

SHAMROCK MEETS WITH ACCIDENT.

The Top Mast of the Challenger Carried Away After Twenty-five Minutes Sailing.

WHICH LEFT HER HELPLESS.

Columbia Sails Over the Course in Wonderful Time, Taking the Second Race.

NEW YORK, Oct. 17.—The top mast of the cup challenger Shamrock carried away twenty-five minutes after the big single sticker had crossed the starting line to-day and her enormous club sail with its 3,000 feet of canvas, came rattling down on the deck, leaving her a hopeless cripple. No amount of pluck or courage could face such a catastrophe and Captain Hogarth immediately abandoned the race, towing back to the anchorage after he had cleared away the wreckage. The Columbia continued over the course alone, placing to her credit the second of the races for the America's cup. The accident to the Shamrock ruined the race and caused the keenest regret among the yachtsmen and the thousands of sightseers who were on hand to witness what had promised to be a glorious duel. It is unfortunate that the defender should have been the beneficiary of an accident, as there is little glory in beating a cripple, but the rule is ironclad. If crippled before the start, time for repairs is allowed, but once over the line if anything carries away, the sufferer must make such repairs as he can, or, if rendered hors de combat, as the Shamrock was to-day, he must take the consequences. There is good sense and logic behind the rule. The races are a test of construction as well as design and seamanship. Doubtless if Mr. Iselin could have had his choice in the matter he generously would have declined to continue in view of the crippled condition of his rival, but the rules are in duty bound to go on, and as he finished within the time limit, the race was his. Had the accident not occurred, however, it is believed that the Yankee boat would have repeated the beating she gave the challenger yesterday. During the twenty-five minutes the yacht sailed she had gone through the Shamrock's lead like a streak and had established a lead of more than three hundred yards on the weather bow.

Former Accidents.

When the Puritan fouled the Genesta on the inside course in 1887, carrying away the challenger's bowsprit and top mast, although the race was at his mercy under the rules, Lord Richard Sutton magnanimously refused to claim it. To avoid just such a contingency, in which the beneficiary of an accident is always reluctant to claim his rights, a special clause was added to the regular rules this year, leaving absolutely no option in the matter. This clause was signed by Sir Thomas Lipton and Mr. Iselin a few days before the date of the first attempt to race. The accident to-day shows what a delicate machine a racing yacht is nowadays and how close to the limit of safety it is built. It is a superlatively light structure, weighed down by enormous ballast to carry the gigantic spread of canvas. The most delicate and scientific adjustment of weights is required. The simple breaking of a stay to-day wrecked the Shamrock.

The wire backstay of the top mast which helps to support the slender spars, gave way and this support removed, her Oregon pine top mast, as big as a telegraph pole, sixty feet long and fourteen inches in diameter, snapped off like a match just above the lower mast cap. This mast was not only supporting the pressure of a fifteen knot breeze against her big kite, but was also sustaining the crushing weight of the sail itself and the two club top sail yards each forty feet long. Later in the afternoon the Shamrock was towed up to the Erie basin, in the upper bay. A new top mast will be sent up to-morrow and she will be re-measured. She will probably be taken out for a spin to-morrow to try her new stick and the third race of the series will be sailed on Thursday. This race will again be over a windward and leeward course, and if the Columbia wins the series will have been completed without giving the Shamrock an opportunity to test her merits in her favorite point of sailing over a triangular course.

Glorious Contest Promised.

The day had promised a glorious contest. There were only gray neutral lines in the morning, but a hard, strong twelve-knot breeze out of the east kicked up the white caps and the wind and tide helped to pile up the tumbling waters. The Shamrock went out eager for the fray. She cast off her tow before she reached the bell buoy at the head of the swash channel and made the remainder of the way with a light shift under her own canvas. It looked like a blow such as the Shamrock is reported to have been praying for and the sailors of the Irish boat made everything snug aloft in anticipation of an increase in the wind. The race was to be over an equilateral triangle, ten miles to the leg, which would give the challenger a chance at her favorite point of sailing, reaching. As soon as the committee had signalled the course the first leg a beat to windward, east

by south, the excursion boats lined up rail to rail back of the lighthouse to watch the jockeying for position. Never, probably, was there a more magnificent or exciting start in a cup contest and the Irishman carried off the honors. The two yachts wheeled and circled about like big white gulls, each striving for the advantage, their hulls and decks and sails gleaming in the sun.

The Shamrock finally got the Columbia under her lee two minutes before the start, and, try as the defender would, she could not shake off her rival. Both were on the port tack, to the southward of the lighthouse. Finally, when but seventy seconds remained, the Columbia wore around beautifully, while the Shamrock simultaneously tacked in the other direction, and thus, making two divergent circles, they came around on the starboard tack and headed for the line.

Shamrock Had Advantage.

A collision was almost inevitable had they approached each other at an acute angle under the lee of the lighthouse, but the Shamrock established an overlap and the Columbia had to keep off, and almost together they bounded away in the smoke of the gun, so close that a sailor might have stepped from one boat to the other. The Shamrock was perhaps a half length ahead and in the windward berth. Both had their sheets trimmed straight aft, and as she went across the Columbia set her baby jib top sail. It was broken out and sheeted home in eight seconds. But the smartness of the Yankee boat in setting its sail did not compensate the patriots for the disappointment they suffered on account of the Shamrock's superior generalship in getting the weather berth. But their disappointment was short-lived. The Columbia was blanketed and the patriots expected to see her drop astern. Instead she gathered headway and went through the Shamrock's lee like a race horse. Madly she footed and in five minutes she was clear of her adversary. Five minutes later the Shamrock went about on the port tack, but the Yankee held on for a minute, to be sure of the weather gauge. As both heeled away on this tack it seemed that the Columbia would repeat her performance of yesterday, for she footed faster and pointed higher. Fifteen minutes after the start she was three hundred yards well out on the green boat's weather bow, and forging ahead at every bound. The Shamrock did not set her handkerchiefs forward, evidently believing from her experience yesterday that it knocked her off the wind.

Captain Hogarth was able to keep her closer, but he could not hold her as high as the white beauty. The Columbia's head sail lifted her head out of the waves and made her splash more spray as her bow went smashing into the long swells. The experts thought this made her spill wind out of her sails. But they had no heart to criticize the Bristol wonder, as she ate her way to windward. Meantime the great mass of excursion boats chased after the big flyers and the wind was freshening until it blew to fifteen to sixteen knots.

Challenger Left Helpless.

About twenty minutes after the yachts were started some of the sharps with their glasses glued on the two boats noticed that the Shamrock's top mast appeared to sag a little. Several times she was luffed up sharply. "She won't carry that club over the course," said one of the men aboard the Associated Press tug, John Nicola. Suddenly at 12:24 the big kite and the whole top-hammer of the green boat tumbled over to leeward, and the stately challenger was a helpless cripple. Her big sail fell lifeless, like the wing of a bird bit by the hunter, and she lay on the water helpless.

No one in the excursion fleet knew what had happened, except that the club top sail had carried away, and it was almost a cry of agony that went up from the sightseers. Although the Columbia was to be the beneficiary of the accident, never were there more sincere expressions of regret than when the Shamrock wore slowly around and gave up the contest. The Columbia went on, as she was bound under the rules to do.

The Columbia made a fine race of it, pluckily holding on to her club top sail throughout and setting her balloon jib in the final reach for home. Her time was little short of marvelous. She covered the course in three hours and thirty-seven minutes; the best ten miles to windward in one hour and thirty-nine minutes, eleven seconds; the reach to the second mark in fifty-three minutes and fifty-nine seconds, and the last leg in one hour, three minutes and fifty seconds. As she crossed the finish line she let her head sail, and one of the Deer Isle sailors treated the spectators to an exhibition of derring as he climbed out over the peak halyard eighty feet in the air, to loose the club top sail.

ACCIDENT TO SHAMROCK

Spotted a Good Race—Columbia Sails Over the Course Alone—Technical Description of the Contest.

NEW YORK, Oct. 17.—The Shamrock had certainly the better of the start in the race to-day, and Columbia was placed in a position that few yachts would be able to extricate themselves from without either keeping broad off or fouling. It was with intense interest, then, that those on the accompanying yachts and excursion boats watched the outcome of the battle royal between the single stickers.

One minute had not passed before the Columbia's bowsprit began to show out ahead of the Shamrock's. At 11:02, when the handicap gun was fired, the Columbia was half a length out from under the lee of her rival, and thirty seconds later, when the Shamrock tacked to port to get clear of Columbia's back wind, the latter yacht, by tacking five seconds later, placed herself in a commanding position on Shamrock's weather bow.

Continued on Third Page.

SOME FIGHTING AT MAFEKING

During Which, it is Said, Conspicuous Bravery was Displayed on Both Sides.

TWELVE BOERS WERE KILLED

In an Attack on an Armored Train—The British Casualties Are not Given.

LONDON, Oct. 17.—A special dispatch from Pretoria, dated October 14, by way of Delagoa Bay, says:

"A cyclist dispatch was received from Otsohoop, near Malmann, at 6 this evening, asserting that heavy fighting had been in progress all day long, north of Mafeking. The British troops on board an armored train acted as a covering force to military engineers engaged in repairing the track. A Maxim on the train kept up a continuous fire. "Conspicuous bravery was displayed on both sides; but it soon became apparent that the rifles of the burghers were ineffective against an armored train. The latter, however, was once forced to retreat before a particularly strong assault; but it soon returned, accompanied by a British mounted regiment, and the fighting was renewed fiercely.

"Fighting still continues, the Boers holding their positions well. A dozen Boers were killed or wounded, but the British casualties cannot be ascertained. "Heavy firing can be heard south of Mafeking, where General Cronje's command is operating. "A corps of experienced continental engineers, former officers, has left Pretoria for the southwestern borders, escorted by a commando of picked Boer shots. It is probably intended for large dynamiting operations. A big engagement is expected shortly in the vicinity of Ladysmith. The forces of commandant Piet Vys are encamped on a mountain overlooking Dundee, from which point they will be able to observe the movements of the British troops.

A LIVELY SKIRMISH

Near Spytfontein—Five Boers Killed, British are Uninjured.

LONDON, Oct. 17.—The skirmish near Spytfontein, says a special dispatch from Cape Town was quite lively. The armored train with a detachment of Lancashire approached unmolested until within range, when the Boers opened fire. The Maxims were instantly set to work and did great execution among the burghers. The latter also used artillery, but ineffectively. The armored train returned to Kimberley unharmed.

"The crew of the armored train say the Boers fired thirteen shells, but their aim was wretched and not a single shot struck the train, which then made bold to approach nearer and opened fire with the Maxims. The burghers replied with heavy rifles, again shooting wildly. Only three or four bullets struck the train. Subsequently the crew learned that five Boers and two Boer horses were killed, and several Boers and horses were wounded. Not a member of the British force was so much as touched.

BRITISH PARLIAMENT

Opened Yesterday—Queen's Speech on South African Troubles.

LONDON, Oct. 17.—Parliament opened to-day in extraordinary session to consider the South African speech.

In the speech from the throne Her Majesty said:

"My Lords and Gentlemen.—Within a very brief period after the recent prorogation, I am compelled by events deeply affecting the interests of my empire to recur to your advice and aid.

"The state of affairs in South Africa has made it expedient that my government should be enabled to strengthen the military forces by calling out the reserve. For this purpose the provisions of the law render it necessary that parliament should be called together.

Except for the difficulties that have been caused by the action of the South African republic the condition of the world continues to be peaceful. Gentlemen of the house of commons, measures will be laid before you for the purpose of providing the expenditures which has or may be caused by events in South Africa. Estimates for the ensuing year will be submitted to you in due course.

My lords and gentlemen, there are many subjects of domestic interest to which your attention will be invited at a later period, when the ordinary session for the labors of a parliamentary session has been reached. For the present, I have invited your attendance in order to ask you to deal with an exceptional exigency; and I pray that, in performing the duties which claim your attention, you may have the guidance and blessing of Almighty God.

Immediately after the reading the speaker of the house of commons, the Right Hon. William Court Gully, returned to the chamber of the commons, the house taking a recess until 4 o'clock.

Henry Labouchere, Liberal member for Northampton, will move an amendment to the address in reply to the speech from the throne in favor of arbitration in the Transvaal imbroglio, even at this late day.

John B. Redmond, Parnellite member for Waterford, will move an amendment protesting against the war.

BOER MARKSMENSHIP

Not So Good as it is Reputed to be, Repute at Mafeking.

CAPE TOWN, Oct. 17.—Communication with Belmont station, six miles south of Kimberley, is still open. The fight with the armored train from Kimberley in which the Boers lost more men than they did at Majuba hill, is held to prove that their shooting is not so good as it is reputed to be.

It is the general belief here, from items of intelligence received, that the Boers actually attacked Mafeking and were repulsed. The reports of continued fighting there are regarded as proving that the Boers failed to score a success.

Situation at Glencoer.

LADYSMITH, Oct. 17.—The threatened assault upon Glencoer is believed to be a feint in the hope of weakening

the garrison here and exposing the town to an attack from the westward.

The Boers are resting preparatory, it seems, to completing their encircling movement for the expected attack upon Dundee. They cannot advance much further without coming into contact with the British cavalry who screen the position.

Nevertheless the situation is such that little fighting is expected in the near future in this section apart from desultory outpost skirmishes. All the women and children have left Dundee.

Abused the Queen.

LONDON, Oct. 17.—The Cork Constitution says that a few evenings ago Dr. Charles Tanner, Nationalist member of parliament for the middle division of Cork, was abusing the Queen and the British soldiers, whereupon one of the royal engineers knocked him down, promising to repeat the operation if Dr. Tanner would rise.

Dr. Tanner says the soldier hit him with a stone, thus causing swelling and dislocation of his face.

Allial North Is an Ad.

CAPE TOWN, Oct. 17.—Allial North, Cape Colony, is now isolated.

From Colesburg come persistent reiterations of the report that the Boers have attacked Mafeking, being thrice repulsed with heavy losses. From other towns on the border similar reports are received. Smallpox has broken out here among the natives from Johannesburg. Eight cases have been discovered.

Neat Scheme Frustrated.

CAPE TOWN, Oct. 17, 1:55 a. m.—The Boers seized the telephone at Modder river last evening, and attempted to speak with Kimberley, hoping to learn the disposition of the British forces there. The manoeuvre was discovered and frustrated.

AN EMPIRE FOUNDER.

Career of Cecil Rhodes, to Capture Whom the Boers Have Surrounded Kimberley With a Large Force.

NEW YORK, Oct. 17.—Perhaps Oom Paul Kruger knows, and perhaps he does not, just how much his personal hatred for Cecil Rhodes influenced him when he flung his ultimatum in England's face and practically declared for war just when all things were making hopefully for peace.

"That murderer" is Oom Paul's gentlest word in speaking of Rhodes, when, indeed, he can so far overcome his loathing for the man as to refer to him at all. Next to religious fervor the predominating sentiment in Oom Paul's mind is hatred for this grand Englishman, who towers as a Colossus among his countrymen in South Africa, just as Oom Paul towers a master spirit among the Boers there.

When in 1871 Cecil Rhodes' health gave way and he was obliged to leave college, he consulted a physician, who told him he must go to a milder climate. He was a medical student, and he was a diamond digger. Now he is a statesman who in Gladstone's time was counted second only to the Grand Old Man himself, and since Mr. Rhodes' death counted second to none in all the vast British dominions for relentless force and sheer weight of personal power.

"It is no use for us to have big ideals," said Rhodes, once in conversation with his friend, Chinese Gordon, "unless we have money to carry them out."

"That sentiment was the keynote of his early career in South Africa. He had big ideals and he needed a colossal fortune to carry them out. So he went and got the colossal fortune, just as a carpenter would go and get his tools to do a piece of work. His one ideal, around which all other ideas revolved, was that the United States of Africa, his dream was a compact federated nation like the United States of America. He stood first and above all things for the right of the governed to a voice in the government. No taxation without representation. No rule of an oligarchical class. No privileges until they had been eliminated in the demands for representation which made Oom Paul throw down the gauntlet. How thoroughly he is imbued with American ideas he is constantly showing in his utterances, private and public. When the home rule question was going on in England he exclaimed impatiently: "Why don't they go and read the Constitution of the United States instead of speculating on this and doubting about that? There is no speculation or doubt about it. Home rule is not an experiment. It has been worked out and solved in the United States for more than a hundred years."

Another time, commenting on the vilification that was being poured in the English papers on South African ambitions and on him personally, he said: "That is the sort of talk that led to Bunker Hill. I am loyal. The Cape is loyal. If England interferes with us, well, the United States of South Africa is not an ill-sounding name."

As to his wealth, it is up somewhere among those prodigious figures where a million or so does not matter either way. Some place it at \$75,000,000 and some at \$150,000,000, and a figure between the two is probably right. It is impossible for those who see him now to think of him as ever having been a weakling, sent abroad to die. He is six feet one inch tall in his shoes and heavy and muscular in proportion. His appetite is a marvel. His gray eyes, somewhat sunken in their orbits, have an almost melancholy expression in curious contrast with the bold resolution of the other features. In speech Rhodes is simple and direct and in manner frank. He has waged several fierce wars with natives and he is building a railway and telegraph line from Cairo to the Cape, to say nothing of the lines he has built in the Cape country itself. He has founded an empire, and he is but 46 years old.

REBELS DRIVEN OUT

Of Porac by Col. Bell's Regiment, One American Killed.

MANILA, Oct. 17.—10:25 p. m.—Bell's regiment, moving from a position northwest of Bacolor this morning, drove the enemy out of Porac. One American was killed and one wounded. The Filipinos lost a number of killed and wounded. The Americans captured two bullock carts of ammunition.

The newspaper Patria has been suppressed, and its editor, Senor Utor, Spaniard, placed under arrest on the charge of printing and publishing seditious documents. For some time the Patria has been hostile to the Americans.

RETURN TRIP OF THE PRESIDENT.

Leaves Milwaukee for Chicago After a Short Visit to the Soldiers Home

RECEIVES WARM GREETINGS.

An Immense Throng Welcomes Him at Waukegan, Illinois. A Patriotic Speech.

MILWAUKEE, Minn., Oct. 17.—Notwithstanding the fact that President McKinley did not retire until 4 o'clock this morning, being kept up by the banquet given by the Milwaukee merchants and manufacturers' association, he was up bright and early and at 9:30 o'clock the party was driven out to the National Soldiers' Home in the extreme western portion of the city. Arriving at the home the President's salute of twenty-one guns was fired by the First light battery, Wisconsin National Guard. The presidential party made a circuit of the beautiful grounds in carriages.

At the Soldiers' Home the President made brief remarks, saying in substance that he had no time to make a speech, but that it gave him a great deal of pleasure to meet and greet his old comrades and expressed the wish that the soldiers present convey to their sick comrades his very best wishes for their speedy recovery. En route from the Soldiers' Home to the train the President stopped at the E. A. Allis Company iron foundry and made the following remarks:

"As I have been journeying through the country, I have been greeted with a warm cordiality by my fellow citizens, but at no place have I had a reception that has given me more genuine pleasure, more real satisfaction, than the greeting of this city's workmen; of this great establishment, and the other great establishments, about the buildings in which they toil. I congratulate you all upon the prosperity of the country. I congratulate you that employment now waits upon labor and labor does not longer wait on employment. The employer is looking for the laborer and the laborer not for the employer; and I am glad to note from one end of the country to the other universal demand for labor. I thank you more than I can find words to express, for your generous greeting and wishing you all good things, I bid you good-bye."

The return trip from the Soldiers' Home grounds was made via the South Side. On arriving at one of the big manufacturing plants the President was greeted by 2,000 artisans who stopped work a few moments in order to see the nation's chief executive. The President's carriage halted long enough for the President to thank the workmen for the greeting. He said he was glad to know that it was not necessary for workmen to seek employment, but that the employers were seeking workmen.

The President bade good-bye to the Wisconsin metropolis a few minutes after 11 o'clock, bound for Chicago.

AN IMMENSE CROWD

Greets the President at Waukegan, Ill.—He Makes a Happy Speech.

WAUKEGAN, Ill., Oct. 17.—The presidential train was greeted by an immense crowd here this afternoon. Hundreds of school children were massed about the platform from which the President spoke, and all of them had been provided with flags. Much enthusiasm was manifested. The President said:

"Mr. Mayor and my fellow citizens, I thank you one and all for the words of welcome spoken in your behalf by the mayor of this enterprising city. I am always glad to meet the people whom it is my privilege and honor for the time to serve. I am glad to confess in any presence that I never meet my countrymen in public assembly that I am not assisted in the great responsibilities which by your suffrages I am carrying, and that I am not strengthened by such commingling with them. The counsels of the people in a government like ours are always noble and unselfish. The will of the people is the law of the land.

"You want your government administered with integrity and for the equal benefit of all. (Applause.) You want your government not to be the representative of one class of people, or still another class of people, but of all the people, and to embody in that government the best and noblest aspirations of all. And so I shall go back to the great duties of my office, cheered by your encouraging words, strengthened by your happy faces, in which I read devotion to country and an increasing love for our free institutions. (Applause.) I shall go back, feeling that I carry with me the purposes which are in your hearts, and if I can carry those purposes into public administration, then I will have achieved the highest office of a public servant. (Applause.)

I think I know—I am sure I know what is uppermost in every mind here to-day. You are thinking of your country—not of its interests here at home; for with them you are fairly satisfied and feel that they are secure. You are thinking of the vast interests of the government in the new possessions which have come to us by the fortunes of war. Your hearts go out to the brave men in the distant islands of the Pacific, where they are maintaining the sovereignty of the United States over a

territory ceded to us by Spain, by treaty which has the solemn sanction not only of the ratifying power of the senate, but of the entire Congress of the United States. (Great applause.)

"I cannot, my fellow citizens, misread your purpose and your conception of public duty. I am endeavoring after a man bound to do by the constitution of the United States to execute the law in every foot of territory that belongs to us. (Applause.) Rebellion has been raised against your authority in a territory that is as much our own as Alaska or the District of Columbia or any territory of the United States. (Applause.) And that rebellion will be put down. (Enthusiastic applause.) And the authority of the United States will be made supreme. (General cry of "good!") Some people say the President is carrying on an unholy war in the Philippines. An unholy war to uphold the banner of the free which these children carry in their hands, and which represents the sovereignty of the fights against those who are attacking it. (Great applause.) The people of the United States never had an appeal to make to duty which was in vain. "Good-bye and God bless you all." (Long continued applause.)

BRYAN ON BOLTERS

In Kentucky—His Experience With Bolters of 1896.

STANFORD, Ky., Oct. 17.—The second day of William Jennings Bryan's Kentucky campaigning trip was spent in the central part of the state under unfavorable weather conditions. The start was made from Louisville, this morning, at 6 o'clock. A heavy rain storm prevailed and continued throughout the day. Frankfort, the capitol city, was reached at 8 o'clock, and as the guests of ex-Senator J. S. C. Blackburn the party had breakfast at the Capitol Hotel. Despite the rain and the early hour, a large crowd assembled in the Opera House to hear Mr. Bryan. The lowest speech of the day was at Lexington, in Chautauque Hall, before perhaps the largest gathering met during the day's trip. There was a large and demonstrative assemblage at Mt. Sterling, the meetings being held in the open court yard, while the rain came down in torrents. There were friendly crowds at Versailles, Richmond, Winchester, Stanford and Junction City, where a stop was made for the night. Ex-Governor McCleary and party boarded the special at Winchester, and accompanied the train to Junction City. Judge Norton introduced Mr. Bryan at Lexington. Mr. Bryan said:

"I would not desire your confidence if I stayed in Nebraska, and allowed bolting Democrats to play on my name. If bolting Democrats want to vote for Republican or for a Democrat put up in opposition to the regular nominee of the party, let them do it, but let them come out boldly, and state their real object, and not claim they are doing it to save me."

"I know something of bolters. There were some in 1896. (Laughter.) Only the bolters of 1896 said they bolted because of principle, and a bolt against a principle is higher than a vote against a person. I regard a principle as infinitely more important than a person. What did the bolter do in 1897? He helped to elect the President, and everything that the Republican President has done that bolter who helped elect him, is responsible for. Your governor signs the credentials of the electors who represent the people of this state in the electoral college, and sometimes the election is close. It was close in 1896. I regard a principle as infinitely more important than a person. What did the bolter do in 1897? He helped to elect the President, and everything that the Republican President has done that bolter who helped elect him, is responsible for. 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