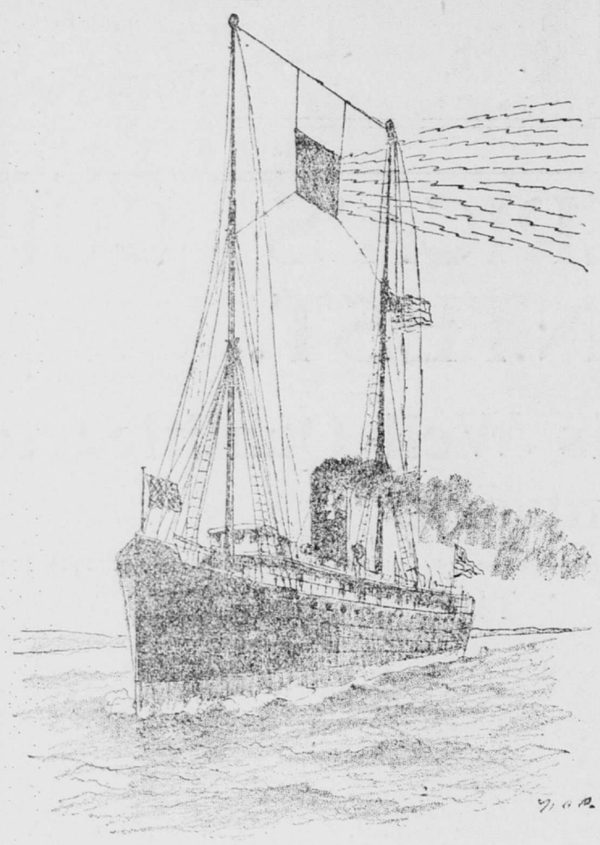

STEAMER PONCE, FROM WHICH MESSAGES WERE SENT BY WIRELESS TELEGRAPHY.

a mile dead to windward of the green boat.

During the next thirty minutes a dozen short tacks were made, the wind continuing fluky all the time, until a few minutes before 3 o'clock, when the wind left the Columbia for fully five minutes. She had the inshore berth, while the Shamrock, offshore, held a breeze from the northeast. When the Shamrock, at 3:11, went about on the Columbia's lee bow she was well ahead; that is to say, if she had gone about she could have crossed the Columbia's bow. Between 3:15 and 3:20 the Columbia, with a few fresh puffs from the northeast, began walking up on the Shamrock, which was then nearly a quarter of a mile to windward of her, but before she could overhaul the Shamrock the wind died out again, the Shamrock continuing to hold a breeze, and by 3:35 she was nearly half a mile to windward of the Bristol boat. There was a strong tide setting to the southwest which seemed to affect the Columbia more than it did the Shamrock. As it was necessary, according to the rules, to finish the race before 4:45, it soon became evident, as the boats at 4 o'clock were some five miles to leeward of the finish, that the race would have to be declared off. This was done at the time named, while the boats were still four miles away from the finish.

It was very evident from to-day's performance of the Shamrock that she is indeed a very fast yacht. That she is speedy in light winds was shown by her work the first half of the first leg of the course; that she is quick in stays was amply proven by her windward work, and it is also a fact that she stands up to her canvas equally well with the Columbia. In the matter of handling sails there was little to choose between the two, and if any mistakes were made it was more the fault of the fluky breezes than of the judgment of the sailing masters. Some idea of the windward work of these two yachts may be gathered from the fact that in the twelve miles sailed from the outer mark to where the race was concluded the Columbia made twenty-five tacks and the Shamrock twenty-three.

CAUSES GREAT EXCITEMENT IN LONDON

LONDON Oct. 3.—There has been some lukewarmness of interest hitherto, but London has amply atoned. No event in the annals of sport ever created such intense and universal excitement as has been displayed over the result of the race between the Shamrock and Columbia for the America cup. The culminating point was reached to-day when the center of the newspaper world of Great Britain was literally packed with a huge multitude of cheering and enthusiastic partisans.

It is calculated that at 10:30 something like 20,000 people were within the area between Fleet street and the Thames embankment. Trade was impossible. The police authorities were completely taken by surprise and no provision had been made for dealing with the vast crowds that thronged Fleet street and the adjacent thoroughfares from St. Paul's to the Piccadilly Circus.

At midnight the main arteries were thronged with people excitedly discussing the result of the contest with an intensity that no Derby or 'varsity boat race ever equaled, and which more nearly approached the scenes incident to an American Presidential campaign than anything England has heretofore known.

ISELIN AND LIPTON BOTH YET CONFIDENT

NEW YORK, Oct. 3.—C. Oliver Iselin, managing owner of the cup defender Columbia, when asked for a statement on to-day's race, said:

"I do not consider to-day's race a fair test of the two boats at all, for it was too fluky for any one to see which was doing the better work at any point of sailing. I have just as much confidence in the Columbia now as I ever had."

Sir Thomas Lipton said:

"I want you to put me down as saying that there never was in all the world, not even in England, as clear a course as we had to-day, and I want to add from the bottom of my heart that it reflects the greatest possible credit upon the authorities who had in charge the task of keeping it clear. Throughout the entire contest the line was marked on either side of it as clearly as if one had taken a pen and drawn it upon a piece of paper. As to my boat, I knew she was a flyer in a stiff breeze. To-day's work proved that she is no sluggard in a light one, and I am prepared to say that she is a far better boat than I thought she was. As to the Columbia, no boat was ever better handled. Nothing could be more beautifully perfect than the way she was sailed. Everything she is capable of was, I believe, brought out of her."

"Duly Feed Man and Steed."

Feed your nerves, also, on pure blood if you would have them strong. Men and women who are nervous are so because their nerves are starved. When they make their blood rich and pure with Hood's Sarsaparilla their nervousness disappears because the nerves are properly fed.

Hood's Sarsaparilla
Never Disappoints

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

MARVELOUS WORK OF WIRELESS TELEGRAPHY

NEW YORK, Oct. 3.—Marconi's work more than met expectations. During the race 2500 words in bulletin service were sent to the Herald and received without loss of time. An average of less than a minute elapsed between the writing of a bulletin and its receipt in the Herald office. Not one message had to be repeated.

NEW YORK, Oct. 3.—Far and away the greatest achievement connected with the yacht race of to-day was the successful operation of the Marconi system of wireless telegraphy, by means of which every movement of the competing craft was bulletined to the Herald and The Call as soon as it occurred. Did either break out a sail that fact was given to the readers of the Marconi bulletins before the fresh canvas had been filled with wind. In short, the system worked to perfection. Of bulletins alone fully 2500 words were flashed from the towering mast of the steamship Ponce, and in not a single instance did it become necessary to repeat a message. Not only did Signor Marconi make it possible for the public ashore to closely follow the maneuvers of the Columbia and Shamrock, but he kept those who had the good fortune to be on the steamship Ponce well informed on the more important events of the day in the world at large. For the benefit of several gentlemen having Wall street interests early stock quotations were received, and the money market was closely followed.

As the yachts got away the following message, the first concerning the actual race, was written, and in less than ninety seconds was published and public property in New York:

"Racers away; both yachts flying mainsail, club topsails, spinnakers, staysails, jib and jib topsails. Running before wind down the Jersey coast. Wind about eight knots and freshening."

Following this were bulletins giving more accurate descriptions of the work being done, and there was joy on the Ponce when word came back that everything was working so perfectly that only a very few seconds separated the chart room within which the sending was being done and the offices of the Herald and The Call. During those early moments of the race, when favoring winds filled the sails of the challenger while the cup defender was floundering a bit uncertain in the smooth sea, every breeze was described.

The fifth bulletin read thus: "Shamrock apparently leading slightly. Both balloon jibs spilling wind, but Shamrock's sail is drawing the better. Course clear."

It required one minute and a quarter to send this dispatch, yet the first three words, "Shamrock apparently leading," were received in New York and given out as a separate bulletin before the last word, "clear," was sent.

Whenever the Marconi bulletins were posted the public was less than seventy-five seconds behind the yachts, and in many cases less than thirty seconds.

By unofficial time the Columbia rounded the first mark at 1:48 and the Shamrock followed at 1:40:15. The time of the Columbia had been flashed all over New York before the Shamrock had followed.

Aboard the Ponce there was the keenest apprehension of the work being done. Indeed, it is not too much to say that, except at the most critical moments during the race, more attention was given to the mysterious chart room and to Signor Marconi than to the yachts. Aboard the other excursion steamers, too, the passengers were deeply interested in the wireless reports. Almost without exception the Ponce was saluted by a round of cheers from every boat it met during the day. Signor Marconi was compelled to shut himself off from the curious, whose good-natured attentions hindered the work to be accomplished.

In consequence, until after the race had been called off the chart room of the Ponce was closed, except to Signor Marconi and his assistants, the reporters for the Herald and The Call, and the representatives of the Government, who were present in an unofficial capacity to watch the results accomplished by the new system. These gentlemen were: Lieutenant Commander Qualtrough and Lieutenant Blish, representing the navy, and Captain L. W. Wildman and Colonel Kinsley of the signal service department. Mr. Kinsley is a civilian, but has given much attention to the wireless telegraph, and was engaged to study and report upon Signor Marconi's achievements. He was more than pleased with the work of the day, and at its close, when asked for an expression of his opinion, said:

"My first report must be made to Captain Squier, but there can be only one opinion when it is known that 2500 words in bulletins were sent ashore and the total could have been greatly increased, and all of this was done without any vexatious delay or repetition."

Lieutenant Commander Qualtrough was more outspoken. He became an enthusiast early in the day, and before nightfall was declaring his belief that the United States Government would do well to persuade Signor Marconi to install his system in the Philippines at the earliest date.

"If we could only have had this last year," said Lieutenant Commander Qualtrough, "what a great thing it would have been. When we landed marines at Guantanamo the ships were unable to lend assistance for the reason that the enemy could not be located, and by firing at random our own forces would have been placed in danger. With the aid of the Marconi system the men ashore could have directed the fire and all would have been well.

"The English are prepared now to do just what I have outlined. They send a Marconi apparatus ashore with a landing party and communication with the ship is never lost. In the Philippines the system would right now be of great service to us. It would do away with wires, which are easily cut, and it would enable us to have perfect communication between the islands. The system is certain to be made use of by the army and navy. Even if to-day's record could not be improved upon it would be of great value. But I have seen enough to know that it is impossible to predict the limit of the wireless currents. Great things may be accomplished in the near future. Lieutenants Blish, Denfield, Newton and I will meet Signor Marconi to-morrow morning for a conference. After Signor Marconi completes the work which the enterprise of the Herald and The Call made possible he will proceed with a series of tests and demonstrations for the Government. Rear Admiral Bradford is greatly impressed with the possibilities of his discovery."

Before the end of the contest a few private messages were accepted by Signor Marconi for delivery ashore, but after the battle the final bulletin to the Herald and The Call announcing "No race" had been filed, there was a rush for the chart room and the good-natured operator was kept busy almost until the Ponce reached the pier sending the messages forced upon him.

Among those who were on the Ponce and who sent messages ashore were: Mr. and Mrs. George Crocker of San Francisco, Mr. and Mrs. Joseph Whitney, Mr. and Mrs. W. R. Thorsen, Dr. and Mrs. E. M. Culver, Mr. and Mrs. J. E. Kerr, Mr. and Mrs. R. N. Liddell, Mr. and Mrs. W. A. Alexander, Mr. and Mrs. H. T. Knowlton, Mrs. George W. Westinghouse, Theodore H. Price, R. T. Wilson Jr., H. Coppell, J. S. Bryan, Richmond Vasi, Stanley McCormack, J. K. Cameron of Baltimore, E. T. Bell Jr., Captain E. J. McKinstry, B. A. Aymor, E. Sands, W. N. Knowles, Arthur Coppell and John S. Cravens.

The working of the Marconi system was, so far as possible, explained over and over again, and the listeners seemed never to grow tired of hearing about it. The tape on which the messages from shore were received was taken bit by bit to be preserved as souvenirs of the trip. From Navesink little was heard on the Ponce save the announcement after each message that it had been properly received. But

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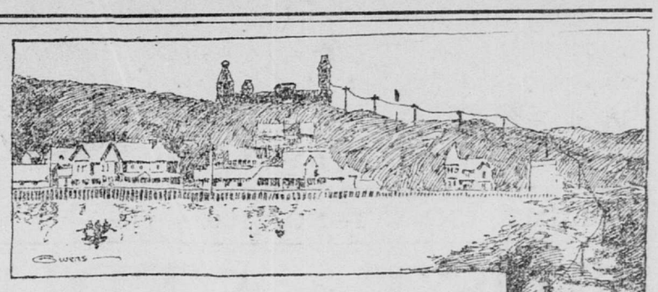


STATION AT NAVESINK HIGHLANDS.

How the Messages Were Sent in TWO MINUTES by Wireless Telegraphy From the Steamer Near the Racing Yachts to the Station, Fifteen Miles From the Shore, and Then Flashed Across the Continent by Special Wire to The Call Office, 3000 Miles Away.

CALL'S SUCCESSFUL BULLETIN SERVICE A TRIUMPH IN WIRELESS TELEGRAPHY.

THE efficacy of wireless telegraphy as an aid to modern journalism has again been demonstrated by The Call to the satisfaction of the people of San Francisco. This paper was the first to see the journalistic possibilities in the experiments of Marconi and was also the first to harness the newly developed electrical current to the car of progress. For weeks preceding the return from Manila of the California Volunteers a corps of experts in its employ were setting up and perfecting apparatus that would herald, ahead of all other agencies, the near approach of the transport. How well the work was done is matter of history. It is hardly necessary to recall that slow-going competitors got their only intimation of the arrival of the Californians from the booming of a Call cannon and their news of the same event from a Call bulletin.

The first of the international yacht races between the cup challenger, Shamrock, and the defender, Columbia, has afforded this paper a second similar opportunity to distance competitors grown yellow from age and to establish beyond cavil the ready adaptability of wireless telegraphy to the needs of the modern newspaper. Extraordinary preparations were made to furnish to the people of San Francisco the clearest picture and the best description of the race and the results exceeded the expectations of even the most sanguine. In conjunction with the New York Herald The Call secured the services of Signor Marconi and his corps of assistants in order that the discoverer and foremost experimenter in the new system of electrical transmission might himself superintend the details and launch his discovery on the world as an accomplished news agency. The story of the preparations made at the eastern end of the continent have been told in full. It only remained for this paper to take advantage at this end of the preparations at the other. How well that was done was attested by the crowds that gathered early yesterday morning in front of The Call business office to watch the start, the progress and the finish of the race, upon the result of which two worlds are hanging breathless.

No similar successful attempt at picturing and describing a passing event has ever been recorded in journalism. The apparatus was not particularly elaborate, but it was so perfect that those who witnessed its workings needed nothing but the power to take out of their considerations the three thousand odd miles that separated them from the Jersey coast to imagine they were witnessing the actual struggle. Across the main arch of the building was stretched a canvas forty feet long by eight feet high, on which had been painted that part of the ocean over which had been laid out the cup course and the coasts bounding it. In front of this picture, hanging by endless cords, were suspended miniatures of the contending yachts, so arranged as to be carried over the course as the bulletins to be received should indicate the challenger and defender were moving. In addition to this a large stretch of white muslin had been arranged on rollers on the side of the building upon which the bulletins were to be painted as fast as received in order that those not up in the maneuvers might be fully informed of the progress of the race.

Eleven o'clock, New York time, 8 o'clock in San Francisco, was the hour set for the start. As early as 7 o'clock, however, The Call's yachting expert and his assistants were on deck awaiting the signal to manipulate the miniatures, and the crowd began to gather. At 8 o'clock the street was packed with a multitude that was not slow to manifest its disapproval of the slowness of the Eastern racing officials in giving the signal for the start. The Call skippers could be seen giving jerks at the cords preliminary to the opening of the event.

At 8:05 a. m. the first bulletin was displayed on the muslin. It read: "The wind is northwest and blowing eleven knots an hour," which was readily taken by the crowd to predicate that "Lipton luck" was on the decline and that the Columbia was a winner. Seven minutes later another bulletin announced the start and The Call skippers trimmed their sails accordingly, the little boats starting out on the sea of canvas. The Shamrock was slightly in the lead, the next bulletin announcing that she had crossed the line at 11:15:35, the Columbia following five seconds later.

"They're off!" yelled the crowd. The Call skippers pulled the cords and the challenger and defender were soon running before the wind, which had died down, the next bulletin announced, to eight knots. For the next five hours and a half the crowds stood and grew and watched The Call's miniature yachts struggle for the supremacy on the canvas sea. During that period more than 150 bulletins were borne along Marconian waves to a through land wire and flashed through to The Call office. Every foot of the course, every movement of the racers, was noted and "wired" for the information of the hundreds and hundreds of people crowding in front of The Call bulletins. Every taking in or crowding on of sail was noted, every movement of the wind, every tack was recorded by the bulletins of wireless telegraphy without a hitch.

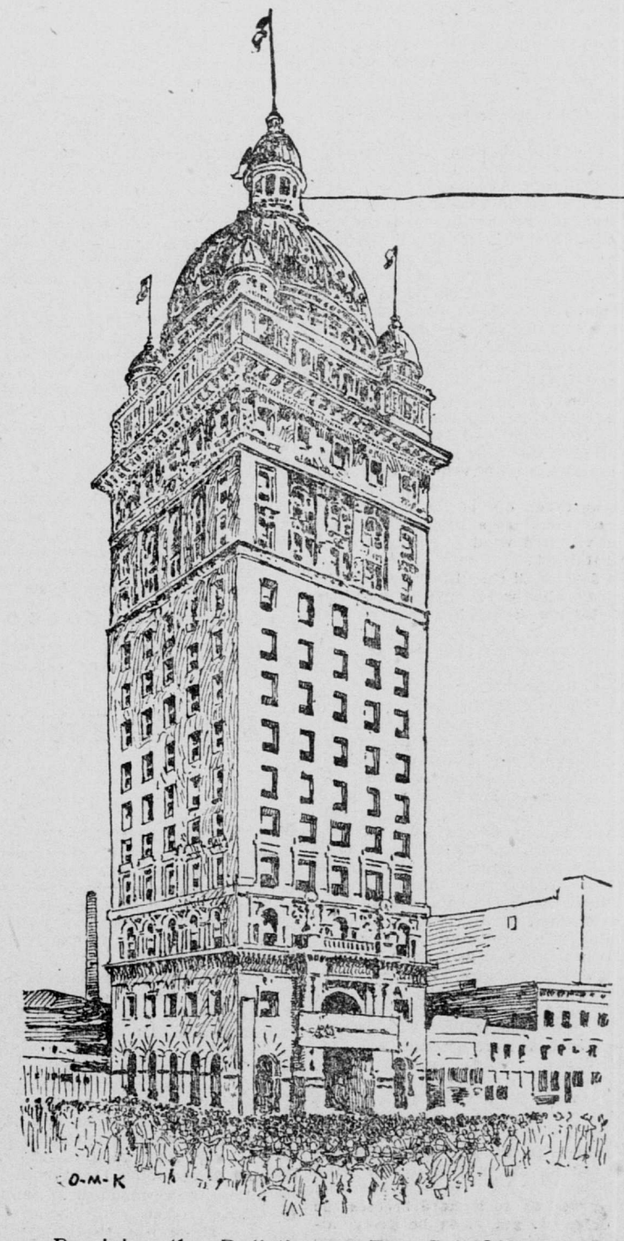
The waiting crowds were all eyes. Bulletins of a Presidential election could not have attracted more attention than those that recorded the spilling of wind or the flapping of a sail. For all the time of the race the street in front of The Call business office was a solid jam of humanity, with the exception of one thick-headed policeman, who seemed to be entirely ignorant of the meaning of that word. He was officious to the point of insult, pushing and hauling people about without justification, for all of which there is the consolation that he will probably have a chance to answer to his official superiors.

At one other newspaper office a feeble attempt was made to draw a crowd, but it was too weak. It lacked all the elements of realism. Small boats were chased along a narrow cornice of blue canvas regardless of the positions of the racers and in imminent danger of tacking into a yellow porthole or jibing into the nearest office window. It was a clear test of the wired against the wireless telegraph, and the journalism that is in the sere and yellow was plainly wired. Early in the race it gave up attempts at furnishing bulletins for the very good reason that it received none and the skippers in a fire-escape to the sou'-sou'east got tired of chasing to The Call board for their facts.

During the entire course of the race, from the firing of the signal gun until the posting of the bulletin that announced "no race" the arrangements made by this paper worked to perfection. The elements all were favorable, not to speak of the gentle breeze wafting down Market street to fill out the sails of the mimic yachts in fair imitation of the swelling canvas of the actual racers. The excitement at all times was intense, particularly in the first stages of the race, when the Shamrock seemed to be getting the better of the Columbia. There were groans of disapproval when the bulletins announced that the excursion boats were shutting off the Columbia's breeze. It was plain before all eyes that both boats had sailing qualities far in excess of expectations, and when the Columbia showed her heels to the Shamrock shortly after 12 o'clock the waiting crowd assumed a cheerful aspect, which it maintained till the end, receiving with every manifestation of joy the receipt of bulletins from Marconi announcing the Columbia's leadership.

No greater triumph for wireless telegraphy could have been arranged. For the second time through its agency The Call distanced all competitors. It was enabled to announce the start so long before all competitors that the yachts had sailed nine miles of the course before their boats were set in motion; it was enabled to post and to picture accurately the progress of the race, while would-be competitors were unable to do either; and, to conclude, it put forth the final bulletin announcing "no race" just ten minutes in advance of others.

That is The Call's second record made with wireless telegraphy. The people of San Francisco can testify to it.



Receiving the Bulletins at The Call Office.