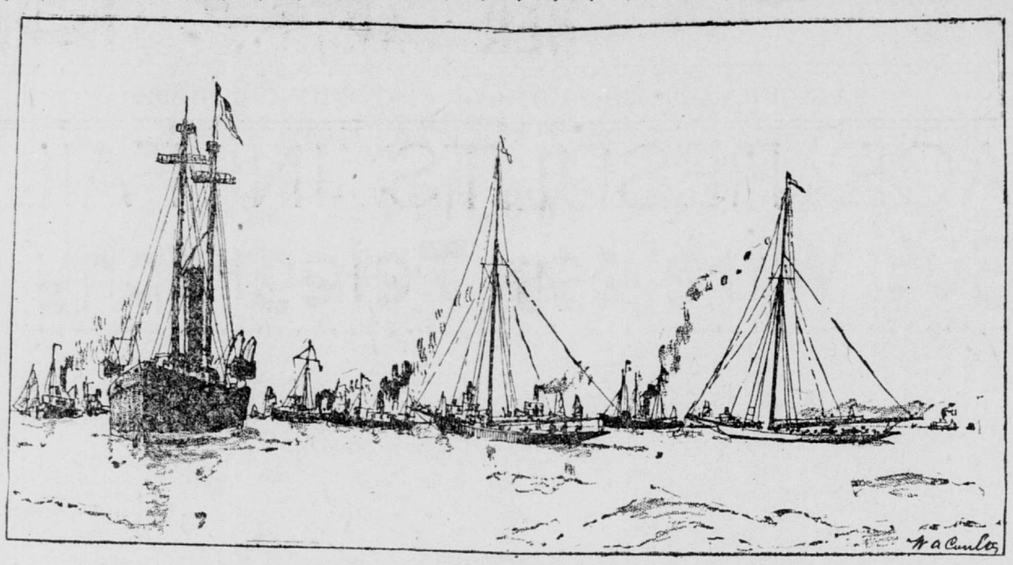
WIRELESS TELEGRAPHY THE WONDER OF THE CENTURY

HAMBURG, Germany, Oct. 5.—The Herald and Call again win the admiration of the people for their enterprise in first bringing into practical use the latest triumph of electrical science—wireless telegraphy. Congratulations from the undersigned, representing the telephone companies operating in thirteen States, at 160,000 stations, over one-fourth of the Bell telephone system.

JOHN SABIN, President Pacific Coast Telephone Company.

CHARLES W. GLIDDEN, President of the Erie Telephone System.



COLUMBIA AND SHAMROCK BEING TOWED.

ened to five miles an hour.

Sandy Hook, 2 p. m.—The wind has changed to southeast and has brisked up.

2:25 p. m.—Boats are on home run. Columbia one mile ahead.

2:45 p. m.—Yachts have covered twenty miles. Columbia has a good lead.

2:50 p. m.—Shamrock rapidly overhauling Columbia. Only a few lengths apart.

3 p. m.—Columbia leads by one length only.

Highlands, 3 p. m.—Fog has lifted a little. One of the boats appears to lead by quarter of a mile. Impossible to tell which.

3 p. m.—Yachts must finish at 4:30 New York time or race will be declared off. Breeze now fourteen knots, so that chances of finish are good.

3:06 p. m.—The stern yacht, which appears to be the Shamrock, has caught favorable wind and is rapidly overhauling lead. The race is very close.

3:13 p. m.—The two racers are about six miles from the finish. Shamrock seems to have gained a little.

3:17 p. m.—In last five minutes Shamrock has pulled up on leader. Appears to be close behind. Very exciting finish probably.

3:20 p. m.—Shamrock and Columbia are sailing along almost side by side.

3:24 p. m.—The white hull of Columbia can be seen plainly. She is running very fast. Shamrock hanging after her.

Sandy Hook, 3:25 p. m.—Several yachts passing here inward bound said, "No race."

3:40 p. m.—Shamrock reported ahead.

CALL'S TRIUMPHS BY WIRELESS TELEGRAPHY

Wireless telegraphy is no longer an experiment in modern journalism. It is an unqualified triumph. This triumph was made possible at this time through the initiative of the San Francisco Call, but this paper, in all modesty and in absolute awe at the grandeur of the achievement, lays no claim to credit other than that which is irrevocably coupled with its ever desire to furnish the news to California and the Pacific Coast ahead of all competitors.

The arrival of the transport Sherman from Manila in the latter part of August gave The Call its opportunity to demonstrate the adaptability of Marconi's discovery to newsgathering forces. It was the first to herald through that agency the early arrival of California's heroes from the Philippines. So taken up were the people of San Francisco with joy at the return of their sons that the marvel of this scientific achievement was lost sight of in this city. Not so in other parts of the world. Into thousands of newspaper offices on this continent, in Great Britain and Europe was flashed the story of The Call's journalistic coup. Editors, calloused to ordinary emotions by reason of frequent surprises, were astounded and had to admit that there was at least one thing new under the sun and that it was wireless telegraphy adapted to the needs of the up-to-date newspapers. A journal away off on the western edge of the continent had taught them the lesson, and even those who were loth to do so admitted that The Call had recorded the greatest scoop of the century.

In spite of the proof that the Marconi system had been securely harnessed to the car of modern journalism there were some to doubt and others to scoff. They needed another lesson and The Call proceeded to give it to them. The grand opportunity presented itself in the international yacht races between the cup challenger Shamrock and the defender Columbia. In conjunction with the New York Herald, the first paper at the East to appreciate the value of The Call's feat, this paper invited Signor Marconi to superintend the working of his system in reporting the progress of the marine racers. The great Italian accepted. He sailed for New York with a corps of capable assistants and installed his apparatus on the vessels provided by The Call and Herald to accompany the fleet-winged yachts.

Last Tuesday, with every condition as favorable as could be for the stereotyped system in use by newsgathering agencies, the Marconi wireless telegraph was easily first, the ancient method nowhere. The Call, in this city, and the Herald, in New York, were enabled to post the news of every movement in the race two minutes after it had happened. Other New York and San Francisco newspapers had no bulletins to post and, as is the custom of the yellowest, faked but did not fool the public. In this city the attempt of the Examiner and Chronicle to keep up with the procession led by The Call was pitiable and unavailing. The Examiner, true to its policy that desperate cases call for desperate remedies, was shameless in its attempts to deceive the people into the belief that it was receiving bulletins of the race. It had little opportunity, it having become early evident to the gathering crowds that The Call's bulletins were more reliable, fuller and more realistic than the belated and faked. In consequence, only the few that could not get near enough to read The Call bulletins wasted any of their time on the Examiner or Chronicle delayed offerings.

It was another signal triumph for The Call and wireless telegraphy, but it was absolutely overshadowed by that of yesterday. It would be worse than useless to attempt to describe the hundreds and hundreds that gathered in front of the business office of this paper, long before the hour set for the start, or to try to picture the growth of the crowd, its surgings and its excitement as the bulletins were posted and the race was pictured on the painted canvas over the arch. Market street is wide, but that it was not blocked is entirely due to the heroic efforts of the squad of patrolmen detailed by Captain Spillane. They were adepts at handling a crowd and kept the way clear for pedestrians and vehicles without so much as an angry word.

And the bulletin service was superb. There were no delays and the surging spectators had no cause to grow impatient. Marconi on the Ponce was doing his level best, sending to land on the waves of vibrant electricity the running story of the movements of the yachts. From the land station on the Navesink Highlands, the precious messages were turned over to the Western Union Telegraph Company and flashed 3000 miles across the continent to The Call and the waiting crowds in front of its bulletin boards.

In some instances less than two minutes was taken from the time Marconi sped his message until it was being posted in this city. It was marvelous. Nothing like it had been believed possible until The Call for the second time demonstrated it last Tuesday. There had been till then many doubting Thomases, the yellow journals, by their unpreparedness, showing that they were the chief of these. They discovered their mistake too late. A curtain of haze had been drawn by an all-wise Creator in front of their jaundiced vision and all their efforts to pierce it came to nil.

The Associated Press, until the advent of wireless telegraphy, the greatest single news agency on earth, tried for a time to battle against the inevitable. The futility of its endeavor was plain to those who cared to step in front of the Chronicle bulletin board. It admitted the curtain of haze and indulged in possibilities all the time Marconi was sending and The Call posting the running story of the great yacht race and while the desperate Examiner was fretting and faking till further orders.

All the excitement over the achievement of wireless telegraphy was not centered in front of The Call office. At the Merchants' Exchange, where old and young salts gather, where congregate brown-skinned skippers of all nations and dapper captains of white-winged racers, The Call had placed a bulletin board. The Examiner, in utter fatuousness, still blinded by prejudice and jaundice to the wonders of wireless telegraphy, tempted fate by erecting another, cheek by jowl with it. Time has its revenges, and it was not long before it took a severe one on the temerarious yellow journal.

The Call flashed its bulletins to the exchange as fast as received, and they were posted almost simultaneously with those in front of its business office. At first each bulletin board had its crowd. In less than ten minutes after the race had started there was a movement from the Examiner board to The Call bulletins. The reason was as apparent as that which was causing the same movement uptown—wireless telegraphy was doing its work well. The Call was posting the story of the race and the Examiner was faking it—faking it, too, in the face of men versed in yachting knowledge. Finally it quit even that, and its board was thoroughly deserted, and an Examiner attendant, shamefaced at the exposure of fake, tore off what bulletins he had posted and left it bare after the first hour. He did wiser at that than his fellows at Third and Market streets.

The wonderful results of wireless telegraphy, as shown on The Call's bulletin board, were the topics of conversation at the Exchange all day, and, as at the uptown bulletin board, that in the Exhange held crowds all afternoon, the people evidently impressed with the lesson that had for its text Marconi and wireless telegraphy.

At the Western Union telegraph offices in this city an entirely different kind of excitement had been stirred up. Every preparation had been made to receive the "Marconi," as The Call's yacht race bulletins have been dubbed by the lightning strikers. The way had been cleared for it and the office force was early on the qui vive for the first tick that should announce its arrival. The manipulators of the wired article of telegraphy were agog to note the workings of the wireless. They were attached to the old fellow and while the advent of the new phenomenon would be a triumph in electrical transmission it is safe to say that its powers were doubted. Consequently every ear was cocked to detect the least halt in its step, every eye wide to note the least totter in its gait.

At last the first "Marconi" came, sharp and distinct and connected, and the second and third, others following fast, without a break. The effect was magical. Almost all other business in the offices was suspended while manager, operators, messenger boys and other attaches gathered to listen at the sounders at which the Marconi was making itself heard in its passage from the Atlantic haze off the Jersey coast to The Call office.

Only once did it wobble and this was the exception that proved the rule of its accuracy. One of the bulletins read: "Shamrock's mainsail to starboard. Columbia's unintelligible word." The story from Marconi had lost a word in the haze between the yachts and Navesink. That was nothing when you come to consider that the yellow journals had lost their heads.

At the "Marconi" sounder in the Western Union offices an operator was stationed to catch the bulletins in passing and to send them, on The Call's instructions, to its bulletin boards in various cities of the State. The wonder of wireless telegraphy was too good to be monopolized in San Francisco and large crowds in the various centers of California were given opportunity to testify their appreciation of this end of the century feat.

And when the race was over everybody, even the yellow journalists when they talked in private, admitted the greatness of the achievement. Great, they said, was the discovery of Marconi. And if The Call would refrain from saying anything about it they would admit that great was The Call that had made wireless telegraphy the handmaiden of modern journalism.

SECOND CUP RACE RESULTS IN A FAILURE

Continued from First Page.

o'clock, and the Shamrock three minutes later, the latter had increased her windward advantage by a few lengths. Both went about again at 3:12 on the port tack, and again to the starboard in ten minutes, the wind from the southward having increased a trifle. The Columbia seemed to be walking out from under the Shamrock's lee. Their positions at 3:39, when the Columbia tacked to port, were: The Columbia about an eighth of a mile on the Shamrock's lee bow, both heading about east-southeast, the wind having canted to about south-southeast. This last tack of the Columbia's was about the most interesting feature of the race outside of the start. The question was whether she could cross the Shamrock's bow or not, the latter being on the starboard tack having the right of way. It took just sixty seconds to decide which boat was ahead. The Columbia was forced about by the Shamrock at 3:41:30. She tacked close under the Shamrock's lee bow, and two minutes later, the signal being received from the committee boat declaring the race off, both yachts wore around, hauled down their staysails and headed for home, the great excursion fleet preceding them.

Thus ended another unsatisfactory attempt to finish the thirty-mile race within the limit. Nothing more was proven today regarding the merits of the yachts than on Tuesday. It is simply known that both boats are good drifters, with the balance a trifle in favor of the Columbia.

The Columbia and the Shamrock, both in tow, passed in and anchored in Sandy Hook Bay at 6:30 p. m.

GOVERNMENT BOATS KEEP THE COURSE CLEAR

NEW YORK, Oct. 5.—The efforts of Captain Evans and Lieutenant Commander Fremont to keep the course clear with Government cutters and torpedo boats were again successful to-day. The same system which proved so effective on Tuesday was in force to-day, and the results were quite as satisfactory. The course, when once signaled by the committee boat, was immediately cleared, and each boat had a clear field down the line and all the space necessary for maneuvering. Directly after the start the two patrol fleets formed into line, the cutters on the left and the torpedo boats on the right, and everything was kept in place. There was the same good-natured obedience to all instructions and no captain needed a second warning. When signaled to move out the entire fleet at once obeyed, and no naval squadron could have made a better maneuver.

Captain Evans was obliged, however, to fire a gun of warning about 2 o'clock on the left of the line, when a captain showed signs of trespassing. This was the only incident of the patrol service today that was out of the ordinary run. It is now a well established fact that this naval police system can keep a fair course for both racers, and no excursion boat, yacht or tug ever pretends to put her nose inside the established lines. The system is an eye-opener to the visiting yachtsmen from abroad and receives the highest commendation on all sides. The idea of the national Government recognizing the sport lends an additional importance to the race, and is a very pleasing feature to all yachtsmen.

LIPTON AND GUESTS WERE VERY HOPEFUL

NEW YORK, Oct. 5.—Sir Thomas Lipton and his guests on board the steam yacht Erin were very hopeful when the anchors were lifted and she left her anchorage at Sandy Hook, the indications at that time promising a fair wind. As the day wore on and it became certain that it would again be a case of no race, they resigned themselves to the inevitable and formed little groups about the deck and in the cabin, where they discussed the respective merits of the yachts and deplored the fact that there was no chance for a fair test of their sailing qualities.

Richard Croker hung over the rail, exchanging views with first one and then the other of the distinguished foreigners, while Thomas A. Edison chatted with others.

Sir Thomas announced that in his opinion the day's work proved nothing.

"There was no chance," said he, "to gain any further knowledge as to the capabilities of either the Columbia or the Shamrock. It is still anybody's race and was so all day. We must wait for a wind."

WILLIAM'S SKIPPERS ON THE SHAMROCK

NEW YORK, Oct. 5.—Captain Ben Parker and his brother William of Emperor William's fast yacht Meteor were on board the Shamrock in both Tuesday's and to-day's races. Dr. Mackie, speaking for Sir Thomas Lipton, said the two men were aboard the English boat simply because they are friends of Captains Hogarth and Wringe.

"You may say," said Dr. Mackie this evening, "that Captain Parker is here with Emperor William's permission, but please make it plain that he has nothing whatever to do with the sailing and management of the Shamrock. Captains Hogarth and Wringe are in supreme command and one of them has the tiller at all times during the races. The report that Captain Parker steered the Shamrock during Tuesday's race is absurd. Either Hogarth or Wringe steered throughout the contest."

C. Oliver Iselin declined to discuss today's race, but was disappointed at not having a steady breeze.

DEBATE WON BY ANTI-EXPANSIONISTS

Interesting Session of the Woman's Christian Temperance Union at Sacramento.

SACRAMENTO, Oct. 5.—At to-night's session of the State Convention of the Women's Christian Temperance Union there was a debate on the question: "Resolved, That territorial expansion by force of arms is contrary to the principles of righteous government."

The speakers for the affirmative presented the argument that in acquiring the Philippines the United States was merely following out its natural purpose of growth and development and that Christianity would be the gainer by the conquest. It remained for Miss Sarah Severance, however, to explode these arguments. When she had finished a vote was taken and while scores stood up in answer to the call for a vote on the negative there was not a single delegate to arise in defense of the war in the Philippines.

ESMERALDA GOLD MINE MAY CHANGE HANDS

Statement That an English Syndicate Has Been Formed to Purchase the Rich Property.

TOLUCA, Mex., Oct. 5.—It is announced here that another English syndicate with a capital of $5,000,000 gold has been formed for the purpose of purchasing the famous Esmeralda gold mine in the El Oro district near here, and that an option of $500,000 has been given on the property. A few months ago an English syndicate secured a $400,000 option on this mine, the proposed purchase price being $3,000,000. There was a hitch in the deal and the option was forfeited.

Strength of the Yaquis.

CITY OF MEXICO, Oct. 5.—The War Department has just received an official report from General Luis Torres, who has command of the troops sent against the Yaqui Indians, in the State of Sonora. General Torres estimated that the total number of Yaquis now under arms is over 4000 men.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

ANOTHER INJUSTICE IN FREIGHT RATE TARIFF

SOUTHERN PACIFIC INCREASES THE TAX ON WINE.

The Price Raised From Sixty to Seventy-five Cents per Hundred Pounds on Shipments in Wood.

The increased Southern Pacific freight rates on twenty-two articles, published in The Call a few days ago, went into effect to-day, and there is another and important article which is marked out for increased taxation on the 10th of this month.

Shippers of wine, one of the principal products of this State, are to be forced to pay an extra tribute in order to get their goods to Eastern markets. Formerly the rate on wine in wood was 60 cents per 100 pounds, a rate which was considered high, but now that figure has been increased to 75 cents, and on this charge there is a 20 per cent addition for all wine shipped in puncheons. This 20 per cent increase on the puncheons is claimed as a differential which has always been charged by the company, and the raise is said to be merely based on the larger volume of wine shipped in wood in order that the differential shall not be lost.

The merchants say this is a subterfuge; that the Southern Pacific never before charged any such differential; that formerly wine in wood and wine in puncheons went at the same figure, and that therefore the 20 per cent is an increase that is unwarranted by any precedent.

However this may be, the raise has gone into effect, and the men doing business in this State with Chicago and all other Eastern distributing points must stand it, whether they like it or not.

At 9:30 yesterday morning the track in the vicinity of Cisco was cleared of the wreckage occasioned by the big snowshed fires, and trains were running through as usual. The overland that should have arrived the night before got in at about 6 o'clock last evening. The regular overland was about two hours late. Manager J. A. Fillmore naturally feels rather proud of his work in opening the road.

WOMAN MURDERED BY A NEGRO FIEND

Being Arrested, the Jail Is Attacked by a Mob, but Held at Bay by Armed Guards.

MAYSVILLE, Ky., Oct. 6.—Mrs. Mary Lashbrook, the wife of a well-to-do farmer and a member of one of the oldest families in this county, was outraged and murdered yesterday at her home at Clarks Station, six miles from here. While alone at home she went to an outhouse, and while there it is supposed that one or more tramps who have been in the neighborhood for several days attacked her. After the outrage her assailants secured a club and beat out the woman's brains. Last night the officers brought in Richard Coleman, a young negro, who has confessed to having murdered Mrs. Lashbrook. They were able to get him into the jail through a mob of 500 people by telling the crowd they were not sure of Coleman's guilt. It is doubtful whether they will be able to save the negro's life.

At 2 o'clock this (Friday) morning the mob broke down the jail. The first man to enter was thrown out by the guards inside, who then stood off the crowd with drawn guns.

INVOICES FALSIFIED.

Trouble Between Shippers and the Canadian Government.

SEATTLE, Wash., Oct. 5.—A rumor was current to-day that trouble is brewing between certain shippers of goods from this city to Dawson and the Canadian Customs Department, and that an investigation of the matter has been directed from Ottawa. The rumor is to the effect that there has been extensive falsifying of invoices in goods shipped in bond and that there has been general undervaluation.

Details of the matter are lacking, and there are few people at this point who would have any intimation of it until developments are made. There are about five different ways of bonding goods through to foreign countries, and manifests for all or any one would be filed at the port of entry. On the Skaguay route manifests would be filed with the Canadian customs officers stationed at the boundary line, where they would make their valuations and where crookedness would be discovered, if there were any.

WARRANT FOR WHITESIDE.

Former Senator of Montana Charged With Attempted Bribery.

BUTTE, Mont., Oct. 5.—A special to the Miner from Kalispel, Mont., says a warrant has been issued by Justice M. J. Sullivan of that city charging Fred Whiteside with the crime of attempted bribery. Whiteside is the plaintiff in the $100,000 libel suit against the Miner Publishing Company and is the ex-Senator from Flathead County, who made the sensational play at the last session of the Legislative Assembly by depositing $30,000 with the clerk with the statement that he had received it for the purpose of purchasing votes in the Senatorial fight.

The complaining witness in the present case is B. S. W. Folk, who was Deputy Clerk of Flathead County last fall. He charges Whiteside with having approached him on November 13, 1898, and offering him the sum of $1000 to let him get at the poll books, tally sheets, oaths of election officers and ballots cast at the election which was held on November 8, 1898.

Fires at Ben Lomond.

SAN JOSE, Oct. 5.—Forest fires in the Santa Cruz Mountains have filled San Jose and the vicinity with smoke all day. In Los Gatos the smoke was so dense as to be very uncomfortable. The fires are raging about Ben Lomond and in the vicinity of Wrights and along the line of the narrow-gauge road. They are mainly confined to underbrush and Los Gatos is not believed to be in any danger, though many of the mountain fruit ranches will suffer.

Furniture Factory Burned.

SOUTH ASHBURNHAM, Mass., Oct. 5. The large furniture factory of the Allen-Thompson-Whitney Company of Boston at South Ashburnham was destroyed by fire to-day, at a loss of from $50,000 to $75,000, which is fully covered by insurance. About 130 men are thrown out of employment.

ST. FRANCIS BEGINS ITS DAY OF JUBILEE

FATHER FILBERT DELIVERS A STIRRING SERMON.

Fiftieth Birthday of the Church to Be Celebrated During the Rest of the Week.

Father Filbert, one of the most advanced prelates of the church in this city, Wednesday opened the week of jubilee which is to celebrate the fiftieth anniversary of St. Francis Church with one of the most eloquent sermons ever delivered from a pulpit in this city.

Although his theme, the life of the patron saint of the church, was inspiring enough in itself, the steadfast attention of the crowd that filled the handsome edifice at Vallejo street and Montgomery avenue was even more so, and for the half hour he spoke there was not a moment in which his words lacked interest. The decorations were rich and beautiful. The chancel and altar were banked with ferns and white flowers, and the gallery and choir loft were draped with yellow and white hangings.

The programme rendered by the choir was one of exceptional merit, and some of the most prominent artists of the city participated. Among them were Professors H. J. Stewart, Harrison, Arillaga, and H. S. Stedman, Messrs. Van Brunt, Benyl, Mrs. Eva Tenny, Miss Maud Fay, Miss Ella McClosky, Miss Katherine Black, Miss A. Devlin, Miss C. Devlin and Mrs. C. Parent.

The jubilee services will be continued through the week, beginning each night at 7:30 o'clock. Father Carrol, who conducted the services last night, will continue to do so through the week, but will be assisted by different prelates of this city, who will speak each evening upon some special topic.

CHINESE TO CELEBRATE.

Chee Kung Tong Will Commence a Series of Unique Festivities.

The annual festivities of the Chee Kung Tong will commence in Spofford alley about 11 o'clock to-night. They will be of a character surpassing anything that has been on the tapis in the Chinese quarter for some time. The ancient deity of the tong will be the object of special worship and praise, and his protection over his followers will be implored. The ceremonies will be prefaced by a grand parade, after which there will be an abundance of music and of prayer.

Over Spofford alley a large canopy has been hung to protect the celebrants. Myriads of electric lights have been strung into position, and the decorations will be of the richest handiwork of the Chinese. Behind the grand stand, which has been erected, is a wall of silken material on which is worked grotesque figures of men, beasts and flowers. The cost of this silken decoration figures in the thousands of dollars.

OLD PIONEER GONE.

John Malone, an Old Trader, Dies at Crescent City.

John Malone, a well-known resident of Del Norte and a Pacific Coast pioneer, died at Crescent City yesterday. Deceased came to California in 1851 and followed mining in the interior counties of the State for two years. He then chartered a freight steamer and conducted a trade between this city and Crescent City for a number of years. He has had extensive business relations in San Francisco and was well known in commercial circles. He accumulated considerable money and retired from active business a few years ago. He was 82 years of age and two sons and a daughter survive him. He was an uncle of Mrs. Alonzo Mason of this city.

WESTWARD JOURNEY OF THE PRESIDENT

At Every Station the Party Is Greeted With Large Crowds of Enthusiastic People.

LAFAYETTE, Ind., Oct. 5.—As the Presidential train went westward through the State of Ohio and into Indiana the crowds at the stations grew very large. At every station the crowd clamored loudly for a speech, but the President skillfully evaded these requests by bringing forward and introducing successively the members of the Cabinet, each of whom was invariably greeted with much applause. The President shook hands with as many as could reach him at several stations. So the first day of the trip has been passed, contrary to expectations, without an address or speech of any kind.

The crowds were invariably enthusiastic and hearty in their greeting. At almost all of the stops bands were stationed to play "Hail to the Chief" as the train pulled in. Illinois will be crossed during the night, and at 8 o'clock to-morrow morning the party will arrive in Quincy, where the President will speak at the Soldiers' Home.

DRINK RUINED HIM.

F. E. Hulbert of Redlands Ends His Life After a Spree.

REDLANDS, Oct. 5.—F. E. Hulbert of this city committed suicide this morning. Hulbert has been drinking heavily for the past two weeks. He became abusive to his wife and they separated last Friday, he securing rooms in another part of the city. His wife told him when he quit drinking he could return.

At 7 o'clock this morning, when Lyman Russell, Hulbert's father-in-law, went to the barn to attend to the horses he discovered Hulbert's body in the buggy shed. A bottle containing twenty grains of strychnine lay by his side. Hulbert left a letter to his wife in which he stated it would be the last he would ever write. He expressed his love for her and asked her to teach their son Harry to avoid intoxicating liquors. Deceased was 29 years of age and leaves a widow and one son.

New Coal Fields.

PACHUCA, Mexico, Oct. 5.—Extensive coal fields have been discovered in the Tlaxcala district near here. The coal is of good quality and the fields are to be developed on a large scale. The discovery is of great importance to the railway and industrial interests of Mexico.

Shot a Burglar.

LOS ANGELES, Oct. 5.—Mrs. Bonnell, who lives on East Adams street, shot a burglar last night while he was trying to effect an entrance into her house. The man escaped, but left a trail of blood, and the police hope to secure him.

MARCONI DUPLICATES HIS SUCCESSFUL WORK OF LAST TUESDAY

NEW YORK, Oct. 5.—Owing to weather conditions New York was entirely dependent upon Signor Marconi and his wireless system of telegraphy for authentic news of to-day's race between the Columbia and Shamrock for the America's cup. Signor Marconi in reporting the event for The Call and Herald not only did not disappoint the public, but he furnished every detail of the race quite as promptly as during the first contest on Tuesday, when the yachts kept well toward shore. Over most of the course followed by the yachts to-day a heavy fog prevailed, and this made it impossible for observers in signal stations along the New Jersey and Long Island shores to distinguish the two yachts for more than an hour after 12 o'clock. The other reports indicated that the Shamrock was in the lead, but Signor Marconi, in his special messages, not only told that the Columbia had the lead, but furnished many details of the maneuvers aboard the contesting yachts.

Two feats were accomplished by Signor Marconi which attracted the especial attention of the crowds that gathered in front of the Herald building to get the latest news of the race. The first was the receipt in the Herald's office of a dispatch at twenty-three minutes past 12 o'clock in which Signor Marconi told that the yachts were going between five and six knots an hour; that the Columbia was an eighth of a mile in the lead and that the course was remarkably clear. When that dispatch was received all New York was in doubt about the race. The other newsgathering agencies had been qualifying their dispatches for an hour, admitting that the hazy weather conditions made it impossible to obtain accurate information about the yachts by the usual methods.

In several subsequent dispatches Signor Marconi reported that the Columbia was still in the lead, although the only other reports insisted that the Shamrock was leading.

The accuracy of the wireless telegraph reports were proved at 1:25 o'clock, when a dispatch was received from the same authority which had reported the Shamrock as the leader. This dispatch, based upon news brought by a dispatch boat which left the scene of the race at 12:20 o'clock, completely verified Signor Marconi's message which announced that the Columbia at that time was leading by an eighth of a mile. Signor Marconi thus beat the next best system for reporting races by one hour and 2 minutes.

The next most notable feature, and certainly the most remarkable and important, was Signor Marconi's reply to a message from the Herald asking if a rumor that the Grand Republic, an excursion steamship, had been sunk, was true. This rumor, which gained circulation early in the afternoon, caused great anxiety among relatives and friends of those aboard the Grand Republic. The vessel, which is a large one, carried hundreds of persons out to witness the races, and it was impossible for more than an hour to learn positively whether the report of a terrible catastrophe was true or false. A message was sent from the Herald to the steamship Ponce, from which Signor Marconi was operating the wireless system, asking if the Grand Republic actually had gone down. In an incredibly short time the fears of all were set at rest by the receipt of an answer from Signor Marconi. This read: "Grand Republic all right. Following General Slocum in."

While the entire country was in doubt as to whether the Columbia or Shamrock was leading, later in the afternoon, Signor Marconi gave another demonstration of the value of the wireless telegraph system. It was reported by various afternoon newspapers that the racing yachts had rounded the stakeboat soon after 2 o'clock, and the public was kept in doubt as to whether the boats were on the first or second leg of the course. Signor Marconi's dispatches indicated that the stakeboat had not been rounded, and there was much speculation as to who was right. This, like every other important point of the day's contest, was later in the day settled by the wireless telegraph.

Signor Marconi's reports were the only ones giving any accurate news of the situation during the last hour of the contest. He sent at 3:05 o'clock news that the Shamrock had drawn up alongside the Columbia and had passed her. Five minutes later he sent another dispatch telling that the Shamrock still retained her position. By another agency it was announced at 3:15 o'clock that while it was impossible to see the yachts distinctly the Columbia seemed to be half a mile in the lead. At the same instant Signor Marconi made it known that the Shamrock was two lengths ahead. When the race was declared off Signor Marconi at 3:48 o'clock sent a dispatch announcing that at the time of the finish the Shamrock was in the lead and had the better position. Those who were relying on other news agencies were assuming that the Columbia, instead of the Shamrock, was leading at the finish. Representatives of other newspapers continue to show their appreciation of the value of the wireless telegraph system. As fast as Signor Marconi's dispatches were posted on the bulletin board in front of the Herald building these men would copy the messages and hurry away to inform their newspaper offices. One amusing illustration of the result came to light. Several other metropolitan newspapers have branch offices in the vicinity of Herald Square, and on a board in front of one of these branches a bulletin was posted at twenty-seven minutes after 12 o'clock announcing that owing to the fog neither of the racing yachts could be seen. While this bulletin was being posted the latest dispatch from Signor Marconi, announcing that the Columbia was an eighth of a mile ahead, was being posted in front of the Herald building. Three minutes after the rival newspaper had reported that nothing could be seen of the yachts it posted another bulletin announcing that the Columbia was an eighth of a mile ahead. Those in the crowd who observed the quick transformation made merry over it.

Fifteen hundred passengers on the steamer Grande Duchesse left the Plant Line pier at Canal street to-day at half-past 9 o'clock, jubilant with the certainty they felt that they were to see a magnificent race. W. J. Clarke's apparatus for sending wireless telegrams by the Marconi system attracted great attention on the Grande Duchesse. Passengers gathered about the wheelhouse and watched the sending of bulletins.

Messages were sent to the Highlands and to the Mackay-Bennett cable ship, covering the movements of the yachts, when Signor Marconi was not using the aerial telegraph from the Ponce. Bulletins sent by Marconi were received and pieces of the tape on which they were printed automatically were carried away by the passengers as souvenirs.

The following message written by Captain George L. Norton was sent: "Fifteen hundred loyal citizens of New York desire to congratulate the Herald on the success of the Marconi system of wireless telegraphy on board the Grande Duchesse."

In double-column measure the Evening Journal continued (in red type) its discrepancies as follows:

"At 2:15 the yachts were made out about twelve miles to the southward. Through the haze they appeared to have turned the stakeboat and were splitting tacks, the Columbia having a lead of over a mile.

"2:20 p. m.—Columbia's lead has been reduced by Shamrock. The wind is freshening where the yachts are. They may finish within the time limit.

"Two-thirds of the course was covered at 2:22 and the Columbia then led by less than 300 yards. Both were on port tack, with a fair breeze filling their sails.

"3 p. m.—The boats are now in port tack headed toward the Jersey coast on the way home."

No doubt the Evening Journal did its best, but that was not much compared with its more enterprising contemporary, the Evening Telegram. The latter, fully informed to the moment by Signor Marconi's system, instead of announcing that two-thirds of the distance had been covered at 20 minutes past 2 o'clock, told its readers that the first stakeboat was still miles away.

The Associated Press bulletined to the entire country that the yachts turned the first stakeboat at 2:25, whereas when the race was finally called off the Shamrock leading, was still about three miles from the turn.

Away out in San Francisco the reliability of the Marconi system was quickly realized. Two of the papers, the Chronicle and the Examiner, failed to give due credit to the work of Signor Marconi. The Call used greater wisdom, hence the following dispatch from its editor to the Herald:

"Accept congratulations on to-day's success. Chronicle and Examiner reported yachts turned stakeboat at 2:25. Later on had them six miles from home, running very fast. EDITOR CALL."

On board the Ponce all was enthusiasm in spite of the dismal failure of the attempt to raise sufficient wind to make a race. The haze, which shut out the Jersey shore, made it certain that a fair test would be given to the Marconi system of wireless telegraphy, and that was what was wanted. From the Ponce the bulletins were sent to an expert operator, who telegraphed them over a direct wire leading into the Herald office. Thus the service was made practically instantaneous. Every individual on the Ponce took a personal interst in the work of reporting the race, and the crowd about the chart room from which the telegraphing was done never dwindled.

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