MARCONI'S BULLETINS ARE BOLDLY STOLEN

Method of Hearst's Newspapers in Competing With Call-Herald Wireless Telegraphy.

NEW YORK, Oct. 19.—Thanks to Signor Marconi and the Herald's bulletin board, a restaurant telephone wire, a pair of glasses and a bright young man behind them, the Evening Journal was enabled to-day to post the yacht race bulletins. They were copied from the Herald's board, telephoned to the Journal office and from there wired to the Examiner in San Francisco. In each case they were posted by the Journal ten to twenty minutes late. After repeated unsuccessful efforts to tell its readers what was happening off Sandy Hook in the preceding contests between the Columbia and Shamrock, that newspaper concluded that wireless telegraphy bulletins at second hand were better than befogged "specials" at first hand, even though printed in red, blue, green and pink. Accordingly, it followed the crowd to Herald Square and proceeded to absorb the Marconi bulletins.

Opposite the Herald building and facing the bulletin board on which are displayed Marconi's messages is a restaurant in which there are large windows and a telephone. Leasing a window to look through and a telephone to talk through, the Journal stationed there a young man to watch the Marconi bulletins and to repeat them immediately to the main office in Park Row. This he did, and while hungry pedestrians on Broadway gazed longingly at the hot cakes that were sizzling behind one window the bright young man gazed on the Marconi bulletins from the other window. He had an advantage over the hungry pedestrians in two respects. They could not get what they longed for, while he could and did, and it took money to acquire the hot cakes, while he acquired real news of the yacht race free. He could help himself, but they could not without paying the penalty of a trip to the Police Station and to the Police Court.

Persons who sought to use the telephone, which is a public one, were informed that they could not do so. One man was told by Mr. Blake, one of the proprietors of the restaurant, that "the New York Journal had leased the wire for all day." The young man with the glasses, when asked about this statement, said it was true. He explained that the wire had been connected direct with the Journal office, and that a man was at the other end devoting himself exclusively to receiving Marconi messages as fast as they could be read from the Herald bulletin board and repeated over the telephone. At the Journal office they came in like "hot cakes" by telephone.

"How does the plan work?" asked The Call correspondent.

"Very satisfactory," he replied. "By this arrangement the man at the other end knows what the bulletin is almost as soon as it is posted."

Then he added: "I suppose you are taking Marconi bulletins, too, I guess all the papers are doing it."

It was learned that Signor Marconi's reliable bulletins on the yacht races may be stolen by this method in forty-seven seconds after they are posted, while by the method formerly employed at least one minute and thirty-one seconds elapsed between the time the bulletins were posted in front of the Herald building and the time they were received in the newspaper offices down town. But the rival papers were not keeping up with the news as easily as they thought, for in several instances the Herald delayed posting important bulletins until long after they had been posted by the Call in San Francisco.

As the Mackay-Bennett had dropped the cable which had given ordinary telegraphic communication with the shore, and was leaving the anchorage to-night a carrier-pigeon alighted on one of the yard arms. W. H. Hensman, second officer of the cable ship, captured the pigeon. In a tiny aluminum case fastened to its leg was found this message:

"On board M. E. Luckenbach, Oct. 19, 4:07 p. m.—No wind. The Columbia four miles from finish and one and one-half miles ahead of Shamrock.

H. H. HOSLEY,
Lieutenant U. S. N., executive officer of Vermont.

Captain E. G. Schenck of the Mackay-Bennett, to whom Mr. Hensman turned over the message, was desirous of having it transmitted at once to G. G. Ward, vice president of the Commercial Cable Company. As there was no cable communication with the shore, the message was sent by T. Bowden, Marconi's assistant, by wireless telegraphy to Atlantic Highlands. Within one minute after Mr. Bowden's instrument ceased flashing, a wireless reply was received that the message taken from the carrier pigeon was in the hands of Mr. Ward of New York.

NEW OFFICERS OF FORESTERS

High Court Has Finished Its Labors.

Special Dispatch to The Call.

FRESNO, Oct. 19.—The High Court of Foresters, which convened Tuesday afternoon, concluded its labors at a late hour to-night and adjourned. Many of the delegates took the late train for their homes in various parts of the State.

When the court was called to order at 9 o'clock this morning the first thing on the programme was a speech from Supreme Secretary McGillivray of Toronto, whose presence in the anteroom was announced. A committee was sent out to escort him in and his entrance was greeted with applause. Chief Ranger McElfresh welcomed the distinguished visitor in a short speech and formally introduced him to the court.

When the supreme secretary had concluded, the court resumed consideration of the report submitted by the finance committee of the day before. Just before adjournment Wednesday evening the rural delegates, headed by Assemblyman Fairweather and others, had carried an amendment proposed by Michael Deckman, reducing the salary of the chief ranger from $2000 to $1500 a year. The original motion had not been put when the court adjourned.

The question of what the salary of the chief ranger should be having been settled, the next matter taken up was the salary of the high secretary, which, at the last meeting of the court, had then been fixed at $1500 a year. The rural delegates, who had succeeded in cutting down the chief ranger's salary, were for the most part eager to reduce the secretary's stipend, too. An amendment embodying the change was proposed and evoked a great deal of discussion. The vote resulted in the defeat of the amendment by a slight majority and the secretary's salary remained the same as before. The vote on the original motion to adopt the report of the committee was then put and carried. The only important change made after all the discussion was the reduction of the chief ranger's salary. The High Court dues on members of the order were placed at 80 cents instead of $1, as recommended by the committee.

The entire afternoon was spent in suburban railway excursions, the Kearny ranch and the Maltermoro winery being the principal places visited. At the latter place the delegates were banqueted.

The election of officers was the first thing taken up at the night session. It resulted as follows: High chief ranger, G. A. McElfresh, Los Angeles; high vice chief ranger, S. L. Hogue, Fresno; high secretary, W. H. Perry, Los Angeles; high physician, Dr. J. C. Stimson, San Francisco; high councilor, F. McClure, Visalia; high auditors, George Hood and Dr. W. Johnson of Los Angeles; high treasurer, W. E. Reavis, Los Angeles.

Chief Ranger McElfresh appointed the following officers: J. M. Pratt, Butte City, H. O.; S. R. Kellum, Los Angeles, H. J. S.; P. L. Archibald, San Francisco, H. S. W.; G. D. Goldman, San Diego, H. J. W.; L. Kroner, Brentwood, high marshal; D. A. Kellogg, Placerville, H. C.; A. A. St. Clair, Gilroy, H. M.; J. Hurry, San Francisco, H. S. B.; F. M. Packard, El Rio, H. J. B.; E. E. Miller, Sebastopol, high organizer.

The selection for a place of meeting next year was a contest between Santa Cruz, Stockton and San Diego. Santa Cruz won on the first ballot. The High Court installed the newly elected officers and adjourned at 11 o'clock.

NEW CHARTER FOR FRESNO.

Its Opponents Defeated by a Large Majority.

FRESNO, Oct. 19.—The election to-day for the new city charter resulted in a victory for the charter by a vote of 844 to 107. The "push" element in local politics have made a feeble effort to defeat it, but appear to have given up the task as hopeless. The new charter is in many respects a novelty in city government. One of its chief features is that it gives the Mayor almost autocratic power.

NAME IS SMITH,

Place is at or near Market street ferry, being 25-27 Market street, six-story and basement building filled from bottom to top with all kinds of goods for all kinds of buyers and all kinds of uses. Nearly everybody knows the place and patronizes it, for the best reason in the world—more and better goods for the money and better service than you would expect anywhere. Come and see. Get prices and be convinced.

GROCERY WONDERS.

SUGAR—
Dry Granulated, 'Sprockels' finest, 21 lbs.....$1.00
Golden Coffee Sugar, 25 lbs.....$1.00
Hongkong, English, fine dry Granulated, 100-lb sacks only.....$4.75
We do not retail the latter; sold only in original sacks.

CRACKERS—
Best Soda Crackers, ¼-cases (called 20-lb), per box.....49c
Peek-Frean English Mixed Cakes, per lb.....12½c

CRANBERRIES—
We bought a carload of finest ripe Cape Cods that have to be closed out on consignment. A great bargain! Good keepers for thirty days. Until sold, ½ gallon.....15c
One gallon.....25c
Full barrel, 25 to 28 gallons.....$6.00

CREAM BREAKFAST WHEAT—
Extra fancy, thin rolled, 5 lbs.....10c
Extra fancy, thin rolled, 13 lbs.....25c
Extra fancy, thin rolled, 75 lbs.....$1.35

FRENCH PEAS—
Per tin.....12½c

FRENCH MUSHROOMS—
Per tin.....15c

MAPLE SYRUP—
Guaranteed; per gallon.....$1.00

SOAP—
Swift's or Fairbank's Mammoth, 18-oz bar.....5c

FLOUR—
Sperry's Drifted Snow, Golden Gate or S. C. S., limit 1 barrel, per ¼-sack, 50 lbs..87½c

DAIRY SALT—
Per 50-lb sack.....15c

FANCY CODFISH—
Choicest middles, boneless, lb.....8c

SLICED BACON—
1-lb tins, each.....17½c

BLENDED TEA—
Superior quality Waldorf, worth 50c per lb; this week, special at.....27½c

APRICOT JAM—
Large tins, pure goods, no nicer preserves on the market; each.....50

SEE THE WINDOW.

Misses' Overshoes, Rubber, 11 to 13½.....10c
Misses' Overshoes, Rubber, 1, 1½, 2.....20c
Ladies' Overshoes, Rubber, 2½, 3, 3½.....15c
Ladies' Overshoes, Rubber, 4, 4½.....20c
Ladies' Overshoes, Rubber, 5 to 7.....25c
These goods are in fine condition and of high grade as to quality; a special lot at about 40c on the dollar of value.

BLACK GERMAN YARN, High Grade, pound 60c
This is sold as wanted to the trade, or for use 15c a hank or 60c a pound; some odd colors at same price.

UMBRELLAS 50c
A good $1 cotton rain Umbrella, 28-inch size; only 200 to close out at this price.

LADIES' WOOL WAISTS . $1.50
These are all-wool goods made up in our own house. A cheerful, comfortable and neat waist for home wear.

GINGHAM for Dress . . . 5c
Stylish Plaids for children's wear at about half price; only 40 pieces selling to all comers, to attract trade; worth 7 cents by the case.

SATEENS AND LAWNS . . 6 1-4c
These are solid or light colors; real 15-cent goods; closing the season at 6¼ cents; fine two-bit quality; in black and white stripes and dark figures; at 8 and 10 cents; come in.

NOTICE

Dry Goods of all kinds will be higher. Wire Goods and Metal Goods are higher. Eastern mills refuse to take large orders—oversold. We are glad to fill small orders as yet. Free delivery across the bay every day. Free delivery in town to 1000 patrons. Get a lot of Apricot Jam, 5 cents to-day. Come in for a black Sunday Suit, $10.

NO LIQUORS SOLD.

SMITHS' CASH STORE
25-27 Market St.

COLUMBIA THE LEADER IN ANOTHER DRIFTING MATCH

Extra Ballast Put Aboard the Shamrock to Alter Her Trim Seemed to Retard Rather Than Help Her Progress.

NEW YORK, Oct. 19.—Another fluke, another day of light airs and calms and drifting and guessing as to whether either boat would ever reach the outer mark. Both managed to get back to the finish before the time limit had expired. The Columbia was ahead in the drift around the stake boat, and she was still further in the lead when that much overworked signal of "No race" was made.

If Sir Thomas Lipton got any consolation out of the day's doings the reason for it was not apparent to any one who followed the fortunes of the yachts. The extra ballast which had been placed in the Shamrock to alter the trim of that vessel did not bring about the desired result. So far from any improvement being shown in the Shamrock's speed, it seemed that the contrary effect had been produced. The Columbia gained the advantage at the start and steadily increased her lead, despite all efforts of the Shamrock to outfoot her. So long as the wind held the Shamrock continued to drop astern, and when the two floated into a zone of calm the Shamrock showed that she could drift no faster than could the Columbia.

So it must be counted as a failure, this experiment with ballast, a failure at least in such winds, or lack of them, as were about to-day. Outfooted in the run, the shamrock was also distanced in the beat back toward the finish line. Even the most ardent of her admirers are now forced to admit that the Shamrock is no match for the Columbia in light weather. The two are yet to have a fair trial in a stiff breeze, the test of Tuesday being inconclusive and unsatisfactory because of the accident which crippled the challenger when the race had barely begun.

There was a bit of maneuvering before the start, and in it neither vessel scored any signal advantage over the other. Both were in good positions when the starting signal was given. The course was a fifteen mile run to southward before a north breeze and back to the finish line. The wind at the time was from the north and was blowing about eight miles an hour. The Columbia showed the way over the line, followed at a close interval by the Shamrock, the cup defender going over it at 11:01:33, the challenger at 11:02:00. The Shamrock was handicapped by two seconds in starting as she failed to start within the two minutes allowed.

Both yachts took in jib and staysail as they headed across the line, and as the Shamrock went over it she set her balloon jib and dropped her spinnaker boom to starboard. The Columbia set her balloon jib one minute after the Irish cutter had sent hers bellying to the wind, and, setting her spinnaker boom to starboard, sent up her spinnaker in stops. Then followed a luffing match, the Shamrock heading to the westward in an effort to blanket the Columbia, and the cup defender sheering over in the same direction to prevent the Shamrock getting the position dead astern, which she was striving to gain. Such of the excursion fleet as were to the westward of the course were forced to swing still further inshore, half a dozen torpedo boats guarding that side of the line, driving pleasure craft before them.

The Shamrock was persistent, but when at last she found herself directly astern of the Columbia, the position which she had coveted and tried so long to gain, the defender was so far ahead that no advantage accrued from it. The two were then nearing the belt of calm into which they soon found their way, and all the rest was drifting—a slanting of sail to idle airs or listless swelling of the canvas.

The approach to the outer mark was made with that prodigality of leisure which distinguishes the flow of molasses in cold weather. The Columbia, dipping sunlight in and out of her drooping sails, seemed in no hurry to get around the mark. The Shamrock was inertia personified. She slowly drifted toward the quiet buoy which marked the end of the fifteen-mile run, the excursion fleet patiently awaiting the outcome of the effort to turn the stake.

Almost imperceptibly the Columbia lessened the distance between herself and the mark, and taking in her drooping spinnaker languidly swung around the buoy. That was at 2:24:15. Six minutes and fifteen seconds later the Shamrock followed her around the mark.

After that the only element of interest which remained hung about the problem as to by what margin the Columbia would win, so badly had she beaten the challenger in the run down and so rapidly was she drawing away from her on the beat back to the finish. Later on it became apparent that there was to be no race at all, as the wind remained light and there was no hope of either yacht finishing within the time limit allowed.

So it was the same old ending. Two miles away from the finish line the time limit expired at 4:30, and the race was declared off. The Columbia was then a full mile in the lead. The yachts will try it again to-morrow over the same course of fifteen miles to windward or to leeward and return. An unusually large excursion fleet was out to view this effort of the yachts to race. All the boats were exceptionally well patronized, the Grand Duchesse of the Plant line carrying fully 1500 guests.

Sir Thomas Lipton was greatly disappointed at the failure of the wind, and as he shook hands with his departing guests on board the Erin he seemed for once to have lost some of the buoyant confidence which until this had been superior to calms and accidents.

"I am very sorry the wind failed," said he. "What we want is a good, stiff breeze. This seems to be the only country in the world where there is no wind. I received a telegram the other day from a gentleman who suggested that if I had come during a Presidential campaign there would have been plenty of it."

In answer to a question, Sir Thomas said he though it would be an excellent idea to have extra races to give the merits of the yachts a more thorough test than they have had.

When asked if he thought the Shamrock had shown herself a more dangerous rival since remeasurement, Mr. Iselin said: "No, I do not think so. We led her by two miles."

Mr. Iselin was told of a reported offer of a cup for another series of races between the Columbia and Shamrock, and asked if his yacht would compete. "I want to end the present series before I think of another," he replied. "We want to have it over by Christmas."

Mr. Iselin said that for the same reason he would not at present consider any suggestion to complete the five races if the Columbia should win the next and deciding contest.

TECHNICAL STORY OF LAST UNFINISHED RACE

NEW YORK, Oct. 18.—Clear weather and a fine breeze from the northwest greeted the skippers and crews of the Columbia and Shamrock at sunrise this morning, and the occasional puffs that made little whitecaps on Sandy Hook Bay gave promise of plenty of wind for the third race of the international series. Both boats were taken in tow before 9 o'clock. Eager to try his large club topsail on his new topmast, Captain Hogarth made sail on the Shamrock on the way out to the lightship, and by 9:15 the towline had been cast off and she was under way with everything on her, including the baby jib topsail. It was 10 o'clock when the Columbia cast off from her tug, broke out the jib and began to sail about with mainsail and jib set. Fifteen minutes later her largest club topsail was set, and soon after the staysail was broken out. At 10:30 the course was signaled from the committee boat, which had anchored to the westward of the lightship. It was southeast by south, showing that the wind was northwest by north, and the probability was that it would be a spinnaker start. About the time the tug started to log off the course of fifteen miles to leeward the patrol fleet of five revenue cutters, five torpedo-boats and the steam yacht Erin arrived off the lightship. The Shamrock took in her baby jib topsail and set up her balloon jib topsail on the stay in stops at 10:40, the Columbia having done the same a few moments before. The preparatory signal was given at 10:45, the warning at 10:55, the start at 11, the handicap gun at 11:02.

The maneuvering before the start was remarkably interesting work. Excursion boats and yachts gave the racing craft plenty of room, and Barr and Hogarth had their little game all to themselves. At the warning signal both yachts, with booms to starboard and sheets flattened well in, were sailing to the northeast, parallel to the line but about a quarter of a mile north of it, with the wind a little abaft the beam. The Columbia was to windward, with the Shamrock on her lee beam a couple of lengths away. It being necessary to use the five minutes between the warning and starting signals, both yachts leaned far over to the northeast, gradually luffing to the northward. When three minutes were left the Columbia luffed into the wind, then coming about headed for the line. Hogarth, instead of tacking like the Columbia, wore the Shamrock sharp around on her heel, bringing her close up under the Columbia's lee, both having booms to port. Hogarth lost both time and headway by luffing instead of tacking, so that when the Shamrock hauled up nearly on the wind the Columbia, under better headway, was pointed straight for the line, a couple of lengths to the good. As soon as Hogarth realized this he broke out the Shamrock's balloon jib topsail, her crew trimming the sheets smartly just as the gun was fired. The Columbia's crew broke out her balloon sail while the smoke from the gun was blowing away.

The Columbia crossed the line twenty-seven seconds in the lead without the handicap, which means fully two lengths' distance. She crossed about the center of the line and Hogarth, after a vain attempt to luff out across her wake and obtain the weather position, kept off and gave the Shamrock a good full.

The official time of the start was: Columbia, 11:01:33; Shamrock, 11:02.

The Shamrock's actual time in crossing the line was 11:02:02. She was handicapped two seconds because the yachts are allowed seven minutes from the starting signal in which to cross the line, and she exceeded that time by two seconds. Jibs and forestay sails were taken in at once on both yachts to give the balloon sails a chance to fill. While the yachts were crossing the line spinnaker booms were dropped to starboard and the sails hoisted in stops ready to break out, but in the game of luffing and bluff which followed, neither yacht had a chance to set these sails for fifty minutes. Hogarth, not being able to try his yacht on a reach on a triangular course, seemed determined to make a portion of the race a reach at all hazards. So they went at it. Instead of following the guideboat on the southeast by south course, by which they might have carried spinnakers, they sailed between four and five points to the eastward of their courses in order to make every sail draw to the best advantage, thereby covering at least five miles more ground than was necessary. The excursion fleet gave them miles of room, keeping so far away that the yachts were "hull down" most of the time.

During the first fifteen minutes of this reaching work the Columbia seemed to increase her lead. After that, for the next half hour, the Shamrock apparently was gaining on the Columbia and at 11:50, when they both decided to abandon the luffing game and set spinnakers to starboard, the Shamrock had certainly gained some on her antagonist. Having the wind dead aft now, the Shamrock had decidedly the better position. If, with the assistance of some of the friendly puffs, she could succeed in closing in on the Columbia her chances of blanketing the latter would be felt. While the wind remained steady in the same quarter it diminished in strength at times, coming in puffs occasionally, but on the whole the outlook for finishing the race was not very encouraging at 1 o'clock, when the outer mark was in plain sight from the racing yachts.

At 12:45 both yachts gibed after taking in their spinnakers and set those sails again to port, the Columbia setting hers first. The wind canted to the westward gradually during the next half hour and at 1:32 the Columbia gibed to port, quickly followed by the Shamrock, which dropped her spinnaker boom to starboard and set the sail at 1:40, the Columbia setting her spinnaker four minutes later.

It was a long run before the wind, with simply enough of it to fill their sails during the next forty-five minutes. Balloon jib topsails were taken in when the yachts were about a mile north of the outer mark, and as they approached it jibs, staysails and baby jib topsails were hoisted, ready for the windward work soon to follow. It was noted that as the Columbia came down for the mark her great mainsail with its crosscut cloths was a brand new one, having in it four battens and two reef bands. The cloths in her spinnaker ran horizontally, while those on the Shamrock were perpendicular. At 2:20 the Columbia took in her spinnaker and all hands stood by to round in the main sheet as she approached the mark.

The Shamrock's spinnaker came in at 2:27. The official time of the turn was: Columbia, 2:24:45; Shamrock, 2:31:03.

By this it will be seen that the Columbia was six minutes eighteen seconds ahead at the mark, that her elapsed time was three hours twenty-three minutes twelve seconds, and that the Shamrock's was three hours twenty-nine minutes thirty-two seconds, showing that the Columbia's gain had actually been five minutes fifty-one seconds in the fifteen miles. When Columbia luffed around the mark, coming up sharp on the wind on the starboard tack, Captain Barr found the wind to be about west by north, which meant that if it held in that quarter he would be able on the other tack to lay his course for the finish without making another tack. One minute and twenty seconds after rounding the mark he put the Columbia about and found his judgment to be correct, and, better still, the wind freshened considerably during the next half hour, sending the white sloop along at a six-knot clip. Hogarth, who went breeze hunting off to the southward for eight minutes and ten seconds, lost just about that amount of time, for when he tacked and stood to the northwest like the Columbia, his imaginary advantage was that he was to the windward of the Columbia's wake, while the latter yacht was nearly two miles ahead of him and pointing direct to the finish.

As the Columbia stood on to the northwest, the wind canted to the southward gradually, and at 3:35 she was able to set a big topsail in place of the baby. She also set a balloon staysail. Fifteen minutes later the wind had canted to south-southwest. Down came the Columbia's jib topsail and up went a larger one. The Shamrock followed suit a few minutes later. The wind was now falling lighter every moment. The Shamrock was nearly three miles astern of the Columbia and while the lightship was in sight from the Columbia's decks she was still five miles from it at 4 o'clock, with only half an hour of time left to finish within the limit. At 4:10 the committee boat sheered in toward the yachts and at 4:19 exactly she fired a gun and hoisted a signal declaring the race off. The yachts kept their sails drawing and headed toward the finish for some ten minutes longer, until their respective tugs came alongside and took them in tow.

When the race was declared off the Columbia was leading by about three miles. She had sailed toward the finish about eleven miles. So ended the eighth fluke of the interesting series. The yachts will race to-morrow over a similar course, to windward or leeward and return.

LIPTON AND ISELIN BOTH APPEAR WEARY

NEW YORK, Oct. 19.—Before the Erin left her moorings in the Horseshoe to steam out to the lightship Sir Thomas cast his weather eye skyward and gave it as his opinion that there would be no race.

"My experience over here," he said, "convinces me that winds from the north or west do not hold. We shall have a start, but not a finish. I am sorry too, for I had hoped to have a good blow. Then if we were beaten there would be nothing left to say."

Both racers had gone out from their anchorages when the Erin got under way, and the big steam yacht followed them to the starting point, while the hundred or more guests breakfasted or gathered on her decks and discussed the chances of the day.

When the gun from the committee boat announced that the time limit had elapsed and that "no race" was again the verdict the Erin steamed back to the Horseshoe and Sir Thomas' guests went home. Sir Thomas himself was clearly tired of the whole affair. He has been living aboard his boat in the Horseshoe for more than a month, with but an occasional visit on shore.

"I wish," said he, "that we could have had a good breeze and have settled the question one way or another."

Asked if he favored the suggestion that two more races be sailed in the event of the Columbia winning three straight and the cup, Sir Thomas replied in the affirmative, adding that it might be a good plan. Said he: "I am willing to stay a little longer in order to get at least one more triangular race and the chances of a race in a stiff breeze. Of course, it would have no effect on the possession of the cup, which will go to the Columbia if she wins another race."

C. Oliver Iselin, looking a trifle weary after his race against time, was seen on the Columbia when she was towed into the Hook about 6 o'clock.

"I am very sorry it turned out as it did," said Mr. Iselin in answer to a query. "Everything went well on board the Columbia, and we are all right. There will be a race to-morrow, and we are ready."

CUP OFFERED FOR AN EXTRA RACE

NEW YORK, Oct. 19.—The Evening World announces to-day that, in conjunction with the Daily Mail of London, it offers a cup to be sailed for by the Shamrock and the Columbia for an extra race on a day to be agreed upon by Mr. Iselin and Sir Thomas Lipton. The World suggests that a change of crews be made in order to settle the question as to whether the crew of the Columbia is better than that of the Shamrock, or vice versa.

MR. LOVER TO BE NEXT TO CHALLENGE

LONDON, Oct. 20.—A provincial paper is authority for the statement that if the Shamrock fails to win the America's cup Mr. Lover, a millionaire soap manufacturer, intends to issue a challenge for a series of races in 1900.

PRESBYTERIANS OF STATE IN SESSION

Synod Is Organized by the Election of Alexander Parker to Serve as Moderator.

STOCKTON, Oct. 19.—Two gatherings of the Presbyterians of this district and this State have occupied the attention of the ministers of that church to-day and this evening. Nearly 100 ministers are in this city, to remain here until the final adjournment next Monday. The sessions of this morning and this afternoon were only of the Stockton Presbytery, and about the only business of interest was the straightening of the Armenian Presbyterian Church of Fresno, where Rev. Lysander T. Burbank, a returned missionary to Armenia, has been pastor for some time. A very large portion of the congregation were willing to have a change some six months or more ago, but when it was before the spring session of the Presbytery it was found to be a hard thing to handle. Rev. Mr. Burbank was retired during the six months, but the Presbytery to-day decided in favor of declaring the pulpit vacant and permitting the church to select a new minister if it can find one.

This evening Rev. Robert Coyle, the retiring moderator of the State Synod, preached the opening sermon of that body. His subject was the forgiveness of sin, and he carried his large audience with him. At the close of his sermon the synod was organized by the election of Alexander Parker of the Los Angeles Presbytery as moderator. The permanent clerk is Frank Babb of San Jose, and the stated clerk is William S. Young of Los Angeles. The report of the committee of arrangements was changed so as to give the first hour of synod business meeting to-morrow morning and the first hour of the popular meeting to-morrow night to the discussion of the proposed constitutional amendments exempting church property from execution. There will be sessions of the synod and of the Women's Synodical Society of Home Missions to-morrow.

HANNA SPEAKS ON SUBJECT OF TRUSTS

CLEVELAND, Oct. 19.—Senator Hanna in a speech before the Fifth District Republican Club to-night defined his position regarding the trusts. On this subject he said:

"The Democrats say I am afraid to talk about trusts. That settles it. I'm going to talk about them. This combination of capital for one purpose or another is not a political question at all. It is a business question and ought not to have been brought into politics. When our industries were in their infancy England and other countries came along and sold goods in this country at less than the price asked in their own country. Then followed the protective tariff law formulated by that friend of the workingman, William McKinley. Having secured this protection American manufacturers went abroad. They are making rapid strides and are successfully competing with the whole world. It is evident, however, that they cannot continue to do so unless they have combined capital. We ought to own and control our own merchant vessels. We then would be in shape to make our own rates and compete with other nations on an equal footing. This formation of combines is simply an evolution in business methods. The so-called trusts are not new. They have been found in England and Germany as far back as 200 years and are increasing. Therefore, from a business standpoint of view, the formation of these combinations in one sense is a step forward. However, if the trusts are a menace to the country what party better than the Republican party can give you relief? When it comes down to plain facts the various labor organizations are a sort of a trust, and I believe in them and always have."

BLANCHE WALSH LOSES HER VOICE SUDDENLY

Performance of "Gismonda" in Baltimore Stopped Because of the Mysterious Attack.

BALTIMORE, Oct. 19.—The curtain was rung down at the close of the second act of "Gismonda" to-night because Miss Blanche Walsh suddenly lost her voice. A physician was called upon the stage, but could not restore her voice so as to enable her to continue and the audience was dismissed. The case is mysterious and baffles the skill of the best physicians in the city.

Jack Dumfree Knocked Out.

NEW ORLEANS, Oct. 19.—John Marshall, a local lightweight, knocked out Jack Dumfree of San Francisco to-night in five rounds. An accidental blow disabled Dumfree in the fifth round and Marshall finished him in short order. Up to that time Dumfree had the best of it.

SAYS WILCOXSON HEIRS TRIED TO BRIBE HER

Mrs. Jackson Alleges Dr. Clow Offered Compensation and Used the Name of the Elks.

SACRAMENTO, Oct. 19.—A tremendous sensation was caused in this city to-day by an incident in the trial of the action brought by Miss Amanda Austin to recover $150,000 from the estate of her deceased uncle, Jefferson Wilcoxson, a millionaire banker and ranch-owner. The testimony thus far adduced has gone to show that Miss Austin had held a high place in the affections of her aged uncle and that he intended to leave her the sum of $150,000, which he had locked in the safe in his office, to be delivered to her, in accordance with a letter accompanying it, immediately after his death. George Wilcoxson, a nephew and executor of the will, found the money, but claims to have discovered nothing indicating that it was to go to Miss Austin, since her name was not mentioned in the will.

The defense in the present action will attempt to show that Miss Austin is not entitled to the amount, which has been merged into the estate, in which, owing to her omission from the will, she is to have no share. Among the hosts of witnesses called by Miss Austin in support of her claims are Mrs. George W. Jackson, wife of the superintendent of the Capital Gas Company, and a woman whose word is unimpeachable. To-day an affidavit sworn to by her was read in court charging that on October 11 Dr. G. B. N. Clow, a physician of this city, called upon her at her home and asked her to change the testimony she was going to give in the action so as to make it more favorable to the defendants and less favorable to Miss Austin, the plaintiff. Dr. Clow informed her, so the affidavit charges, that in return for this service she would receive a consideration.

Mrs. Jackson confided the matter to her husband, who advised her to ascertain exactly what Clow wanted. A second visit was made to the Jackson residence by Clow, who repeated his proposition, adding, when asked who had sent him, that it was an Elk. Mrs. Jackson's husband is the exalted ruler of the local lodge of Elks and Clow is likewise prominent in the organization. Mrs. Jackson spurned the inducement to commit perjury and in so doing spoke her mind to the physician.

Another sensation, somewhat less startling, but none the less significant, was produced when an affidavit was read from Mrs. E. A. Davis of Sulphur Creek, Colusa County, a witness for Miss Austin, wherein she charged that on September 22 at Sulphur Creek she was offered a bribe of $1000 by Tilden Jones of Sulphur Creek, together with a railroad ticket out of the State, if she would stay away until after the trial was over.

Just before adjournment to-night the counsel for the plaintiff placed on the stand Edward Twitchell, one of the appraisers of the estate. His testimony being objected to, the plaintiff's counsel set forth that it was intended to be proved by the witness that the keys to the safe containing the $150,000 had been taken from the deceased two days before his death by the defendants, that the contents were removed and that the keys were not returned until after Wilcoxson's death.

Judge Elliston of Tehama County is presiding in the case. No arrests have yet been ordered as a result of the sensational affidavits, and it is thought that this feature of the case will not be taken up until the testimony of all the witnesses to the main action, many of whom are here from abroad at considerable outlay, has been secuerd.

NO REDRESS FOR ALIENATED AFFECTIONS

Remarkable Decision Handed Down by the Supreme Court of Massachusetts.

BOSTON, Oct. 19.—A remarkable decision of the full bench of the Supreme Court in a novel case interesting to married women was rendered to-day in the case of Mrs. Ella M. Houghton of Hudson vs. Ella M. Rice of the same place, holding that a wife has no right of action against another woman for the alienation of her husband's affections where no adultery is alleged. The court sustains a demurrer which the defendant filed to the plaintiff's declaration, thereby setting aside a verdict of $10,041, which a Middlesex jury awarded the plaintiff. The court says:

"We do not think the declaration in this case sets forth any cause of action at common law, if the husband had been the plaintiff instead of the wife, and no statute of this commonwealth gives the wife any greater right than the husband in cases of this nature.

"The acts charged are that the defendant did ingratiate herself into the affections of the said William Houghton (the defendant's husband), cause him incessantly to frequent her society, to give her various large sums of money, to execute to her various conveyances of property, to make large expenditures of money on her behalf and to transfer to her, the said defendant, the courtesy and generosity, love and affection, previously bestowed by him upon the plaintiff, as his said wife."

KEEPER OF COURSING PARK HELD FOR CRUELTY

LOS ANGELES, Oct. 19.—This morning Superior Judge B. N. Smith handed down an opinion affirming the decision of Justice James in finding F. D. Black, president of the Coursing Club, guilty of cruelty to animals.

Judge Smith holds that the rabbits are killed unnecessarily. It is admitted that rabbits in their wild state may be pursued and killed with dogs, but in this instance the rabbits are kept in confinement and released for the dogs. The League of Good Government, which hired an attorney to prosecute the coursing men, is jubilant over the result and is preparing to distribute Judge Smith's opinion all over the State. According to Mr. Black, the suit will be carried to the Supreme Court as soon as possible on a writ of habeas corpus.

Mother and Babes Burned to Death.

CANTON, Miss., Oct. 19.—At Stann, Leake County, twenty miles east of here, to-day Mrs. J. H. Gambrell and four children were burned to death in a fire that destroyed the Gambrell residence.

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Why not prepare now? It is only a question of time when an overcoat will be an absolute necessity. While we sell a number of overcoats every day, we are twice as busy in overcoats when it is raining—of course this is a natural course of events, but buying before it rains is far more convenient for you.

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