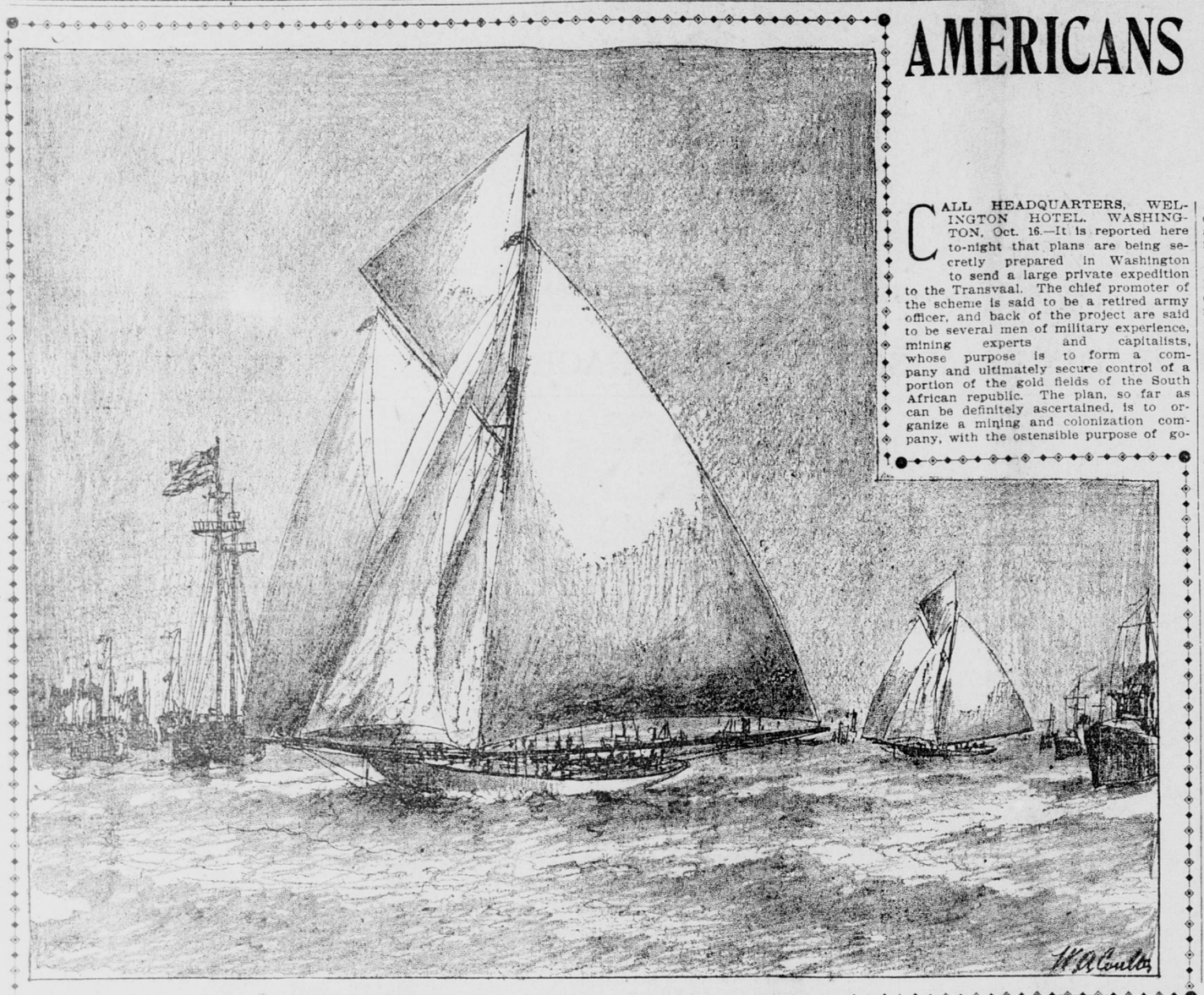
STATE LIBRARY

to be taken from the Library.

The San Francisco Call

VOLUME LXXXVI—NO. 139. SAN FRANCISCO, TUESDAY, OCTOBER 17, 1899. PRICE FIVE CENTS.



AMERICANS ARE PLANNING AN EXPEDITION TO THE TRANSVAAL

CALL HEADQUARTERS, WELLINGTON HOTEL, WASHINGTON, Oct. 16.—It is reported here to-night that plans are being secretly prepared in Washington to send a large private expedition to the Transvaal. The chief promoter of the scheme is said to be a retired army officer, and back of the project are said to be several men of military experience, mining experts and capitalists, whose purpose is to form a company and ultimately secure control of a portion of the gold fields of the South African republic. The plan, so far as can be definitely ascertained, is to organize a mining and colonization company, with the ostensible purpose of going to South Africa, taking up some claims and working in the gold fields and affording them protection, whether from the British or Boers.

The scheme contemplates that the main body of recruits will be composed of hardened frontiersmen, Indian fighters, cowboys, miners and daring adventurers, not unlike the Rough Riders of the Spanish war. Although they are to be equipped for fighting the company expects to evade the neutrality laws by the fact that it is to be organized as a colonization and mining project. While representatives of the company are in the West quietly working up the matter arrangements are being made in the East to provide a ship for transportation. It is stated that the plans are so far completed as to enable the expedition to start upon comparatively short notice when the situation in the Transvaal has reached that stage when it would be deemed wisest to have the expedition embark.

OPERATIONS OF THE INVADING BOERS

LONDON, Oct. 16.—Dispatches from the Cape are very meager to-night, but they include an important message from Glencoe Camp, dated 3:35 this (Monday) afternoon, announcing that the Boer commandos, which invaded Natal through Laings Neck and, after occupying Newcastle, advanced to Pannhauser, retired on Ingagene yesterday evening, their transport service being reported defective. This will delay indefinitely the anticipated and hoped for assault on the strong British position at Glencoe.

Another dispatch reports activity on the part of the Free State commando in the neighborhood of Aliwalnorth, on the southern frontier. The Boers' advance patrol, the dispatch says, go to the frontier bridge nightly to keep watch, firing shots at intervals as signals. It is believed the enemy intends shortly to try to rush the railway station, with the help of artillery posted on a ridge commanding the town.

There are rumors that the Boers have been repulsed at Mafeking and are attacking Vryburg.

A Cape Town paper has a dispatch from the Orange River stating that the telegraph wires have been cut between Vryburg and Kimberley and it is believed that the Boers are taking advantage of the presence of a large gathering of disloyal farmers at Vryburg celebrating Nachtmaal to attack the town, hoping the farmers will assist them against the British. The same dispatch says that the British force at Kimberley is confident of its ability to hold out, but advises the dispatch of a relief force. This question of a possible rising of the Dutch farmers in the northern portions of Cape Colony is very important.

The Daily Mail's correspondent at Colesburg has been inquiring regarding the matter and on the whole thinks the chances are against a rising. He bases his opinion on the prospect of good crops after four lean years, which he believes will predispose the farmers to peace. Nevertheless there is serious distrust and much anti-British agitation in these districts, while the Free State Boers threaten an immediate invasion of Colesburg and Aliwalnorth.

The Daily Mail's correspondent asserts that Sir Alfred Milner is worked to death and that Cape Town is surging with bitter resentment at what is called the Schreiner cabinet's betrayal of Mafeking by its constant refusal to send a force of volunteer artillery thither. Many residents of Cape Town have relatives at Vryburg, and they are furious with Merriem and Souer, respectively colonial treasurer and commissioner of public works, and the Ministers are mobbed whenever they appear in public. Mr. Hoffmeyer, the Afrikander leader, has gone to the country in order to escape the outburst of indignation. On Sunday night the streets were filled with angry citizens, and it was feared that rioting would occur. This, combined with the pressure of the imperial Government, brought the Schreiner government to a sense of its peril as well as of its duty and moved it to decide to call out the volunteers. The Ministerial party also worked its hardest to prevent the ovation to Conyngham Greene on his arrival from Pretoria, but failed. The volunteers are 7000 strong and have eleven pieces of artillery.

The Natal invasion was made in three columns at dawn on the 12th through Pothas Pass, Laings Neck and from Wakkerstroom, the objective point of the invaders being Newcastle. The Boers utilized several thousand natives who were tramping from the Rand to drive their heavy guns up Laings Neck.

Precautions are being taken for the defense of Pietermaritzburg and Durban, in the remote contingency that the enemy may elude the vigilance of the British at Ladysmith and Glencoe camps.

A dispatch from the latter place says the partial closing down of the Natal commercial lines will not interrupt the supplies for the imperial transports at Durban, as is imagined by the Boers, large quantities of coal being already on the way there from India. Regular shipments will arrive from India until the Natal mines open again.

The Cape Town correspondent of the Times says he learns on the highest authority that there is no truth in the statement being circulated—doubtless with seditious motives—that the imperial Government has decided to place small bodies of troops in the country district. Martial law, he says, has been proclaimed at Mafeking, Vryburg, Taungs, Herbert and Barkley West.

Dispatches from Dundee say that according to the report of refugees the Boer invaders of Natal are estimated at 16,000. All the non-combatants and women and children have been sent from Dundee. The news that the Boers had arrived at Dannhauser raised hopes that they would risk an engagement in the open, but it is now ascertained that the detachment which reached there was only a small advance body of Commandant General Joubert's main column. The advance of the Boers was accompanied by some looting of stores at Newcastle and Ingagene.

The refugees assert that Commandant Viljoen's command contains a surprising number of Hollanders, Germans and Englishmen.

GERMAN GUNNERS AMONG THE BOERS

CAPE TOWN, Oct. 16.—The Orange Free State troops have cut the telegraph wires and destroyed the railroad track at Norvals Point, just across the Orange Free State southern borders.

A dispatch from Dundee, Natal, says

Continued on Third Page.

VICTORY PERCHES ON THE SPEEDY COLUMBIA

In the First Actual Race of the Present Series for the America's Cup the Defender Outsails the Shamrock From Start to Finish.

NEW YORK, Oct. 17.—Favorable weather is predicted for to-day's race. The wind, it is predicted, will be from easterly to southerly, with a velocity from ten to twenty miles an hour.

The race to-day will be over the triangular course, ten miles to the leg, and the Shamrock will have an opportunity to show what she can do at her favorite point of sailing.

NEW YORK, Oct. 16.—Hail to Columbia! Victory is hers. Nine minutes and forty-seven seconds ahead of the challenger, at the outer mark, and ten minutes and fourteen seconds in the lead at the finish. There is the record for the first race—that old, almost obsolete one of fifteen miles to windward or to leeward, which had seemed as though it would never be run.

But with the mist and fog of to-day there came a fair racing wind, and on its heels rode some surprises. With the gray drizzle swirling through her canvas the Columbia, the much abused and somewhat discredited defender, showed that despite all criticism she is still worthy of all confidence and of all praise. And she showed it from the moment the starting gun was fired, and from the time when the two racers swept over the line—the Shamrock having then a slight lead over her rival—three seconds the judges counted.

Instead of another languid drive before failing winds, this contest began with a lively beat against a freshening easterly breeze. The mainsail, club topsail, jib, baby jib and staysail the Shamrock was wearing as she went spinning across the line and away in the southwest, where fifteen miles away, the outer mark was anchored. Gaily cutting her way through the waters, she seemed conscious that if she were not to win, at least she was not to be beaten, so often had she managed to show her heels to the Herreshoff racer, or to quit on even or very nearly even terms with the boat on occasions when the races were declared off.

With wet bows swinging and reeling and occasional splashes of spray over her deck, the Columbia went driving in pursuit of the flying leader. The one seemed saucy, careless even; the other bent on winning. Observers had not had too great cause for admiring the set of the Columbia's sails, but all marveled at the superb fit of her canvas. Nor was there any lifting of leaches or any other indication to show that the Herreshoff boat was paring the wind too fine. Instead, every stitch seemed to be doing all the work of which it was capable, and the foam swishing away from the bow told how well that was done. Abeam of the Shamrock drew the Columbia, and then daylight, such as it was, showed between them. That was within less than two minutes of the start. Footing fast and pointing high the Columbia opened the gap still wider, and steadily, surely, drew farther and farther in the lead.

The Shamrock seemed then to realize that this was to be no day of fooling if the cup were to be won, and trimming her sheets flat aft she endeavored to tie close to that eastering wind. But in spite of all her ardent efforts to hug still closer that breeze from her native isle the Columbia continued to outpoint and to outfoot the Irish yacht.

The day was dismal, with its fog and drizzle, and so thick was the weather at times that both yachts were almost hidden from view. The big Plant line steamship Grand Duchesse, from which Marconi was sending his wireless telegraphy report to the Herald and The Call, rode within one mile of the racers, but often vapor boiled up in banks so thick that it was difficult to discern the yachts. At times one would show like a faint blur in the thickness, while the other would look like a patch of whiter fog. But it was for brief intervals only that the yachts were veiled from observers on the Grand Duchesse. And every time the vapor thinned and a clear view was had of the racers a shout of acclaim would go up from the decks of the big steamship, for it was plainly seen that the American boat was not only maintaining the lead which she had gained, but was steadily increasing it.

The wind had freshened to good twelve miles an hour and to a racing yacht showing as much canvas as the Columbia exposed that certainly seemed enough to give her a sharp heel. Upright as the just the Columbia sped along, pointing in the wind and plainly outfooting the slippery Irish cutter. Then came an effort at jockeying on the part of Captains Hogarth and Wringe in a futile effort to outdo the Columbia by maneuvering. They failed signally.

The Columbia was under the same rig as was the Shamrock and to many close observers it seemed that she was handled even better. One thing was patent to all who looked, and that was that Captain Barr did not mean for the Shamrock to get away from him. Thus, when the Shamrock spun upon her heel just one-half hour after crossing the line, the Columbia immediately followed suit, still holding the weather berth. Eight minutes later the Shamrock came about again, the Columbia following the Shamrock, which was then on the starboard tack. Her filled sails had no more than given her headway before she swung around to the port tack. The next moment the Columbia's head sails were shivering and around to the same tack she went. Back to the old tack went the Shamrock and pitiless as fate the Columbia followed.

Within the next ten minutes the Shamrock tacked half a dozen times, but she could no more shake off the Columbia than she could her shadow. Every time she came about the Columbia came about also, and finally convinced that there was nothing to be gained by that sort of work, she gave up jockeying and bent all her energy to overcoming that big lead which the Columbia had gained. But plain sailing helped the Shamrock no more than did the jockeying which she had vainly attempted.

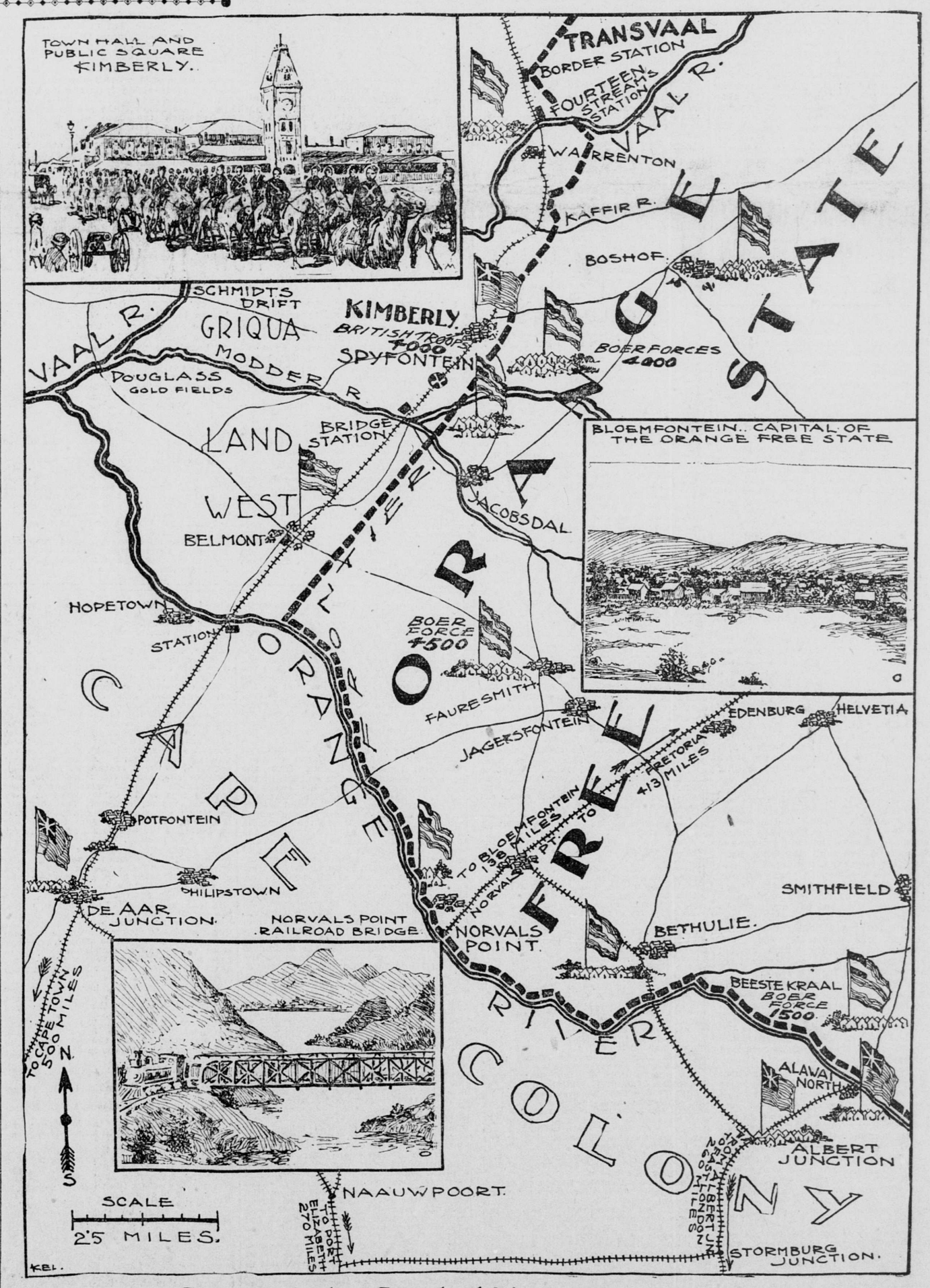
Opinion as to the merits of these two boats had been much divided by their performances during the indecisive tests of last week and the week before. Some were of the opinion that the Shamrock would show better when reaching against a brisk wind than the Herreshoff boat. Others held a different view, and these are now convinced that the Shamrock is no match for the Columbia when going against the wind. In the language of a devotee who went down to the races on board the Grand Duchesse, the Yankee cutter "made a show of the Shamrock." That yacht was almost lost in the haze astern when the excursion fleet took up its position off the outer mark and waited the outcome of that beat against the wind. The question was not then which boat would round it

Continued on Second Page.

RECORD OF CUP RACES UP TO DATE.

The following is a record of the races for the America's Cup, giving the dates of the contests, the contesting yachts and the corrected time of each of the winners:

	Time.
Aug. 27, 1851, America won from Aurora in	20:00
Aug. 8, 1870, Magic won from Cambria in	39:12
Oct. 16, 1871, Columbia won from Livonia in	25:28
Oct. 18, 1871, Columbia won from Livonia in	10:33
Oct. 19, 1871, Livonia won from Columbia in	15:10
Oct. 21, 1871, Sappho won from Livonia in	30:21
Oct. 23, 1871, Sappho won from Livonia in	25:27
Aug. 11, 1876, Madeline won from C'ntess of Duff. in	10:59
Aug. 12, 1876, Madeline won from C'ntess of Duff. in	27:14
Nov. 9, 1881, Mischief won from Atalanta in	28:20 1-4
Nov. 10, 1881, Mischief won from Atalanta in	38:54
Sept. 14, 1885, Puritan won from Genesta in	16:19
Sept. 16, 1885, Puritan won from Genesta in	1:38
Sept. 7, 1886, Mayflower won from Galatea in	12:02
Sept. 11, 1886, Mayflower won from Galatea in	29:09
Sept. 27, 1887, Volunteer won from Thistle in	19:23 3-4
Sept. 30, 1887, Volunteer won from Thistle in	11:48 3-4
Oct. 7, 1893, Vigilant won from Valkyrie in	5:48
Oct. 10, 1893, Vigilant won from Valkyrie in	10:35
Oct. 13, 1893, Vigilant won from Valkyrie in	:40
Sept. 7, 1895, Defender won from Valkyrie III in	8:49
Oct. 16, 1899, Columbia won from Shamrock in	10:08



Scene of the South African War.