

WON ON ITS MERITS.

Englishmen Accept the Defender's Triumph Manfully.

OFFER NO COMPLAINT.

Those Who Witnessed the Great Race Say It Was a Fair Trial.

LITTLE FAITH IN VALKYRIE.

Yachtsmen of Both Continents of the Opinion That Dunraven Cannot Win.

NEW YORK, N. Y., Sept. 8.—The report of New York's condition Saturday was "yachting crazy." Sunday's report from the "patient" was more encouraging and "convalescent" about covering the case, but yachting talk was heard around the hotels and the mania for wearing yachting clothes still prevailed. Despite the fact that it was Sunday and Sunday-go-meeting clothes were in order, the crowds stuck to duck trousers and yachting caps.

Few things since the last Presidential election has caused so much interest in the city. All the hotels have caught the infection and the managers have tried to cater to it. Several of the larger houses had special menus to-day, with a design on the front emblematic of the great race and showing the rival yachts.

The Englishmen have taken their defeat good-naturedly and shown a true sportsman-like spirit in speaking of the result. Those who sympathize with the American yacht have appreciated this, and the friendship has been more closely cemented by the victory of one and the defeat of the other. The Englishmen, who kept well under cover Saturday night, were more in evidence to-day. They came out bravely, ready to face the music, but there was no chaffing.

An Englishman and an American were discussing the matter in the cafe of the Holland House this afternoon. The Englishman seemed to feel the defeat and the American was saying heartily: "You mustn't mind it, old man; accidents will happen in the best regulated families. We like you and are glad to have you come over here and you can take anything you want, but we want the cup."

That was the general sentiment of the people. Three well-known English yachtsmen sat in the cafe of the Waldorf this afternoon. The old adage that misery likes company was clearly demonstrated, for no sooner had they come in than several Englishmen who had been in the cafe trying to kill time and wearing a forlorn look came up and joined them, and at once the talk turned upon the yacht race and the possibility of the Valkyrie winning any of the races to follow.

The discussion was general and the impression seemed to prevail among the Englishmen that the Saturday's race settled the matter and that the Valkyrie's chances were slim indeed. They admitted it reluctantly, and added that the race was won on its merits, and not one of the party had any objection to make that the race had been handled.

The three yachtsmen who were the first to come in were L. F. Lylock, Gordon Wood and Cecil Slade. All three are members of the Royal Yacht Squadron. They came over on the yacht Valaia. She is a beautiful steam yacht, and one of the largest that has ever been seen in these waters. When Gordon Wood was asked about the race he replied: "We didn't get to see much of it. We were overtaken to see the race. We were beaten fairly. We wanted the cup, but I guess you will keep it for a while yet, anyhow."

"Do you think that Lord Dunraven has any complaint to make about the pleasure fleet down the bay, or any complaint that his vessel was retarded by these boats?" Mr. Woods was asked. He said: "That I don't know. I have not heard any. I have only heard from every side—English as well as American—that the race was a fair one and that the best boat won. I think that is about the size of it. We intend to stay over here until the races are ended and then we will go right back to London."

Mr. Wood's statements were simply in line with what all the Englishmen said. None complained, but all took defeat manfully and admitted it was a race upon merits. No betting was done to-day, as it was generally conceded that the one race had settled the chances of the Valkyrie for all time.

The Brunswick, Colonel William Goddard and wife of Providence, are stopping. Colonel Goddard's daughter is the wife of C. Oliver Iselin, head of the American syndicate that built the Defender. He naturally felt highly pleased over the result, and his only comment in speaking of the race was that it was a great one. The hotels remain crowded, and it is probable that it will be so until the end of the present week.

Mr. Irving felt sorry about the defeat of the Valkyrie, but said that it was only the fortune of war, and he judged that it was a race upon merits, and he had no complaint to make. He hoped for better things in the future in the way of an English victory on the sea.

Miss Terry thought it was quite too bad, but she, too, took it philosophically.

BOTH YACHTS REMEASURED.

Verification of the Figures Given Out on Friday.

NEW YORK, N. Y., Sept. 8.—The two contesting yachts, Defender and Valkyrie, are at anchor off Bay Ridge this evening, where they were towed from Sandy Hook after the darkness and fog shut them in last night. It came out to-day that their visit to the waters of the upper bay had more significance than was supposed. It was for no other purpose than to be re-

measured, and it was said at the request of Lord Dunraven. The fact was kept very quiet, however.

Shortly after 10 o'clock this morning both boats were towed to the still water of Erie Basin. Official Measurer Hyslop of the New York Yacht Club was there, and the Lord Dunraven party followed on the Valkyrie's tender, the City of Bridgeport, while Mr. Iselin and party were on Mr. Iselin's steam yacht Neckan. Mr. Hyslop took the water line of each of the yachts. Designers Watson and Herreshoff each keeping an eagle eye on proceedings in behalf of their respective yachts. Before 2 o'clock both yachts were towed back to Bay Ridge, yachdom being in blissful ignorance of the object of the visit to the basin. It was stated that Mr. Iselin showed the Valkyrie to be a quarter of an inch longer than the original measurement, while the Defender was an inch less on the quarter line. The correctness of these figures could not be learned aboard the yacht. Mr. Iselin proceeded at once to New Rochelle on the Neckan.

When a Press reporter went alongside the Defender in a launch during the afternoon Captain Haff was busy packing his grip for a flying trip to his home, at Islip, L. I. He was mute as an oyster when spoken to regarding the remeasurement of the yachts. He consented to say that all hands were in good condition after yesterday's tussle with a lumpy sea, and, needless to say, in good spirits. Mr. Leeds, who sails on the Defender, was equally reticent.

On the City of Bridgeport Lord Dunraven and Mr. Glennie were taking a siesta. Mr. Ratzey was hailed and asked the cause for the remeasuring. He replied: "Because the committee desired it." Then he lapsed into silence. A visit to the yacht followed, and aboard there were found Mr. Watson, Mr. Herreshoff, the two British captains and Measurer Hyslop himself, who was engaged in the work of getting the spar length. He held one end of a wire tape and a sailor held the other. Mr. Herreshoff was present as the representative of the American syndicate. The measurements aloft, it appears, had not been taken in the basin, the yachts being kept there only long enough for the water-line lengths to be taken.

"Will you say," he was asked, "why you are remeasuring the boats?" He laughed as though it was easier to do that than to get angry at the ferreting out of the secret.

"The committee desired it," he said, and then he, too, lapsed into silence. Next Mr. Watson was hailed and gave the same reply to the same question. The reporter told him that it was understood Lord Dunraven had requested it.

"Well," he said, "Lord Dunraven did want to have Defender's line marked just as you see the line is forward," and he called attention to a little red mark at the forefoot on the water line and then added: "Mr. Iselin also wanted our measurement checked."

"Was it thought the first measurements were inaccurate?" "Oh, no," but Mr. Iselin was not present when the Valkyrie's measurements were taken aloft."

Mr. Hyslop, busily engaged, in a reply to questions answered: "Everything is just the same. No difference. Same as first measurement."

But he had not then completed his work. When it was completed, he justified his reputation for being able to keep state secrets.

A reporter for the United Press found members of the regatta committee in session at the New York Yacht Club at 11 o'clock this evening. Mr. Hyslop was also there in conference with them. He remained closeted with the committee a long time, and shortly after his departure the following notice was posted on the club's bulletin board:

NEW YORK, N. Y., Sept. 8.—At the request of the Earl of Dunraven and with the acquiescence of Mr. Iselin, the measurer of the New York Yacht Club marked the yachts Valkyrie and Defender at each end of the lead water line. When this was done at the Erie basin to-day, the measurer, at the request of the American syndicate, retook the measurements taken on Friday, which were confirmed by the measurements taken to-day.

A. CASS CAMPBELL, Secretary. The crews of the two boats were given a well-deserved rest after their hard day's work of yesterday. Except during the time Mr. Hyslop was taking his measurements and the full racing complement of salts and amateurs were grouped amidst the crews, the crews were left pretty much to themselves. When the two champions were discovered by the residents along-shore and the boating parties which frequent that part of the bay, they became the central points of interest in the fleet riding at anchor over Sunday.

Captain Haff said everything was in good condition and that he knew of no important changes to be made before the next race. He said that no accident of any kind occurred on board during the race, and when asked if he was satisfied with the result shrugged his shoulders and smiled in a significant way.

The Hattie Palmer remained alongside the yacht when not running into Erie Basin on errands. The Valkyrie was anchored a couple of cable lengths north of her American competitor. She will not be docked before the next race. Her main-sail was not uncovered and practically no work on her was done to-day. Lord Dunraven and party remained on the City of Bridgeport. H. Maitland Kersey, who was seen on board, said that the Valkyrie was in good shape and practically ready for Tuesday's race. The intention is to tow the yachts down to the Horseshoe tomorrow morning. When asked if she will take a sail to-morrow he said he did not know. He was asked if there was much interference with the Valkyrie by the excursion fleet during the race yesterday. He said:

"Yes, there was considerable interference, not only at the start and finish, but at all times. The steamboats did not keep at a sufficient distance and gave the yachts a wash as well as interfering with their wind."

a half mile of the racing yachts and to the further fact that on Tuesday there will be patrol vessels stationed both to windward and leeward of each mark and commanders of all vessels are particularly requested not to pass between such patrol vessels and the mark."

VIEWS OF AN EXPERT.

The Valkyrie May Yet Surprise the Confident Americans. NEW YORK, N. Y., Sept. 8.—The Tribune expert in discussing Saturday's race advances the opinion that and cause of the Valkyrie's defeat was apparently a change at the helm. Says he:

"So far as anyone could see from neighboring steamers it seemed possible that the Valkyrie's steering at first was eminently satisfactory and might if continued have brought about better results. The writer of this has no means of knowing whether there were two different helmsmen or only one, but it is not likely that there was only one, with two sets of convictions in his head."

"The Valkyrie began to lose the race, or in other words to alter her steering, just after she first came in stays, going off on the port tack, after that she was steered by some one who only knew the narrow English cutters, and made the apparent mistake of imagining that the Valkyrie is the same kidney, which she is not. The difference in steering here referred to is at all times slight but practical. Racing yachtsmen will understand that such small differences mean life or death to success when the best yachts are well matched. The experience means this, that in the light winds the man who took the Valkyrie at first can win and the other—if there were two—cannot."

The writer refers to the superior lightness of the Defender's upper works and rigging. This, he says, manifestly gave her an advantage in Saturday's race. When she buried her head in a sea—and being narrower forward she pitched to a marked greater angle than the Valkyrie—she gathered the usual headway again almost at once. As to upper works she was at these times giving momentum to a minimum of the dead weight which retards. Her superior buoyancy and lightness of movement was easily to be distinguished, and in a seaway her movement is best described as a long, lank leap, made buoyantly, and which, when sometimes partly checked by water, regains its speed with greater alacrity than in any other boat the writer ever saw."

Still it must be remembered that the two boats were apparently on even terms until the shift of wind came, which placed the Defender almost as much to windward as the distance which at that time existed between the boats. This sudden fluke, which was marked by all yachtsmen, gave the Defender between two and three minutes as erasity; and although it has been much referred to in the newspapers it was a controlling factor in regard to the subsequent position of the boats. The fluke, however, valuable as it was to the Defender, did not not give her the race. She would have won in any case, even without the fluke, because with the conditions which then prevailed she showed herself a good deal faster on the return home."

As to this, it may be added that if Cranfield had rounded on even terms and had seen the Defender hoist her foresail he might have taken a hint as to what the Defender's course was. He took Cranfield just fifty minutes to find out that he also needed his balloon job.

The upshot of the whole position, as so far elucidated by experiment, is merely this: That the Valkyrie is not as dangerous in light winds as was thought possible. It is also possible that with the same steering that was exhibited at Saturday's start she would make a different showing. Beyond this there is evidently a reserve of force in the challenger which may mean much when winds are strong enough to develop her powers. In other words, it may mean only a few slight changes in the Weather Bureau, or otherwise, to make the challenger appear in a different light."

ENGLISH PRESS OPINIONS. Disposition to Make the Most of the Excursion Boat's Interference. LONDON, Eng., Sept. 8.—The Telegraph will say that it is manifest that the Defender is a wonderful yacht.

The Graphic will say that it can not see how to explain the defeat of the Valkyrie except by admitting that the Defender is the better boat.

The Post in its article on the race will greatly blame the pleasure craft for crowding the course, and will say it presumes that Lord Dunraven will not sail the Valkyrie again unless effective means shall be taken to prevent similar crowding in the future races. The paper will add: "We must not make too much of Saturday's race. It was the Valkyrie's first match after her Atlantic voyage and the course was more familiar to the Defender's skipper and crew than to the Valkyrie's."

The Chronicle will say: Such behavior as that of the pleasure steamers Saturday would be hardly possible during an English yacht race. The love of sport would prevent it. The first thing in English minds would be the race, not merely the sight of the race.

The Standard will say: With the best intentions the American yachting authorities are apparently unable to secure fair play. The chances are that should the Defender retain the cup no British yachtsman will attempt to bring it back unless it is agreed beforehand to sail so far from a great city as to be beyond the reach of the excursion nuisance.

The Standard does not admit that the Valkyrie is the British champion yacht, and says that her sailing on the Clyde did not prove that she was better than the Britannia, except in a paltry wind.

GLASGOW, SCOTLAND, Sept. 8.—The Herald of this city will say to-morrow in an article on the defeat of Valkyrie III that the result is exceedingly disappointing, as it looks so like a repetition of the old disheartening story. It will add: "The Defender won the first race in a breeze that on the whole presumably suited her less than that of the challenger. There seems to be no dissent from the opinion that she won on her merits. Our best rests on the chance of the Valkyrie developing under different conditions other superior qualities than those with which she has been credited which have not proved superior. If we are doomed to be beaten it is to be hoped we will take the licking like men."

The Mail will not comment on the race.

READERS BADLY DUPED.

Misleading Bulletins Sent Out by the Associated Press.

NEW YORK, N. Y., Sept. 8.—The Sun, commenting on the yacht race bulletin service on Saturday of the Associated Press, says this morning:

boat represented the Defender and the other little wooden boat represented the Valkyrie. "And why all this preparation and building up of special facilities at an expense which would have brought out the entire plant of the newspaper of a few decades ago? Solely because the Evening World serves the people, and the people want the news red-hot, not refrigerated and stale."—From the Evening World, Sept. 8.

The wet feet brigade was probably largely made up of out-of-town visitors, and their innocence was their apology. They were just foolish enough to stand in the rain and watch those little wooden ships operated by the fires of the so-called "red-hot" news. The news they were correspondingly sad. The little wooden ship that represented the Valkyrie had been leading the little wooden ship that represented the Defender all the afternoon. The wet feet brigade "refrigerated" as to their lower extremities, but they were not getting "stale" news. The Evening Sun, with an accurate account of the race from start to finish, had been on the streets fifteen minutes. The Evening Sun had said two hours earlier that the stakeboat had been rounded, according to unofficial time, by the Defender at 3:40, by the Valkyrie at 3:50, and by the Defender at 4:00. An Evening Sun reporter who was near the stakeboat. The paper that was published behind the little wooden ships brought more gloom to the wet feet brigade when it came out at 5:30 with this "red-hot" news: "Outer mark (official) Valkyrie 2:55, Defender 3:00."

There was nothing stale about that. It was hot from the wires of the so-called Associated Press and it was served warm from the press. It was non-refrigerated, but it did not warm up the crowd. The little wooden Valkyrie proved the winner. The Defender was the little wooden ship that represented the Defender by what on the painted canvas represented a mile. It was anticipatory news from an authority that executed anarchists in Chicago some minutes before that fate really befell them. The anarchists did finally meet their fate as foretold.

OMAHA, NEBR., Sept. 8.—The World-Herald says editorially this morning: Our Associated Press contemporary said yesterday morning: "The great international yacht race to-day, the Defender and the Valkyrie, is a sporting event. The Bee's account of the contest will be unequalled in any newspaper published in these parts." The vainglorious boast was ill timed. The news columns of the Evening Bee gave an account of the race which was unequalled as a curiosity of misinformation, and far otherwise. Here is the headline in that paper last evening:

"Valkyrie has a good lead—English sloop apparently to win the first race." The Telegram under the headlines was of the order: "Valkyrie has a good lead—English sloop apparently to win the first race." The Telegram under the headlines was of the order: "Valkyrie has a good lead—English sloop apparently to win the first race."

The Evening World-Herald did not boast in advance that it would have "unequaled" accounts, but its United Press news told the story clearly and dramatically, and indicated at the time of going to press yesterday afternoon the probable result. It was the American boat, which at that time was reported as half a mile ahead.

KANSAS CITY, Mo., Sept. 8.—The Morning World says editorially: The superiority of the United Press service to the Chicago Associated Press was strikingly illustrated yesterday by the reports of the great international yacht race. The World's evening contemporary, which is served by the Associated Press, in its three editions yesterday afternoon, the probable result. It was the American boat, which at that time was reported as half a mile ahead.

THEIR SEVENTH ANNIVERSARY. Santa Rosa Congregationalists Celebrate Their Progress. SANTA ROSA, CAL., Sept. 8.—This Sunday was observed by the Congregationalists of Santa Rosa as the seventh anniversary of the formation of their church in this city.

Commencing with a small number this denomination has had continued accession to its ranks until more than 200 have been enrolled. They have a neat and cozy building, practically free from debt, and are well equipped for service. They have had two pastors, Rev. J. K. Harrison, who served four and a half years, and Rev. Ben F. Sargent, who has served two and a half years.

The present officers are: Deacons—Messrs. R. F. McLean, E. M. Gatz, James C. White, S. E. Leary; trustees—Messrs. E. F. Woodward, C. E. Savage, E. D. Sweetzer, Charles French; chorister, A. G. H. French; organist, Miss Edith Brooks. Mrs. A. J. Wheeler is president of the Ladies' Aid Society and Mrs. Lilla A. Sargent of the Mission Circle.

More than half the resident membership has been added since the coming of the present pastor, and the Sunday-school has largely increased. Two mission schools are conducted each week by members of the church. This morning the pastor preached an anniversary sermon and this evening delivered an address to a large congregation.

TOOK BROMIDE AND CHLORAL. Kate Reynolds, of Santa Rosa, Unsuccessfully Attempts Suicide. SANTA ROSA, CAL., Sept. 8.—Kate Reynolds attempted to commit suicide Saturday night in a house on Riley street, a short, narrow thoroughfare between Mendocino and Humboldt streets. She swallowed a solution of chloral and bromide, and took also a heavy dose of morphine.

Word was sent to the police and the services of a physician secured. The doctor gave the woman a hypodermic injection to counteract the effects of the poison. She was without funds, despondent and tired of life. When her act was first discovered she was in a dangerous condition, sinking into a probably fatal doze. The prompt efforts for recovery made by her friends were successful, and at last reports the patient was resting comfortably.

A Santa Rosa Girl to Wed. SANTA ROSA, CAL., Sept. 8.—Santa Rosa friends have been apprised of the coming marriage of Miss Mary A. Woods to Edwin R. Hardy at the Trinity Presbyterian Church in San Francisco, Thursday, September 12. The bride soon to be is a former Santa Rosa girl, and has hosts of friends here. Her future husband, Mr. Hardy, with whom Miss Woods makes her home, was a teacher for a number of years in Courthouse district. She resigned from teaching to take a position in the Mint at San Francisco. The groom has some acquaintance here, and is well known in Petaluma.

TROUBLE IN ROSLAND MINES. Prospects of a General Strike of Union Workmen. SPOKANE, WASH., Sept. 8.—Private reports from Rosland, the booming new mining camp of British Columbia, state that a strike among the miners is imminent. The majority of the miners there are from Cour d'Alene and connected with the Cour d'Alene union, which has been the cause of so much trouble and the incitor of the mob rule of a few years ago.

PORT TOWNSEND REUNION. Veterans Move to Secure Permanent Encampment Grounds. PORT TOWNSEND, WASH., Sept. 8.—The first annual reunion of the Grand Army of the Republic in the State of Washington terminated Thursday night after a three days' outing which the veterans and their families spent at the abandoned military post, Port Townsend.

The reunion was held under the auspices of Farragut Post of this city. It was so eminently successful as to result in the formation of a reunion association, comprising representatives from nearly every post in the State, all of whom were so impressed with the natural beauty and fine conveniences of Port Townsend that they agreed not only to hold next year's reunion there, but also to petition Congress to set the reservation aside for that pur-

NEWS OF THE COAST.

Roman Silva of This City Shot Dead Near Santa Rosa.

IT WAS AN ACCIDENT.

He Was Out Hunting With Some Friends When He Was Killed.

ONE BULLET CLEFT HIS HEART.

One of the Boys Was Trying to Unload a Pistol, When a Cartridge Exploded.

SANTA ROSA, CAL., Sept. 8.—Roman Silva, whose home is at 823 Jackson street, between Powell and Stockton, San Francisco, was accidentally shot in Ralph Peterson's honyard on the Santa Rosa Creek, near this city, this afternoon about 12:30 o'clock.

Silva, in company with two other lads, Roberto Zarate and Joseph Osegueda, went out on a shooting expedition in the morning. They took a gun and pistol with them to kill birds. Silva lent the pistol to Zarate to shoot a bird, and Zarate after firing the shot proceeded to take out the empty shell. In doing so he accidentally pulled the trigger and discharged another cartridge.

The bullet struck Silva above the left nipple, penetrating the heart. He was bending over at the time and fell dead. The body was at once taken to the morgue, and an inquest was held soon after by Coroner Young. Zarate says he believed that he took the pistol in his hand to put in a new cartridge and did not notice that it was cocked. While putting back the cylinder it went off and killed the boy. The body of Silva will be conveyed to San Francisco on the first train Monday morning.

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NEWS OF THE COAST.

Ninety-Eight Wins the Big Rush at Stanford University.

FOUGHT BY FIRELIGHT.

Faculty, Upper Classmen and Co-Eds Cheer the Rushers On.

BEATEN FRESHMEN TIED UP.

They Are Piled in a Corner and Afterward Carted From the College.

SACRAMENTO, CAL., Sept. 8.—Bernard Dolan attempted to cut his throat with a razor in the barroom of the Washington Hotel this morning. Dolan had been on a protracted spree with a friend. He claimed that a man named Hanson had insulted him, and so determined to commit suicide. He went into the barroom to let his friends see him die. He will recover.

Telephones at Angels' Camp. ANGELS CAMP, CAL., Sept. 3.—Angels Camp now enjoys telephonic communication with San Francisco, the first message on the new Sunset line between the two points having been transmitted last night.

VACAVILLE'S BIG FIRE. Flames Swept Through the Business Section of the Town. Nearly Two Blocks Laid in Ruins Before the Blaze Was Got Under Control. VACAVILLE, CAL., Sept. 8.—Since soon after 9 o'clock this evening a fire has been raging along Main street, and it was not until nearly 12 o'clock that it was put under anything like control.

It started in one of the rooms of the Central Hotel. A lighted lamp had been left on a table, and the report of its explosion gave the first alarm. The burning oil was thrown over the walls of the room, and before any attempt could be made to stay its progress, the flames had gained too much headway to be stopped.

When the fire department arrived the hotel was a mass of flames, and fanned by the strong southeast wind which was blowing, they commenced to envelop the houses to the eastward of the hotel. First, however, the flying sparks ignited Robie's stable, just opposite the hotel, and this was entirely destroyed with all its contents, excepting the horses.

Up the street, the first building destroyed was the opera-house, owned by A. J. Bowles, who also owned the hotel. It is now but a mass of glowing embers. Beyond the opera-house was I. M. Burns' saloon, and that with Slide's saloon, next to it and a chophouse beyond, were soon in ashes. Then Charles Wehr's saloon caught fire, and right after it Randall's confectionery store.

From Randall's the wind carried the sparks over into Chin-town and eight or nine of the ramshackle buildings there were burned. The eastward progress of the fire was stayed when it reached that point.

In the meantime the flames had been creeping westward and had destroyed A. J. Gobbins' law office and it was with difficulty that he saved part of his library. Next to Gobbins' office building was Mrs. Regan's confectionery store and this, too, went up in smoke with Melbie's bakery, which was right next door.

While the fire was raging along Main street, the sparks flying in every direction, and it was not long before the residence of Mill Davis, in the northern part of the town, was ablaze. As the entire department, and nearly all the townspeople were gathered near the center of the burning district, Davis' house was leveled to the ground.

The total loss will reach up to nearly \$40,000. Estimates made hastily put it at anywhere from \$35,000 to \$45,000, and it is not supposed that more than \$20,000 of this is insured.

Bowles, who owned both the hotel and the Spira House, is thought to be the heaviest loser. He will lose at least \$3000 on the hotel and \$2500 on the opera-house, but some of this will be offset by insurance.

The hotel was comfortably filled at the time, and while many of the guests lost clothing and personal effects, so far as could be learned no one was seriously hurt. Others lost from \$1500 to \$2000. The burned district stretches for over a block and a half along one side of Main street, and it was only by the greatest effort that it was prevented from crossing to the other side, or spreading along from the stable.

Thrown From a Train. MADERA, CAL., Sept. 8.—The overland train this evening, when drawing out from Athlone, injured one of its passengers, Bert Eicher, to such an extent that but little hope is entertained for his recovery. He lost his balance while trying to catch his hat, and was thrown by the movement of the train and struck on his head and face. He was brought to Madera for medical care and is still unconscious.

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Faculty, Upper Classmen and Co-Eds Cheer the Rushers On.

BEATEN FRESHMEN TIED UP.

They Are Piled in a Corner and Afterward Carted From the College.

STANFORD UNIVERSITY, CAL., Sept. 8.—The first "rush" came off in a blaze of light last night, and the "sophs" donned the fin de siecle class in a comprehensive and conclusive manner.

This settles the superiority for the time being, but from sundry remarks of the vanquished another rush is likely to take place before the semester ends.

Promptly at 7:30 p. m. the class of '98 marched to the gymnasium headed by a torch that had apparently seen campaign service. Every "rusher" was dressed in his oldest clothes and wore a look of grim determination, amusing to the onlookers but terrifying to the "freshy" for whose benefit it was assumed. Every man carried several pieces of baling rope cut in convenient lengths for binding expected victims.

Now the noise began. "Chee—hee, chee—hee, chee—ha—ha—ha! Ninety-eighty, ninety-eighty! Rah, rah, rah!" Resounded from the dark shadow of the gymnasium, where '98 had mustered its clans.

The cry was answered with a will by the freshman yell: "Rah, rah, rah! Rah, rah, rah! Ha, ha, ha, ha! Fin de siecle." Out from the depths of the miniature pine forest on the campus came the freshmen. They had called the roll and found sixty men present. A dozen more augmented the force before it reached the baseball ground, where the contest was to take place. In numbers the sides were about even; '98 lugged round a big lantern bearing the figures of that class.

In order to better enable the contestants to see each other a big bonfire was started up. Faculty members turned out and the upper classmen were on hand en masse to encourage the participants. Co-eds by the score attended to witness the unique performance, and everybody got his or her money's worth.

The signal was given and 150 men clashed together on the baseball diamond. The scene in the