLOW IN LOWERING BOATS

No Effort Made to Arouse the Sleeping Passengers.

W. G. PRESTON'S TESTIMONY

VICTORIA, B. C., September 26.—Evidence of rather sensational character was brought out at the inquiry into the loss of the steamer Islander, which has been resumed. Dr. A. W. Phillips, who lost his wife and daughter in the disaster, said he could not find any life-preservers in his stateroom, and when he did find them in the cabin there was nobody to assist or instruct them how to put them on. He was not aroused and only went out because his wife heard a noise and was uneasy. When they reached the deck all the boats and rafts had left and they were drawn down with the boat. He came to the surface again, but his wife and daughter did not.

W. G. Preston of Seattle testified that the boat in which he left the ship only contained fourteen persons, one of whom was a fireman. They did not pick up others as their boat was leaking and they were not oarsmen. The only indication that the captain was intoxicated was his action in waving a farewell to some friends on the wharf at Skagway with his hands, and his actions in an argument. No one seemed to have charge of the boats, but when he left the steamer there seemed to be no more passengers to take away.

Took Long to Lower Boats.

It took the men about two minutes to lower a boat. They did not seem to understand it. In one boat there were only seven men, and they all looked like members of the crew, one of them having a uniform on. He thought they were members of the crew because they had rough clothes on. They may have been laborers or miners. No one aroused the passengers and no one ordered the boats to stand by. He heard a man at the inquest at Juneau give evidence to the effect that the pilot was drunk and his wife remarked as he came aboard the ship at Skagway that he looked as though he had been drinking. Mrs. Preston later testified that the captain looked as though he had been drinking.

Capt. MacLeod of the steamer Danube testified that boat drills are not generally practiced on this coast.

Mace Green of Tacoma swore positively that the captain and pilot were intoxicated. The captain was at the bar for two hours, he said, and he had seen him take two drinks.

THE OUTLOOK IN MARYLAND.

Republican Chances This Fall Regarded as Good.

Special Dispatch to The Evening Star.

BALTIMORE, Md., September 26.—The republican state central committee held a largely attended meeting at the Hotel Rennert yesterday and decided to hold the second judicial circuit convention at Elkton, October 7. The convention will nominate a candidate to succeed the late Judge Frederick Stump.

Senator McComas and other prominent republican leaders were present at the meeting, and the political situation in Maryland was thoroughly canvassed.

The reports were generally favorable, and it was stated that the illiterate republican voters were rapidly learning how to mark the ballot, and that a large proportion of them are expected to be able to vote correctly when election day arrives.

The general impression left after the meeting was that the republicans will be able to elect a majority of the next general assembly, and this insures the election of a republican to succeed Senator George L. Wellington. The party in the counties was reported to be in excellent shape for the contest, and with few unimportant exceptions all factions appear to be united and harmonious.

BROUGHT 254 REINDEER.

Lieut. Bertholf Reached Port Clarence on August 28.

SEATTLE, Wash., September 26.—Lieut. E. P. Bertholf, who was sent to Siberia last winter by the government to secure reindeer for the Alaskan stations, arrived at Port Clarence on August 28 with 254 of the animals. He secured the reindeer 1,000 miles north of Irkutsk, the present terminal of the Siberian railway, and arrived with them at Orla after a journey hemmed in with inconceivable difficulties. From Orla he came to Port Clarence on the Progresso, making the trip in ten days.

The reindeer were received by Dr. Sheldon Jackson on behalf of the government. They bring the grand total of government reindeer up to 3,912.

Lieut. Bertholf will return to Vladivostock, and will go from there to San Francisco.

MR. HANNA LAUDS THE PRESIDENT.

Says Responsibility Has Given Mr. Roosevelt Equipoise.

CLEVELAND, September 26.—"President Roosevelt is a different man than he was a few weeks ago," said Senator Hanna in an interview with a Leader reporter. "He has always been honest in purpose, strong in action and true to his own and to republican principles.

"The new and great responsibilities that have been so suddenly thrust upon his shoulders have given him equipoise and conservatism. These responsibilities have rounded out his character. I believe that he will live up to the expectations of his dearest friends. I know he is sincere in all that he has said and done since death so suddenly and cruelly took our beloved President, William McKinley, from our midst.

"It is not often that men come so suddenly and unexpectedly face to face with the great responsibilities resting on the President of the United States, and few men could have met these responsibilities with so much dignity, good judgment and common sense as did President Roosevelt. He merits not only the confidence of the republicans of this country, but he deserves the confidence of the entire nation, and I believe that he has both."

GUARDED AGAINST ANARCHISTS.

Unusual Precautions Taken Regarding King in London.

LONDON, September 26.—The arrival of the King and Queen of England in London from the continent yesterday was accompanied by ceremonies and precautions hitherto unknown here, and which emphasize the fact that King Edward intends to surround his position with all the pomp possible. The royal yacht was convoyed from Flushing to Port Victoria by a formidable escort of warships, and the yacht's arrival at the latter place was marked by unusual ceremonial in the reception of the officials and the guards of honor, his majesty receiving them on the bridge of the royal yacht in file. The king wore an admiral's uniform.

Extraordinary precautions were taken along the railroad. In addition to the usual signaling, the entire route was guarded and lined by railroad employes, who hand-signaled the train from one to another. On his arrival in London, the king, who still wore an admiral's uniform, proceeded to Marlborough House.

A quaint figure of his majesty's suite was the Egyptian coffee maker of Rutter's Hotel, Homburg, who is well known to visitors there. King Edward has secured the man's services.

SHAFFER ACCEPTS CHALLENGE.

Answers the Open Letter of Messrs. Gompers and Mitchell.

PITTSBURG, Pa., September 26.—When President Shaffer of the Amalgamated Association of Iron and Steel Workers was shown the open letter issued last night by President Samuel Gompers of the American Federation of Labor and John Mitchell, president of the United Mine Workers, in reply to his statement charging them with the responsibility for the failure of the great steel strike, he said he would accept their challenge and was ready to submit to an investigation as to the truth of his charges.

"I have no objections," said he, "to the men named by Mr. Gompers to act as a committee of investigation, but as he always looks to arbitration, that is what I will agree to. I desire to go to the root of this matter, and will select as my man Simon Burns, president of the Knights of Labor and the National Window Glass Workers' Association. Mr. Burns can choose a second man, and Gompers and Mitchell the third party.

"The meeting should take place in Pittsburg. Gompers and Mitchell gave us three hours to accept the proposition of the United States Steel Corporation, and in demanding my acceptance of their terms they now limit me to three days."

In an open letter issued yesterday at the Ashland House, in New York city, Samuel Gompers, president of the American Federation of Labor and vice president of the Cigarmakers' International Union, and John Mitchell, President of the United Mine Workers of America and second vice president of the American Federation of Labor, challenged Theodore J. Shaffer, president of the Amalgamated Association of Iron, Steel and Tin Workers, to prove his statements recently made against them in regard to the part they took in the strike of the steel workers at Pittsburg. The letter follows:

"NEW YORK CITY, September 25, 1901.

"Mr. Theodore J. Shaffer, president Amalgamated Association of Iron, Steel and Tin Workers, Pittsburg, Pa.

"Dear Sir: There was sent out by the Associated Press and published in the New York papers a statement purporting to emanate from you, in which grave charges and insinuations are made by you against the undersigned. Inasmuch as the accounts published differ in phraseology only, but in all essentials agree, there is no doubt in our minds that the matter contained in the publications emanates from you. Assuming this to be so, we submit the following proposition to you:

"First. That a committee of three shall meet either in Pittsburg, Washington, D. C., or the city of New York, for the purpose of hearing and determining the charges and insinuations you have made against us.

"Second. That if the committee finds us guilty of your charges and insinuations, we will resign from the presidency of the American Federation of Labor and the vice presidency of the Cigarmakers' International Union; from the presidency of the United Mine Workers of America and from the second vice presidency of the American Federation of Labor.

"Third. That the committee shall consist of three members of organized labor, to be selected by you from lists herein submitted:

PEARY'S BOAT AT BRIGUS, N. F.

Robert Stein of This City Was a Passenger.

BRIGUS, N. F., September 26.—The Peary Arctic Club steamer Windward arrived here this morning, after a stormy passage of twenty-eight days from Cape Parry, North Greenland, where she parted company with the chartered steamer Erik, which arrived at Sydney, C. B., on the 13th instant. The Windward left Sydney July 20, 1900, and wintered at Tayner Harbor, Grinnell Land, with Mrs. Peary and Miss Peary on board.

The Windward brings as passengers Robert Stein of Washington and Samuel Warmbath of Boston, who were taken north by the Peary steamer Diana and landed near Cape Sabine in August, 1899. The Windward will remain at Brigus during the winter and return in the summer of 1902, with Mrs. Peary and Miss Peary, to Cape Sabine, whence she is expected to bring home Mr. Peary, returning from the pole.

RECEPTION AT WINNIPEG.

Duke and Duchess of York Receive Warm Welcome.

WINNIPEG, Man., September 26.—The special trains of the Duke and Duchess of Cornwall and party arrived here at noon today and the royal couple were given an enthusiastic reception. The city was filled with visitors and the crowd gathered outside the depot numbered many thousands. The city was attractively decorated and the national colors were shown everywhere.

The duke and duchess received an address of welcome and there was a procession in their honor.

The duke presented medals to the veterans of the South African war, and both the duke and duchess assisted in the opening of Manitoba University. The royal party will dine at Government House tonight and resume the journey westward at 10 o'clock.

TURKEY AND ENGLAND AT WAR.

Sensational Story Printed by a Paris Newspaper Today.

PARIS, September 26.—The Patrie prints today a sensational story to the effect that a conflict has broken out between Great Britain and Turkey, saying that three British war vessels have been ordered to the Persian gulf to suppress revolts at Touet, in the province of Bagdad, and that the Turkish government has dispatched a strong detachment of troops with instructions to oppose the landing of the British forces. Russia, Germany and France, the paper also says, have agreed to support Turkey.

WANTED TO BE A HERO.

Small Colored Boy Lands in Jail as a Result.

Special Dispatch to The Evening Star.

PORTHSMOUTH, Va., September 26.—A small colored boy named Wm. Brown, who lives near Bowers Hill, had a row with his grandmother Tuesday night and attempted to shoot her, but missed his mark and struck a man in the leg, injuring him quite badly.

He then shot an ox and killed it, dropped his gun, stole all the chickens on the place, went back in the house and struck his grandmother with a club, left her for dead, and took to the Dismal Swamp. The authorities were quickly notified, trailed the boy, apprehended him and lodged him in the county jail. The boy had heard of the wild west stories and wanted to be a hero.

ANARCHIST MAGGIO ARRAIGNED.

He Denied Saying President McKinley Would Be Killed.

ALBUQUERQUE, N. M., September 26.—Antonio Maggio, the alleged anarchist, who is said to have declared several months ago that he knew that President McKinley would be killed before October, has just had a preliminary trial before United States Judge Newcomb, at Silver City and was held under $10,000 bonds to await the action of the United States grand jury at Las Cruis, which will meet October 7. He was remanded in custody of Deputy United States Marshal Fornoff, who will bring the prisoner here for safekeeping.

Several respectable citizens testified that Maggio stated on the streets and in saloons in Silver City less than three months ago that President McKinley would be killed before October 1, and that the person who was to kill him had been selected. When put on the stand Maggio denied the statement, but admitted that he was an anarchist. He said he was not opposed to the United States government, but that he was against every crowned head of his own country, Italy. He said that they were responsible for all the hardships experienced by the poorer classes in Italy.

Prince Chun Ready to Start.

BERLIN, September 26.—Prince Chun will leave this city Sunday and will embark on the German steamer Bayern at Genoa, October 1, the vessel on which he came to Europe. He will return to Berlin tomorrow and will make his farewell visit to the foreign office Saturday.

HAS A MONTH TO LIVE

Czolgosz Sentenced to the Chair Week of October 28.

LEAST RESPITE LAW ALLOWED

Assassin Still Preserved His Listless Demeanor in Court.

THEY QUESTIONED HIM

BUFFALO, September 26.—Leon Czolgosz was today sentenced to be electrocuted during the week beginning October 28, 1901.

According to the law of this state October 28 is the earliest date that could be fixed for the execution of Czolgosz.

The police arrangements at the city hall, where Czolgosz was to receive his sentence this afternoon for the murder of President McKinley, were even more stringent than during the trial of the assassin.

Half an hour before the time announced for the opening of the court the court room was filled and the doors locked.

After 1:30 no one but officials connected with the court or newspaper men were allowed to enter. About twenty-five of the 150 spectators were women.

The police cleared the hallway of the crowd, and no more were allowed to come to the second floor of the building.

At five minutes after 2 o'clock the prisoner was brought into court shackled to Detectives Geary and Solomon, accompanied by Assistant Superintendent Cusack and Jailer Mitchell. The crowd sought to surge about them, and it was with difficulty that the tipstaves cleared a channel down the aisle to the prisoner's seat.

Czolgosz was perspiring and seemed nervous, though he did not tremble, and his gait was steady As he took his seat he mopped his brow with his handkerchief. When he settled back in his chair his wonted listless attitude was absent.

He kept his eyes wide open and looked about him occasionally, but presently he dropped his eyes to the table ahead of him and assumed his former listless air. The strain on him was intense, evidently, as was attested by a few sighs and a heaving of the chest.

At 2:12 p.m. Justice White took his seat on the bench, and the crier announced the opening of court.

Prisoner Stood Up.

"Czolgosz, stand up," commanded District Attorney Thomas Penney of the prisoner. The assassin rose.

"What is your name?" asked Mr. Penney.

"Leon F. Czolgosz."

"How old are you?"

"Twenty-eight years."

"Where were you born?"

"Detroit."

"Where were you living when arrested?"

"Cleveland."

"What is your occupation?"

"Iron worker."

"Are you married or single?"

"Single."

"What degree of education have you received?"

No reply.

"What schools have you attended?"

"Public and church schools."

"Are you temperate or intemperate?"

"Temperate."

"Have you ever before been convicted of any crime?"

"No."

"Are your father and mother alive?"

"My father is alive; my mother is dead."

Czolgosz's replies were so low that he could not be heard five feet away.

"Have you any legal excuse why sentence should not be pronounced against you?"

Czolgosz could not or pretended he could not hear the question put by the clerk. It was repeated to him twice, and then he said something in an inaudible tone. The judge intervened and explained what was meant by the question.

May Claim Insanity.

"First, you may claim you are insane. The next is, have you good cause to offer against sentence being pronounced against you?"

The judge also stated legal reasons the prisoner might have against sentence being pronounced.

"I have nothing to say about that," was the reply.

Justice Titus asked that the prisoner be allowed to say something in exculpation of his crime.

The prisoner began to speak. His voice was so low he could scarcely be heard. Judge Titus was obliged to repeat it, sentence by sentence, so that the court might hear.

"I have nothing to say," whispered Czolgosz to his counsel.

Judge Titus: "I think he ought to be permitted to make a statement in exculpation of his family."

Turning to the prisoner again, Judge Titus held a brief conference. Turning to the court, counsel for the defendant said:

"He says no other person had anything to do with it; that no other person knew of his commission but himself. His father or mother or no one else knew nothing about it."

A CUSTOMS DECISION.

No Drawback to Merchandise Shipped to the Philippines.

In reply to an inquiry from the collector of customs at San Francisco Acting Secretary Spaulding has held that drawback cannot be allowed on merchandise shipped to the Philippines. He invites the collector's attention to the department's decision of August 7, 1901, in which it is held that merchandise cannot be exported to the Island of Guam with benefit of drawback, inasmuch as that island is within the jurisdiction of the United States, and says that for the reasons set forth therein no drawback can be allowed on shipments to the Philippines. In order to be entitled to drawback the shipments must be made under the law to countries without the jurisdiction of the United States.

SWALLOWS LAUDANUM.

James P. Clark Believed to Have Attempted Suicide.

Special Dispatch to The Evening Star.

ALEXANDRIA, Va., September 26.—Jas. P. Clark, twenty-eight years of age, swallowed a draught of laudanum, it is alleged, with suicidal intent, at the corner of King and Payne streets about 10:30 o'clock this morning. Shortly thereafter the man was noticed in a semi-conscious condition prone upon the sidewalk. Bystanders who went to his aid discovered the nature of his ailment, the label on the empty vial found on his person telling the story of laudanum poisoning.

Vigorous efforts were made by those present to arouse the man. He was finally placed in a vehicle and conveyed to the Alexandria infirmary where Dr. Snowden applied restoratives, but without the promise of success. This afternoon it was announced that Clark was barely alive and that there seemed to be no chance for his recovery. It is supposed that he drank about 10 cents' worth of the poison.

Clark was married, but had not lived with his wife for about two years. The couple have one child about five years old. The mother of the unfortunate man, when seen this morning by a reporter for The Star, said she could not understand why her son had attempted suicide unless it was because of domestic troubles. She stated that he was drinking heavily yesterday and had showed the effects of intoxication when at breakfast this morning. She advised him to rest today, but he declined. He left the house, No. 1121 Queen street, and went to the vicinity of King and Payne streets, where, as above stated, he swallowed the drug.

Clark was employed as a night fireman on a dredging machine, which has been operating in the Potomac river near Washington.

Filed With Interstate Commission.

Exceptions have been filed to the answers of various defendants in the case of the National Hay Association against the Lake Shore and Michigan Southern Railway Company and other carriers before the interstate commerce commission by J. B. Daish, Chas. C. Cole and E. Richard Shipp, counsel for the petitioner. The answers to which exceptions have been filed are those of the Lehigh Valley railroad, Wabash railroad, Delaware, Lackawanna and Western railroad, Pere Marquette railroad, Erie railroad, Toledo, St. Louis and Western railroad and Grand Rapids and Indiana Railroad Company. The exceptions taken cover informality and insufficiency of answer to the petition, which alleges unlawful rates on and unjust classification of hay in the official classification territory.

The hearing of the case has been set for the 3d proximo at Buffalo, at which time the hearings on the exceptions just filed will also be had.

Promoted to Foremen.

William P. Challice, Edwin C. Fowler, Edward F. Lawson, Frank Bruno and William H. Peck have been made foremen of printing in the bureau of engraving and printing at salaries of $1,800 each. All five were promoted from positions below that grade.

Brought Home for Burial.

The body of Mr. Edward H. Chamberlin, who, as stated in The Star of yesterday, died Sunday last at Phoenix, Ariz., will arrive in Washington Sunday evening. The remains will be removed to the Scottish Rite Hall, on G street, where the ceremony for the dead will be held at midnight. Monday at 2 p.m. funeral services will be held at the North Presbyterian Church.

Mr. Chamberlin was born in Philadelphia, and was fifty-nine years of age at the time of his death. He was a member of the firm of Kelley & Chamberlin, 911 Louisiana avenue. He was connected with a number of fraternal organizations in this city. His wife and three grown children survive him. The body will be placed in a vault at Rock Creek cemetery.

Attended in a Body.

Practically the entire membership of the local bar assembled at the city hall this afternoon and proceeded thence in a body to the Church of the Covenant, in order to attend the funeral of Judge Jere M. Wilson.

Estate Disposed of by Will.

The will of Dr. John W. Downer, dated July 30 last and naming his brother, William T. Downer, executor, was filed this afternoon with the register. His estate, consisting of personal property, is left to his brother referred to, his children and Mrs. C. N. Clarkson in stipulated portions.

Assaulted His Mother-in-Law.

Samuel B. Gregory was this afternoon convicted in the Police Court of assaulting his mother-in-law, Mrs. Jennie Brewster, September 17, by striking her in the face and stomach. He was fined by Judge Scott $30, which was paid.

Hearing Postponed.

Chief Justice Bingham today signed an order postponing until next Tuesday the hearing, set for tomorrow, in connection with the rule requiring Lieutenant Commander Robert Burton Rodney to pay his wife, Margaret Edith Rodney, an allowance of alimony, due the 16th instant. The order also refers the matter to Justice Hagner for consideration.

Wire to Fort Egbert, Alaska.

Col. Dunwoody has been informed that the signal office has direct telegraphic communication with Fort Egbert, Alaska. The lines were completed on the 24th.

May Bring Home the Stranded.

The officials of the War Department are considering the question of sending a vessel to Alaska to bring home a large number of destitute Americans represented to be stranded at Cape Nome and other places without means of subsistence or shelter for the winter.

Change in Capt. King's Duties.

Capt. Charles King has been relieved from duty as professor of military tactics and science at the Michigan Military Academy, Orchard Lake, Mich.

A Reform in India.

From the London Chronicle.

Lord Cruzon is able to introduce in India another of those sensible reforms which will distinguish his period of office as viceroy. Like others which he has already carried out, it is perfectly simple and obvious, and yet we have no doubt that it has excited a good deal of opposition among the supporters of established routine, and in India they are many. Hitherto the commander-in-chief in India has had no direct official access to the viceroy. He has been obliged to submit all his proposals to the military secretary, and by him they have been passed on in one shape or another to the viceroy himself. In future the commander-in-chief is to make his communications direct, and we cannot doubt that the course of military business will be simplified, and a greater harmony established between the two main directors of our Indian empire.

London Automobilists.

From the London Times.

We are sorry to say, from personal experience as well as from the testimony of our correspondents, that the number of owners and drivers of motor cars who are not gentlemen, who show little respect for the law and none whatever for the courtesy of the road, would seem to be unduly large. There is no turning a cad into a gentleman, but there is such a thing as making even cads fear the law.

A Napoleonic Soldier.

Paris Correspondence London Chronicle.

By a strange irony of fate, the only living remnant of the famous Guard of Napoleon I ekes out a wretched existence on a small pension given by Russia. M. Markiewicz, who is one hundred and seven years old, received the Cross of the Legion of Honor from the hands of the great emperor. Eighty-eight years have passed since Ney reported to Napoleon the heroic conduct of three young lieutenants of the 1st Regiment of the Polish Light Horse—Krasowski, Lubienski and Markiewicz—during the retreat from Moscow. The old gentleman is at Warsaw, and the French government will, it is hoped, give him the pension to which every wearer of the cross has the right.

Not for Assassins.

From the San Juan News.

Liberty was never intended for anarchists and assassins.

Baltimore Markets.

BALTIMORE, Md., September 26.—Flour dull, unchanged—receipts, 13,750 barrels; exports, 1,068 barrels. Wheat very dull—spot and the month, 72¼a72⅝; October, 72⅝a72½; December, 74⅛a74¼; steamer No. 2 red, 68⅝a68¾; receipts, 42,312 bushels; exports, 48,000 bushels; southern by sample, 63a73; southern on grade, 68½a73. Corn firm—mixed, spot and the month, 61½a61⅝; October, 62 asked; year, 58⅝a59; steamer mixed, 60½a60⅝; receipts, 13,331 bushels; exports, none; southern white and yellow corn, 62a64. Oats firmer—No. 2 white, 39a39½; No. 2 mixed, 38a38½; receipts, 7,205 bushels; exports, none. Rye dull—No. 2 nearby, 55a55½; No. 2 western, 56a56½; receipts, 5,049 bushels; exports, none. Hay steady—No. 1 timothy, 16.50 sales. Grain freights steady—steam to Liverpool, per bushel, ⅞d., September; Cork, for orders, per quarter, 1s. 7½d., September. Butter firm, unchanged—fancy imitation, 18a19; fancy creamery, 22a22½; fancy ladle, 16a17; store packed, 12a14. Eggs firm, unchanged—fresh, 18½a19. Cheese firm, unchanged — large, 10½a10¾; medium, 10½a10½; small, 10½a10⅝. Sugar firm, unchanged—fine and coarse granulated, 5.25.

Government Bonds.

	Bid.	Asked.
2 per cents, registered	108½	109
2 per cents, coupon	108½	109
3 per cents, registered, 1908-1928	108¼	109
3 per cents, coupon, 1908-1928	108¼	109
4 per cents, registered, 1907	112	112¾
4 per cents, coupon, 1907	113	113¾
4 per cents, registered, 1925	137½	140
4 per cents,