HOW THE YACHT RACES WILL BE REPORTED BY WIRELESS TELEGRAPHY

NEW YORK, Oct. 2.—Just as complete and perfect in detail as would have been possible had a network of wires been spread leading from the office of the Herald to the course to be followed to-morrow by the Columbia and Shamrock is the scheme arranged by Signor Marconi for reporting for the Herald and Call the series of yacht races. Every possible point of interest will be under careful and constant observation and every incident worthy of consideration will be immediately bulletined by wireless telegraphy.

Foremost in the fleet of excursion steamships that will follow the competing yachts will alternate the Ponce and Grande Duchesse, from each of which messages will be flashed describing the maneuvers of the two racers. On the Ponce will be Signor Marconi, having general direction of all the sending and receiving stations.

On the Grande Duchesse W. J. Clarke and C. R. Ricard will operate the sending apparatus. From the towering foremasts of these two splendid steamships mysterious waves—variously known as Hertzian, ether and light—will carry the signals to be interpreted by experts at Navesink Highlands and on board the cable steamship Mackay-Bennett.

From the moment a bulletin is written by the trained expert aboard the Ponce or Grande Duchesse until it is posted on the boards in New York and San Francisco an average of less than two minutes will elapse. At Navesink W. W. Bradfield will receive messages from the Ponce and Grande Duchesse. The receiving station aboard the Mackay-Bennett boat will be in charge of Mr. Bouden, another of Signor Marconi's assistants. The receiving apparatus on the cable ship was installed to-day, and is similar in every way to that which has been successfully tested at Navesink. Signals flashed from the Ponce and Grande Duchesse will be recorded in both the receiving stations. This is made possible by giving each of the machines what may be crudely described as the same electrical key. A better understanding may be had by illustrating the system by means of tuning forks.

Two forks of the same key will respond sympathetically each to the other if either be set in motion. Forks of dissimilar keys will not affect each other, even though they be brought almost in contact. So it is with the Marconi instruments. Arranged by the master's hand, a score may be stationed about, and each will respond to any signal from any of the others. But, by a simple reversal, the apparatus may be individualized and signals exchanged between two, while none of the other eighteen respond.

To-morrow the stations at Navesink Highlands, on the Mackay-Bennett, on the Ponce and on the Grande Duchesse, will all be on the same circuit and each will respond to the others.

> NEW YORK, Oct. 2.—Naval Constructor Francis T. Bowles, who docked the Columbia and Shamrock in the navy-yard, said to-day when asked his opinion of the relative merits of the two boats:
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> "It is hard to form an opinion which is of any value on a mere inspection of boats as they lie in the drydock, so much depends on the distribution of the weight and sail. From all that I could see, however, the advantage appears to me to be decidedly with the Columbia."

The United States Government fully appreciates the importance of the researches and expeditions made by Signor Marconi into the mysterious world of electricity. After the yacht races the inventor of wireless telegraphy is to conduct a series of demonstrations for the benefit of the experts selected by the Secretary of War.

These demonstrations will probably be made on land as well as at sea, and a new long-distance record may be expected. Representatives of the navy will be stationed on board the Ponce and at Navesink Highlands to-morrow for the purpose of watching the work done by Signor Marconi and his corps of assistants. To-day Signor Marconi received the folowing message relative to tests during the trip down the bay on Sunday afternoon:

GOVERNORS ISLAND, N. Y., Oct. 2.—Signor Marconi: Captain Squier wishes to have me convey to you his compliments and congratulations on yesterday's work.
WILDMAN, Signal Officer.

W. J. Clarke, general manager of the United States Electrical Supply Company of this city, who will be in charge on the Grande Duchesse, began experimenting in wireless telegraphy in the year 1881, when he was a resident of Trenton, Canada. Mr. Clarke was the first in this country to take up and follow the work of Mr. Marconi, and although many others have followed in the same line, Mr. Clarke has been by far the most successful.

The transmitter which will be used upon the Grande Duchesse will consist of a specially designed transformer which converts a perfectly harmless current of a small storage battery into a current of hundreds of thousands of volts. One terminal of the transformer will be connected to a perpendicular wire hung from the foremast of the ship and the other terminal will be immersed in water. Immediately at the transformer, however, the two terminals will be provided with brass balls on oscillators placed about half an inch apart. The transmitter key is somewhat similar to the ordinary telegraph key, and is arranged so that when it is pressed a current from the battery is turned into the transformer and a high tension current is generated immediately and across between the two balls, or in other words, the perpendicular wire is rapidly charged and discharged and electric waves generated by this peculiar action pass out into space until they reach the receiving apparatus on the cable boat, which immediately responds to every impulse of the transmitter.

While the whole arrangement of the apparatus appears simple in the extreme there are many little details which experts in wireless telegraphy are alone capable of managing, and although when everything is perfectly adjusted it is an easy matter to transmit at the rate of twenty words a minute, if anything should go wrong with the installation it requires the trained eye of an expert to locate and remove the difficulty. Mr. Clarke says that wireless telegraphy is rapidly approaching such perfection of detail that it will be but a very short time until it is capable of being operated easily by ordinary Morse operators, and further than this, predicts that it will be but a year or so until operators will be able to transmit by wireless telegraphy fully as rapidly, if not more so, than by the present system.

The Ponce, with a party of excursionists, will leave her dock at the foot of Twenty-fourth street promptly at 9:30 o'clock to-morrow morning and will run directly to the starting point of the day's race. Passengers will be landed in all probability at an hour early enough to permit them to return to their homes in time for dinner.

party to leave the station was the committee of citizens and army and navy officials, who had gone to New York to meet the famous admiral and escort him to Washington. They were quickly followed by the admiral himself, and when he appeared to take his seat in the carriage the crowd went almost wild with excitement. The Marine Band gave the four flourishes which naval etiquette requires, and then played "Under the Double Eagle" by Wagner, which is said to be a special favorite with the admiral, and which, at his request, the Olympia's band played as the fleet sailed out of the harbor of Hongkong to give battle to the Spaniards at Manila, and again when the famous ship started on her homeward voyage.

The carriage which the admiral occupied with Mr. Moses in going from the station to the White House was strikingly handsome and was drawn by four spirited bays ridden by postillions. As he took his seat the cavalry troops at the word of command swung out into the street in front and, wheeling to the left, began the march up historic Pennsylvania avenue.

The entire escort being mounted, the party proceeded rapidly toward the White House, the cavalry at a trot, with the admiral and his immediate attendants closely following. There were scattering volleys of cheers, but the party moved so quickly that it was past the crowd on the avenue as a rule before it realized that Dewey had gone by.

As the admiral's carriage swung around the treasury toward the White House a brilliant spectacle was spread before him. To the right Lafayette square was ablaze with electric lights, the great trees and flower beds sparkling with many-hued lights, while in the midst shone out in huge electric letters, "Welcome, Admiral." The Navy Department beyond was ablaze with lights, as were the White House grounds.

A mighty roar went up from the crowd as the admiral alighted at the portico of the Executive Mansion. As he stepped from the carriage, Colonel Bingham, representing the President, stepped forward to escort him to the East room, where Secretary Long, Assistant Secretary Allen and a brilliant assemblage of naval officials were ready to extend to him the greeting of the navy. Secretary Long was at the door, and as the admiral entered the Secretary grasped his hand and with enthusiasm said: "Admiral, I welcome you home. This is the Navy Department for the moment, and your associates of the navy are assembled here to give you a hearty greeting."

"Thank you, thank you," responded Admiral Dewey, first exchanging a few words of greeting with the Secretary and then with Mr. Allen and the other officials. These included Rear Admirals Crowninshield, O'Neill, Melville, Van Reypen, Hichborn, Bradford, Sampson, Major General Miles, Adjutant General Corbin, General Haywood, commanding the Marine Corps, Captain Lemley, judge advocate general of the navy, and many others. There was little need of introduction, as Admiral Dewey had served alongside most of these officials. There was no formality and after the first greetings Secretary Long invited the admiral to accompany him to the President's library, where Mr. McKinley and the members of the Cabinet were awaiting him.

Arm in arm, Secretary Long and the admiral proceeded by the elevator to the upper floor of the mansion. The members of the Cabinet had assembled in the Cabinet room, while the President was alone in the library adjoining. As Secretary Long entered with the admiral the President came forward to greet the famous sailor and, grasping his hand, wished him a hearty welcome.

The admiral acknowledged the cordial sentiments expressed by the President and then asked as to the health of Mrs. McKinley, saying he had heard with great regret that she had not been well. In reply the President suggested that the admiral meet Mrs. McKinley. They stepped out to the corridor, where Mrs. McKinley makes a sitting room, and here found her with some of her lady friends. The admiral was presented and received from Mrs. McKinley, as well as the President, a most hearty welcome home.

Returning to the library the President invited his Cabinet associates to meet the admiral. Secretary Hay headed the party, followed by Secretary Hitchcock, Postmaster General Smith, Attorney General Griggs, Secretary Root and Secretary Wilson. Former Secretary Alger was also present, having been requested by the President to join the party, and was among those to meet the admiral. The greetings with the Cabinet were brief and then the President and Admiral Dewey headed the party toward the reviewing stand. They passed out of the rear of the White House, down the gravel walks and out to the street in the rear of the treasury. The crowd seemed to know that the hero was approaching, for a great wave of cheering went up and Pennsylvania avenue was bathed in light from end to end.

The stand had been erected at the head of Pennsylvania avenue, just south of the Treasury Department building, and as Dewey moved through the stand to the prow built out from its front leaning on the arm of President McKinley the crowd started a mighty cheer, which passed down the avenue and was taken up for blocks. The admiral frequently bowed his acknowledgments. The President and Admiral Dewey were joined at the front of the stand by Secretaries Hay, Root, Hitchcock and Wilson and Postmaster General Smith, officers of the Olympia and other naval officials. As the cheering at length died away the admiral turned to President McKinley and the two, seating, turned to conversation while awaiting the procession.

The head of the civic parade which had been arranged in honor of the admiral began to pass in review before him shortly after 8 o'clock. There were many novel and interesting features relieving the sameness of the ordinary civic parade. The spectacle, as the marchers came up the length of the avenue in the glare of the red lights, under sweeping arches of stars from thousands of roman candles, was beautiful and impressive. The beginning of the march was heralded by the bursting of thousands of giant crackers, while bombs along the line sent showers of fire into the air.

The column was headed by General George Harris, chief marshal, leading a numerous body of bicyclists. The wheels were interwoven with garlands and wreaths of flowers and greens and colored bunting, and every wheelman carried Chinese lanterns. Many were in costume. Close behind the splendid Marine Band came the veteran organizations, and Dewey, himself a veteran and a Grand Army of the Republic man, looked with pride, mingled with sorrow, upon the gray heads who marched past with as bold a step as advancing years permitted. Rounds of applause went out to the veterans of the Spanish war, who mustered in creditable numbers for the parade.

A formidable detachment in the line was that of the International Machinists, following a great 5-inch rifle cannon from the Washington navy yard, bearing the inscription: "We make the guns for Dewey."

The Catholic societies of the District made a special effort to do honor to the admiral and with excellent results, for their contingent was one of the most numerous and effective in the column. They bore great illuminated crosses. Many of the orders were in uniform, and all of the marchers carried flaming red torches.

The letter carriers had all of the local postal cars in line, ablaze with electric light, spelling words of welcome to Dewey. One of their features was a gigantic illuminated envelope addressed to Admiral George Dewey, Manila, and marked "Returned to Washington."

The German societies had a most creditable representation, and altogether the civic parade was a worthy one. As the rear of the column passed the public fell in behind and passed before the reviewing stand for an hour to get a glimpse of their hero.

The crowd was so eager to see Dewey that they spoiled the effectiveness of this part of the arrangements by breaking through the ropes and surging about the grand stand, where they gave vent to wild cheering and a noisy demonstration that completely upset this part of the review. Admiral Dewey gave frequent acknowledgment to the cheers for him and, seeing that the review had lost its distinctive character as a procession, quitted his place early and with the President, followed by the members of the Cabinet, left the stand, the admiral proceeding to the home of his hostess, Mrs. McLean, and some of the others accompanying the President to the White House.

The procession was in line for a half hour later and there were frequent salutes in ignorance of the admiral's absence.

It was 9:10 o'clock when the fatigued recipient of the day's demonstration reached the residence of Mrs. Washington McLean, mother of the Democratic candidate for Governor of Ohio, on K street, facing Farragut square. He was accompanied by Chairman Moses, his two aids, Lieutenants Brumby and Caldwell, and his son, George C. Dewey, arriving at the same time. The admiral was met at the head of the staircase by Mrs. McLean and her daughters, Mrs. Hazen and Mrs. Ludlow, and her grandson, Captain Frederick Beger. Mrs. McLean welcomed the admiral and turned over the house to him for his use during his stay in Washington.

Mrs. McLean and the members of her family then left, going to her country residence, Beaver, in the suburbs of Washington. The admiral had arrived sooner than was expected and before a crowd had collected. Presently the people surged on all sides and for some time would not believe the officer, who said the admiral was inside. A band came up and serenaded the admiral, the crowd cheered and cheered and finally Dewey appeared at the window and bowed his ackowledgments. Cries of "Speech, speech" were heard on every side, but met with no response. Luncheon was served by 9:30 o'clock and then the admiral retired. Crowds lingered about the house for some time.

NOW COMES THE GREAT INTERNATIONAL STRUGGLE FOR THE AMERICA'S CUP

Continued from First Page.

to be a white float, carrying a red ball with horizontal white stripes. The position of the mark will be indicated by a two-masted tug lying about one hundred yards beyond. The tug will carry a red ball at each masthead and will swing a red ball from the triatic stay. Should a mark be wrecked its place will be taken by its marking tug, which will display a red flag with a diagonal white stripe in addition to other indications, and the turning tug directions for the mark will govern.

These are the starting signals:

Preparatory—A gun will be fired, the "Blue Peter" set and a red ball hoisted.

Start—Fifteen minutes later a gun will be fired and the ball will drop. Handicap time, two minutes later, a gun will be fired and the "Blue Peter" hauled down. Should a signal gun miss fire, a prolonged blast of a whistle will be given. At the finish a short blast will be given as each vessel crosses the line.

Preliminary—Should the start be materially postponed (fifteen minutes or over), a preliminary signal will be made by the discharge of a gun and the display of a yacht ensign fifteen minutes prior to the preparatory signal. At night after dark at the marking tugs and at the finish line the committee boat (and stake boat, if the start has been shifted from the lightship) will show four red lights horizontally, and the guide vessel will show four white lights in a similar manner, and the marks will hang two white lights vertically.

Fog—At three-minute intervals the marking tugs will give five short whistle blasts, with two-second intervals between the second and third and the fourth and fifth, and if the start has been shifted from the lightship, at the finish line the committee boat will strike five strokes upon the bell.

The races shall be sailed on Tuesdays, Thursdays and Saturdays until completed, commencing on Tuesday, October 3. The racing rules, time allowances and system of measurement of the New York Yacht Club shall govern. Best three out of five races, each thirty nautical miles in length, over the ocean courses outside of the headlands and with a time limit of five and a half hours, the first, third and fifth races being fifteen miles to windward or leeward and return, and the second and fourth being around an equilateral triangle, ten miles to a leg. In every case the outward course shall be laid to windward if possible and from Sandy Hook lightship.

If a race has not been started by 1:30 p. m. the committee may postpone it for the day and no race shall be started after 3 p. m. The committee may postpone the start in case of accident or if the course cannot be laid from the lightship, as already stated, if in their opinion the space around the starting line is not sufficiently clear in case of fog and if both vessels assent to a postponement, in which case the time of starting will be fixed by the committee.

The committee boat will display the committee flag and at the finish of each race she will display a red ball. The courses will be laid by Lieutenant Commander H. H. Hosley, United States navy (New York Yacht Club). The guide vessel will be under command of Lieutenant R. T. Mullivan, United States navy (New York Yacht Club). On starting she will display two speed cones, and when half way down the course will masthead a third. When stationary the cones will be reversed. Should it be necessary to move the starting line from the lightship an emergency tug will act as stakeboat at the start and finish, and a like committee boat will display a red ball. The seagoing tug Luckenbach will be the committee boat and will take up a position near the lightship, the line between the two being the line which the yachts will cross at the start and at the finish.

SHAMROCK SECURES A TIME ALLOWANCE

NEW YORK, Oct. 2.—One of the greatest surprises for yachtsmen since the arrival of the Shamrock in these waters was the announcement officially made at the New York Yacht Club to-night that the Columbia would have to allow the Shamrock six and thirty-one hundredths seconds on a thirty-mile course.

It was generally supposed by yachtsmen who have seen both yachts sail and in the drydock that the Shamrock, by reason of her greater sail spread and apparently larger hull, would have to give the Columbia something like a minute time allowance over the thirty-mile courses which they are to sail. It appears, however, that Designer Fife, while giving the Shamrock a larger sail plan than the Columbia has, at the same time so constructed her hull so as to give her greater free board, less displacement and consequently a shorter waterline by almost two feet.

At 7 o'clock to-night two of the regulation measurer's certifications, one showing the Columbia's measurements, the other the Shamrock's, were posted on the bulletin board of the New York Yacht Club's house. They were signed by the club's official measurer, John Hyslop, and read as follows:

Dimensions—Length of water line, Columbia 98.66, Shamrock 87.69.

From after end of mail boom to forward point of measurement, Columbia 181.62 feet, Shamrock 189.13.

From foresail of foremast to forward point of measurement, Columbia 73.35, Shamrock 79.46.

Extreme of spinnaker boom, Columbia 73.35, Shamrock 79.46.

Main gaff, Columbia 64.95, Shamrock 67.64.

Topmast—Columbia's length 64.59, minus one-fifth, equals 51.60; Shamrock's topmast 58.06, minus one-fifth, equals 46.45.

Height of upper side of main boom to topsail halyard block, Columbia 134.75, Shamrock 126.28.

Square feet of sail area as per rule, Columbia 114.61, Shamrock 116.15.

Sailing length as per rule, Columbia 102.135, Shamrock 101.92.

The Shamrock's topmast measures 58.6, one-fifth off, leaving 46.45 feet.

By these figures it will be seen that all the Shamrock's spars, except the topmast, are longer than those of the Columbia. For instance, the Columbia's main boom measures 108.27; the Shamrock's 109.67, making the latter spar 1.40 longer than the Columbia's. Measurements of the gaff show 2.69 in favor of the Shamrock. The Shamrock's spinnaker boom is 6.11 longer than the Columbia's, but her topmast is 6.44 shorter than that of the American boat.

Judging from the stability of the Shamrock during her recent trial spins off Sandy Hook Designer Fife has been able to give his boat a greater amount of lead ballast than at first supposed by the yachting sharps who have predicted that the Shamrock would not be able to carry her sail.

Those yachtsmen at the club to-night who heard of the measurements of the two yachts agree that the Shamrock will really prove a worthy antagonist of the tenth defender of the America's cup.

It was half-past 1 o'clock to-day before the Shamrock was warped into the drydock where the Columbia had been measured and the caisson closed, making the water smooth for the measurements. Just before going on board his yacht, Sir Thomas Lipton said:

"I am extremely sorry that Mr. Fife is not present. It is a very unfortunate thing at this time. He is unable to leave his hotel, but I hope he can be with us to-morrow during the race. We have done the best we could without him to-day."

Sir Thomas, Vice Commander Sherman Crawford and H. McGill Downey of the Royal Ulster Yacht Club, with Henry F. Lippitt of the New York Yacht Club, who will represent the latter club on the Shamrock during the race, then went on board with Measurer Hyslop, his assistant and Captain Nathaniel Herreshoff, the designer of the Columbia.

After the measurer's steel chain had been stretched from the topmast down the mast to the top of the main boom and from the bowsprit end to the main boom end all those who will sail in the Shamrock during the race, some thirty in all, including Sir Thomas Lipton, sat on deck on each side amidships while Measurer Hyslop, Captain Hereshoff and Harry Lippett proceeded to measure the yacht's waterline. This work occupied two hours and a half. The yacht's waterline was then marked on each quarter with a red letter "V," and at the bow by a white stripe across her beam.

At 4 o'clock Sir Thomas Lipton and his party left the yacht, the caisson was swung open, lines cast off, and the Shamrock, with housed topmast, was towed away from the navy-yard by a tug. She arrived and made fast to her moorings in Sandy Hook Bay at 6:10 p. m., receiving salutes as she passed down the East River and the upper bay from almost every passing steamer. Just before leaving the navy-yard for his steam yacht Erin Sir Thomas Lipton called his captains and gave them final instructions about the preparations for to-morrow's event, which means so much to him and them. He had evidently gathered from what he had seen and heard while the yacht was being measured that she certainly would not have to give the Columbia any time allowance, and he was correspondingly cheerful when he came to take leave of his two skippers.

The weather indications, according to the special forecast sent out from Washington, are that the wind will be fresh from the northeast. If so the yachts will start from Sandy Hook lightship and run almost dead before the wind down the Jersey coast to a point just beyond Long Branch.

According to a dispatch received from Monmouth Beach Life-saving Station at 10 o'clock to-night there will be quite a heavy sea off Sandy Hook to-morrow unless the wind moderates or shifts to some other quarter.

The cup defender Columbia was the first boat of the two to be measured. When the telltale on the caisson showed that there was twelve feet of water in the dock the Columbia floated, but in order to be sure the ship was off the blocks the water continued to flow until there was about four inches short of twenty-eight feet. John Hyslop, the official measurer of the New York Club, who has put the tape on many a cup challenger and defender in past years, performed the task again to-day. He arrived at the navy-yard shortly before 8 o'clock and at once commenced work getting the length of the boom gaff, mast and spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed—that is, from the center of the bowsprit between jib and jib topsails stays to the mast was a quarter of a foot too long. Captain Barr called into requisition a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

The plans were made to measure the water line and over all lengths of the boat. The crew and C. Oliver Iselin, Captain Woodbury Kane, Herbert C. Leeds, W. Butler Duncan Jr. of the Defender, Harry F. Lippitt of the America's cup committee, Hugh C. Kelley, secretary of the Royal Ulster Yacht Club, who will sail on the Columbia as Sir Thomas Lipton's representative in the cup races, J. Connell, also of the Royal Ulster Yacht Club, Captain Nat Herreshoff and Mrs. C. Oliver Iselin were aboard the American boat when the hull was measured. Mrs. Iselin, Mr. Duncan and Secretary Kelley were in the cabin engaged in conversation, while all the others on board with the exception of Nat Herreshoff, Captain Barr and Mr. Connell were placed amidships in order to bring the boat down evenly to the water line.

Mr. Herreshoff, Captain Barr and Mr. Connell assisted Measurer Hyslop in getting the figures. The forward overhang was first measured. A plumb line was suspended from the very tip of the boom, and, getting into a boat, Mr. Hyslop, by means of a long measuring rod, got the length from the plumb to the water line on the bow. The after overhang was obtained in a similar manner, and after these dimensions were obtained the measurer applied the tape from the taffrail to the bow to get the length over all. After making a few calculations Mr. Hyslop announced to Messrs. Iselin and Herreshoff the result of his measurements.

Evidently the figure was somewhat less than the managing owner desired to sail the Columbia on, for a dozen men were set ashore in the tender, and, going to the steam tender Plymouth, carried over to the Columbia twenty pigs of lead, aggregating about 1700 pounds in weight. Previous to taking the measurement a lot of dunnage was brought up from the Columbia's cabin and put in several large row boats, as it was the intention of the captain to clean out from the hull all movable articles.

Mr. Leeds stated that the pigs of lead were placed in the Columbia to make up for the loss of weight occasioned by the removal of the dunnage, but it was noticed that when the ballast had been added the Columbia sat lower in the water than she did before. Then Mr. Hyslop measured her line again and the length, 89.66 1-100 inches, proving satisfactory to the owner and Designer Herreshoff, a V-shaped mark in red paint was placed at the water line on each side of the hull about amidships.

As soon as Mr. Iselin announced that the measurements had been finished the crew took aboard their dunnage and several spare sails. The caisson at the end of the drydock was warped on one side and the Columbia was taken in tow for her moorings inside of Sandy Hook.

The Americain cup defender left the navy yard shortly after 3 o'clock, and on the trip down the East River and, in fact, all the way down to the Hook she received a continuous ovation from steam and sailing craft, whose salutes were acknowledged by the dipping of her flags. At just 5 o'clock the craft lay all taut at her moorings on the big buoy in the horseshoe and a fresh northeast wind swung her around, so that her bow pointed right by the end of the Hook. The tender St. Nicholas came down shortly after and anchored near the Columbia.

BETTING IN FAVOR OF THE COLUMBIA

NEW YORK, Oct. 2.—There was very little betting on the yacht races to-night around the hotels. In fact, the element which usually has money for the big yacht races was of the opinion that the betting interest this year is below the average. It is thought, however, that it will pick up after to-morrow's race, when the man with money to put up can get a "line on the boats."

The little money in sight to-night was all Columbia money. Hardly could a man be found to champion the visitor.

At the Calumet Club, the Knickerbocker and the New York Yacht Club there was some slight betting in small amounts with visiting Englishmen. The odds generally quoted were $500 to $300 on the Columbia.

DEPARTURE OF THE ADMIRAL FROM GOTHAM

NEW YORK, Oct. 2.—Admiral Dewey arose early this morning and began preparations for his departure at 1 o'clock for Washington. After a light breakfast, during which he chatted with the members of his family, the admiral expressed himself as being much refreshed after the fatiguing incidents of the past week. He saw no visitors this morning, but kept to his room, attending to some personal business until about 11 o'clock, when, with the party escorting him, he started for a drive before proceeding to the railway station.

Mayor Van Wyck called about 10 o'clock and had a short talk with the admiral, to whom he bade good-by. Before he allowed the Mayor to leave Admiral Dewey told him to thank the people of New York for him for the remarkable demonstration in his honor.

"It was magnificent," said the admiral, "and far exceeded my expectations."

LATE SHIPPING INTELLIGENCE.

ARRIVED.

Monday, October 2.

Stmr Signal, Bendegard, 3½ days from Columbia River.

Stmr Crescent City, Stockfleth, 32 hours from Crescent City.

Stmr Washtenaw, Croscup, 84 hours from Tacoma.

Haw ship Fort George, Morse, 24 days from Honolulu.

SAILED.

Monday, October 2.

Stmr National City, Dettmers, Grays Harbor.

DOMESTIC PORTS.

PORT BLAKELEY—Sailed Oct 2—Nor stmr Aker, for Buenos Ayres.

TACOMA—Arrived Oct 2—Stmr Umatilla, hnc Sept 28; stmr Olympia, from Hongkong; ship Columbia, hence Sept 19; schr C H Merchant, from San Pedro.

Sailed Oct 2—Br ship Forteviot, for Antwerp; schr O M Kellogg, for Honolulu; stmr Al-Ki, for Alaska.

ADVERTISEMENTS.

The Jolly Girl

Often changes to the jaded woman. "I can't see what's come over Mary; she used to be such a jolly girl," was the remark of a young woman visiting a married schoolmate. Marriage changes a woman. The drains and pains which are so often the sequence of marriage rob her of all vitality. Give her back her former strength and she'll be as "jolly" a wife as she was a maid. Doctor Pierce's Favorite Prescription gives back the lost strength by re-establishing the health of the delicate womanly organs. It dries the drains and stops the pains. It cures ulceration, inflammation and female weakness. It makes weak women strong and sick women well.

"For two years I had been a sufferer from chronic diseases and female weakness," writes Mrs. Allen A. Bobson, of 1125 Rodman Street, Philadelphia, Pa. "I had two different doctors, and they gave me medicine which only relieved me for a time. My niece advised me to take Dr. Pierce's Favorite Prescription. I concluded that to open a correspondence with you for your advice would be safest, so I did, and have been highly benefited. I find that after taking six bottles of 'Favorite Prescription' and five of 'Golden Medical Discovery' and following your advice in regard to local treatment, I am now a strong woman. Accept my sincere thanks for the interest manifested in my case and the happy results obtained."

Sick women are invited to consult Dr. Pierce by letter *free*. Correspondence private. Address Dr. R. V. Pierce, Buffalo, N.Y.

The OWL Drug Co. Pierce's Prescription 75c Cut-Rate Druggists 1128 Market Street, S. F.

DR. KILMER'S SWAMP ROOT.

ARE YOUR KIDNEYS WEAK?

Have You Bladder or Uric Acid Trouble?

You May Be Afflicted and Not Know It.

To Prove for Yourself the Wonderful Curative Properties of Swamp-Root the Great Kidney Remedy, Every Reader of "The Call" May Have a Sample Bottle Sent Absolutely Free by Mail.

It is now conceded by eminent scientists that the most important organs of the body are the kidneys. They filter your blood and work away night and day, whether you are asleep or awake.

People are apt to believe that kidney disease is a rather rare disease, but statistics have proven that it is a most common trouble.

And the proof of this is that most diseases, perhaps 85 per cent, are caused in the beginning by disorders of the kidneys.

BECAUSE they fail to filter your blood.

Your other organs may need care—but your kidneys most, because they do most.

If you are sick, begin doctoring your kidneys, because as soon as they are well they will help all the other organs to health.

When your kidneys are not doing their work some of the symptoms which prove it to you are pain or dull ache in the back, rheumatic pains, sciatica, sediment in the urine, scanty supply, scalding irritation in passing, obliged to go often during the day and to get up many times during the night; uric acid, sleeplessness, nervous irritability, sallow, unhealthy complexion, puffy or dark circles under the eyes, loss of energy and ambition.

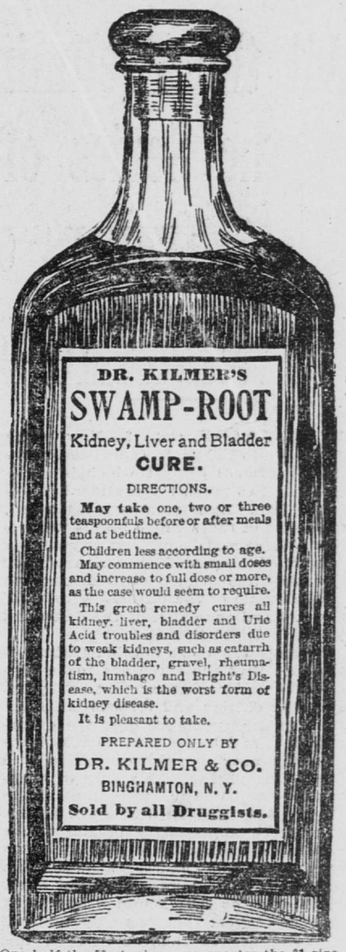
If your water when allowed to remain undisturbed for twenty-four hours forms a sediment or settling, or has a cloudy appearance, it is evidence that your kidneys and bladder need immediate attention.

Swamp Root is the great medical triumph of the nineteenth century, discovered after years of untiring effort and research, by the famous kidney and bladder specialist, Dr. Kilmer. It will be found by both men and women just what is needed in all cases of kidney, liver, bladder and uric acid troubles.

This famous new discovery, Swamp Root, will set your whole system right.

The best proof of this is a trial, and nothing could be fairer than the offer to send a sample bottle of Swamp Root and a book telling all about it and containing some of the thousands upon thousands of testimonial letters received from sufferers cured. Both the sample bottle and book will be sent absolutely free, by mail, to any address.

The great discovery, Swamp Root, is so remarkably successful that our readers are advised to write for a free sample bottle, and to be sure and mention reading this generous offer in the San Francisco Daily Call when sending their addresses to Dr. Kilmer & Co., Binghamton, N. Y.



One-half the 50 ct. size—one-quarter the $1 size.

If you are already convinced that Swamp Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at drugstores. Don't make any mistake, but remember the name, Swamp Root, Dr. Kilmer's Swamp Root.

All-wool tailor-made suits $10.00

If you want to dress well at a small cost, if price is of considerable importance to you (you don't care to spend much), then send or call for samples of our all-wool tailor-made suits for $10, and order one that is to your taste.

You will be pleased with the suit, and besides getting a good suit for a low price you get a year's protection. Money returned or a year's repairing free. You are safe either way.

S. N. WOOD & CO.,
718 Market Street and Corner Powell and Eddy.