

THE DISAPPOINTMENT OF THE GALLANT BRITISH SPOKESMAN

LOS ANGELES AND OAKLAND IN SENSATIONAL CONTEST.

Los Angeles and Oakland played another ten-inning game yesterday at Recreation Park...

HOUSEHOLDER'S HOME RUN AND MOHLER'S GREAT THROW THE FEATURES.

Oakland and Los Angeles played another ten-inning game yesterday at Recreation Park...

In the eighth Mohler, on second, threw Dougherty out at third. He stopped what looked like a safe hit by Householder and slammed it down to third.

Los Angeles started well, getting two runs in the second. It secured another in the sixth—a home run by Householder over the center-field fence.

Table with columns: AB, R, BH, SB, PO, A, E. Rows for Los Angeles and Oakland players.

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RUNS AND HITS BY INNINGS.

Table showing runs and hits by inning for Los Angeles and Oakland.

SUMMARY.

Runs responsible for—Hale 5, Hodson 3. Home run—Householder. Two-base hits—Householder, Householder, Babbitt, Croll, Sacrifice hits—Eagan, Mohler, Croll, Hodson, Reitz, C. Reilly. First base on error—Los Angeles. First base on called balls—Los Angeles 2, Oakland 1. Left base—Los Angeles 2, Oakland 1. Struck out—By Hale 4, by Hodson 2, by Jones 1. Hit by pitcher—Kilm. Double—Eagan to Streib. Time of game—2:16. Umpire—Hardie. Official Score—McFadden.

WHALIN IN GREAT FORM.

SACRAMENTO, Oct. 4.—Whalin's pitching was the feature of to-day's game. He held the Senators down to three scattered hits. Score: SACRAMENTO.

Table with columns: AB, R, BH, SB, PO, A, E. Rows for Sacramento players.

SAN FRANCISCO.

Table with columns: AB, R, BH, SB, PO, A, E. Rows for San Francisco players.

RUNS AND HITS BY INNINGS.

Table showing runs and hits by inning for San Francisco.

SUMMARY.

Runs responsible for—Hoffer 2. Home runs—Krug, Nordyke. Two-base hits—Devereaux, Sacramento 2, San Francisco 1. First base on called balls—Whalin 4. Left on base—Sacramento 2, San Francisco 1. Struck out—By Hoffer 2, by Whalin 2. Passed ball—Whalin. Time of game—1:40. Umpire—Harper. Score—Rutherford.

MONTECITO BOY WINS AT LOS ANGELES RACES.

Takes the Gentlemen's Driving Race After Losing the Third Heat to Hanford Medium.

LOS ANGELES, Oct. 4.—Seven races were decided at Agricultural Park this afternoon, one of the harness events being a walkover. Three favorites took first money.

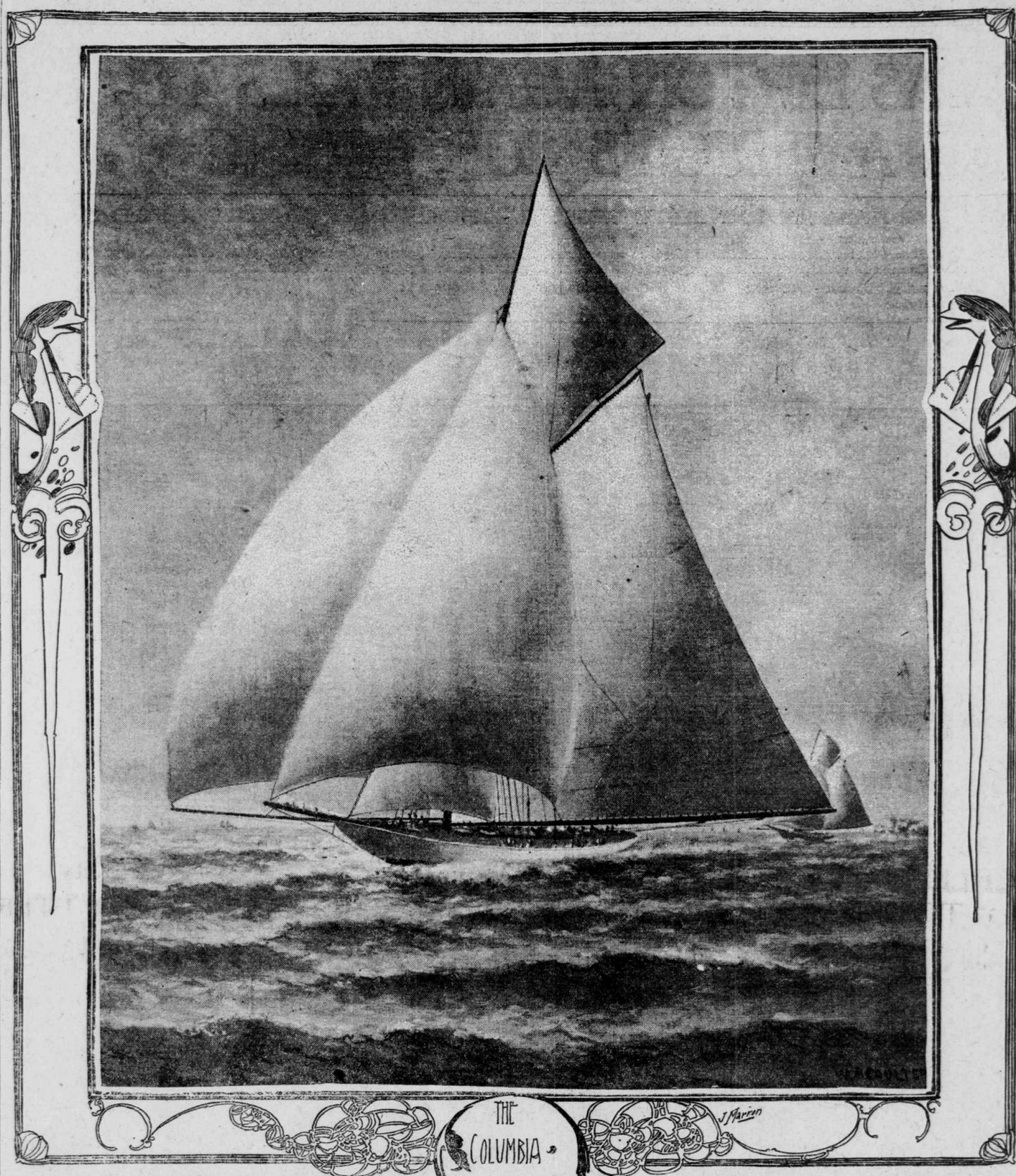
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THE COLUMBIA SIR THOMAS LIPTON FAILS TO LIFT AMERICA'S CUP, LOSING EVERY RACE

Continued From Page One. The phantom ship and 100 yards from home the two racers were almost on even terms.

Pandemonium Follows. The usual pandemonium that attends the final Yankee victory in a cup contest followed. Whistles, bells, bands, and cheers united in a grand chorus of jubilation, and J. P. Morgan's yacht Corsair added to the terrific din by firing a national salute of twenty-one guns.

After the Columbia had hailed down her sails and set her victory flag the excitement crowded alongside to cheer the Yankee sailors and the winning skipper. For did they forget Sir Thomas Lipton or his gallant craft. In turn the crowded steamers ran alongside the Shamrock and Erin and their crews waved and cheered him with the best of feeling.

Taking his defeat gamely, Sir Thomas Lipton yet made no attempt to conceal the keenest disappointment when he talked about the races to-night on the boat.

Sir Thomas' Disappointment. "I am very much disappointed," he said. "I thought that within fifteen minutes of the finish that we had won. As sure as my life we had won. When I looked around the situation had changed and we had lost. It was a hard blow, but I should like to have got one race, just by way of consolation. It is a very hard thing to be beaten by a breeze—a few seconds of the breeze. It has been a severe strain on me. I have worked so hard for many months now and I am glad it is over. To have won would have been a joy greater than to-day's disappointment. The Columbia's win to-day was fair and square and honorable. There is nothing to protest if I wanted to protest. In fact, I have a feeling in my heart that if there had been any error in judgment at all it would have been in my favor. If there had been any possibility of choice in the matter, I believe the yacht club would have given me the race. Sometimes a man has the better boat, but even having it must have a wee bit of luck to win. I am very grieved, indeed, very grieved, and," he added, "I should have liked to have won one race."

Hardly had the Erin's anchors touched bottom when a launch from the yacht Corsair came alongside bearing the regatta committee of the New York Yacht Club. Sir Thomas met them at the head of the gangway and as he shook hands with them individually he said: "Gentlemen, it was a fair beat. I want to say again that you have treated me with the utmost fairness and courtesy. You have met every wish of mine, and from my heart I thank you."

Lipton a True Sportsman. Commodore Lewis Cass Ledyard, chairman of the New York Yacht Club regatta committee, replied: "Sir, we have never had a truer sportsman to deal with."

Many of Sir Thomas' guests on board the Erin crowded around to express their sympathy at his defeat and assured him of the high place he had won in the hearts of all Americans.

"When a man wins a heart he has won more than a cup," said one of them. There were tears in the Irish Baron's eyes when he thanked them for their kind words.

"The words you have spoken touch me more than my defeat to-day. I tried to win the cup and I have done my best, but better than all that, I have got the good wishes of this country."

YACHT COLUMBIA, WHICH HAS TWICE SUCCESSFULLY DEFENDED AMERICA'S CUP.

er quarter of the challenger. The American boat was first to come about after the warning gun at 10:55. The Shamrock immediately followed and planted herself directly astern of the defender, at the same time breaking out her tremendous balloon jib and letting fall to starboard her spinnaker pole. It was Sycamore's game to cross last if possible. This he was able to do, but while he had the pride of position in a leeward start, he found himself thirty seconds behind the handicap gun.

Barr, in the meantime, had delayed breaking out his light sails and still held the Columbia's sheets in slat. Thus he, too, handicapped his boat in crossing, but not so much as his rival, for it is estimated that he was only fifteen seconds behind the handicap gun. Spinnakers on both boats were broken out on the line and away they went on what proved to be the last race of the international series of 1901.

Handicapped at the Start. Both boats began handicapped. The official time of the start as posted on the bulletin board of the committee boat was as follows: Shamrock 11:02:00 Columbia 11:02:00

Hardly had the boats got over the line before it was seen that the Shamrock was gaining on her rival. Slowly she crept up and at 11:17 was on even terms. Half a minute later she showed her bowsprit ahead and from there on she led the Columbia to the outer mark.

The run down the wind was uneventful after the Shamrock took the lead, except at a few moments before the turn, when the Columbia, catching first a fresh puff of wind, ran up on the challenger's weather quarter. The boats were then very near the turning buoy, so that the Shamrock took in her spinnaker and balloon jib and set with a greater speed than had yet been shown by the British crew her jib and staysail. As soon as these two headsails filled with wind the British boat luffed out under the bow of the Columbia, took on new life and romped ahead again. Columbia kept her spinnaker until within two minutes of the mark, hoping with this additional sail toward the lightship and just before the warning gun to get a greater speed than the Shamrock was first to hoist her mainsail and also first to get up her largest cut topsail. The Columbia, evidently waiting to test the strength of the wind, did not set her club topsail until 10:40. Captain Barr decided that the wind was not too strong for his No. 1.

At the preparatory signal at 10:45 both boats were far up to the windward and came down toward the lightship and just before the warning gun again headed up into the wind simultaneously and worked back to their former positions. Both were on the port tack and stood over the Columbia on the weather-

the Shamrock. The two boats held along together on the same tack for five or six minutes. Then Shamrock put about, and at 1:30 the Columbia's bows and tacked well on the American boat's weather. Then, exactly at the same time of the day, 1:32, another dramatic event of the race occurred.

In three minutes the Columbia passed clean through the lee of the challenger, went on the port tack and easily crossed her bows. The Shamrock at once tacked under the defender's lee and then developed a situation that could not be explained unless by change of wind.

While the Columbia headed far off to leeward high the Shamrock kept on pointing very near the Columbia's bows and tacked well on for several minutes did not point anywhere near as high as the Columbia and rapidly fell off. The wind had now dropped materially and it soon became fluky as well, first being blowing from the west and then the other. At times there was a great difference in the wind, the Shamrock fell off, and then again the reverse was true.

At 1:30 the boats were standing along on the port tack, but wide apart. The Columbia was to windward, the distance estimated by some of the yachting shrews at nearly a mile, but at the same time she was slightly astern. A series of short tacks was begun by both racers and in these the Shamrock showed high gains, being aided by friendly slants of wind. For half an hour these short tacks continued and when at 2 o'clock the boats came together near enough to afford comparison it was seen that the challenger had made up a large part, if not all, of her loss at the mainwail, had become more and more fluky and was blowing not over seven or eight knots. Instead of being a good test of sailing the race now became a matter of luck in getting, and good seamanship in meeting, the varying puffs. At the same time it became a very close affair and there was intense excitement in the sight-seeing fleet.

Nerve-Straining Finish. A few minutes before 2 o'clock Barr put the Columbia about on the starboard tack and headed for the Jersey shore. A minute later the Shamrock followed, and it was then beyond possibility of doubt that the American boat was leading. Again the two racers came into short reaches and again the challenger came out with gains to her credit, so that at 2:20 she took the lead. The wind, so that at first dropping, but the boats were within five miles and the excitement increased. A few more short tacks and the British boat added to her lead, and the excitement increased. The highest order was now required, and in this respect it was hats off to doughy Charlie Barr, who showed himself in a wonderful manner and at every moment had a sharp eye out for any change of wind.

Shortly after 2:30 both boats went on a long port tack and when at 3:17 the Shamrock put about to meet the Columbia it was evident that she still had a slight lead, for she forced the defender about. Having done this the Shamrock again went about on the port tack, with the evident hope of fetching the line, now about a mile away. The Columbia kept on a port tack and then followed her rival. She was in the windward berth, but was unmistakable. Both boats were well sailed for all there was in them and they went through the water at a speed remarkable for the wind that was then blowing. It was apparent that nerve-straining finish was at hand. Charlie Barr kept up his good work and took advantage of every change of air that could possibly help him. The Columbia was perceptibly gaining, but every soul in the fleet was wondering if she could pull up enough to cross the line ahead. The wind headed both

boats a bit and it became apparent that neither could fetch by the lightship. At 3:30 the Shamrock went about on the starboard tack and headed for the middle of the line. The Columbia tacked under her lee, Barr's game being to back-wind the headsails of the challenger. On they came, the American boat gaining slightly. The crowd began to cheer, for it was then a certainty that the gallant yacht was well within her time allowance if she could not cross Astor.

The Shamrock was first to luff across, but hardly was this perceptible before Barr did the same thing with the Columbia and they went over only two seconds apart. But the two seconds were to the credit of the Shamrock in actual time, though she was a beaten boat according to the rules of the game.

SUPREME DISAPPOINTMENT. London Paper Suggests That Yachts Exchange Crews and Then Race. LONDON, Oct. 4.—There is a feeling of supreme disappointment in London over the failure of the Shamrock II to win even a single race, and in these the Shamrock showed high gains, being aided by friendly slants of wind. For half an hour these short tacks continued and when at 2 o'clock the boats came together near enough to afford comparison it was seen that the challenger had made up a large part, if not all, of her loss at the mainwail, had become more and more fluky and was blowing not over seven or eight knots. Instead of being a good test of sailing the race now became a matter of luck in getting, and good seamanship in meeting, the varying puffs. At the same time it became a very close affair and there was intense excitement in the sight-seeing fleet.

The morning papers are unanimous in admitting that the challenger was fairly and squarely beaten by a better boat. Most of the papers are gratified that Sir Thomas Lipton's public-spirited action should have stimulated international good will, besides resulting in the finest and closest race ever sailed in the history of yachting.

The Daily Chronicle says far more importantly than the result of the contest itself is the friendly spirit in which it was waged from the start to the finish. "Sir Thomas Lipton says he would rather win American than the cup, and we cannot doubt that, though he had missed the latter he has gone far to assist the former and infinitely more important purpose."

"Sir Thomas Lipton," observes the Standard, "has shown himself a true sportsman and deserves the gratitude of the English people for the splendid part he has made."

Beaten, but Not Disgraced. GLASGOW, Oct. 5.—Interest in the outcome of the yacht race did not diminish here or in the Clyde district until the very last. The opinion is general that the Shamrock was beaten on her merits and not disgraced.

Desertions at Mare Island. VALLEJO, Oct. 4.—Desertions from the marine corps at the navy yard are so numerous that unusual precautions are being taken to prevent further depletion of the ranks. The number of marines now at the barracks is so small that it requires all the men for guard duty, consequently there are not men enough to go through drills, target practice or school work. During the past few months no less than thirty marines have deserted.

FOOTBALL TEAMS READY TO PLAY

Games To-Day in This City and at Berkeley.

Stanford Meets Reliance; California Opposes Olympics.

Reliance and Stanford football eleven will line up this afternoon at 2:30 o'clock on the Sixteenth and Folsom streets grounds. This will be the first game of the season played in this city. It is expected the first half will be of twenty-five minutes' duration and the second twenty minutes.

Collins, who plays one of the tackle positions for Reliance, is a West Point graduate and also played on the Denver Athletic Club team. Fleck will play center for the short week. If Varney plays he will be put in at left halfback and Dinmore will play one of the end positions.

"Petey" Smith will not play. He is suffering from a football "bang" which he received in a collision with a master who ties the Herbster. His eye is badly hurt, preventing him from taking part in any game for some time. The teams will line up as follows:

Table with columns: Positions, Stanford, Reliance. Lists player names for various positions.

The University of California eleven will play its second game of this season's schedule, having for its opponent the Olympic Club team. The kick-off will occur at 3 o'clock this afternoon on the Berkeley gridiron.

The Olympic has lost Warren Smith at halfback since the Stanford game. "Locomotive" having gone north to coach the Oregon boys. Herbert, a master who played with California against the Carlisle Indians in 1899, will take the same position among the clubmen.

Gendott will play center at the opening of the game, but later Freshman Morehead, a strong heavy man, will take the position. Gendott will play center and Kelly at fullback. The lineup of the teams follows:

Table with columns: Positions, Olympic, California. Lists player names for various positions.

ON EASTERN RACETRACKS.

CHICAGO, Oct. 4.—Harlem results: First race, five furlongs—J. A. Clarke won, Lar Frise second, Lady Bird third. Time, 1:14. Second race, six furlongs—Mountebank won, Little Louis second, Baughnath Gene third. Time, 1:14.45.

Third race, steeplechase, short course—Lord Chesterfield won, Saintry second, Queen's Head third. Time, 1:27.25. Fourth race, mile—Conqueror II won, Ben Battle second, The Lady third. Time, 1:40.9. Fifth race, five and a half furlongs—Julia Junkin won, Hoodwink second, Tommy Foster third. Time, 1:26.15.

Sixth race, six furlongs—Erema won, B. G. Fox second, M. Barris third. Time, 1:14.3. Seventh race, mile and a half, selling—Hard Knot won, Judge Redwine second, Sarrina third. Time, 1:45.15.

NEW YORK, Oct. 4.—Gravesend results: First race, about six furlongs—Maudora won, Destitute second, Octocron third. Time, 1:13.45. Second race, mile and an eighth—Roxane won, St. Pinnac second, McAddie third. Time, 1:15. Third race, five and a half furlongs—Clonnel won, Setaunet second, Major Dainersfield third. Time, 1:27.25. Fourth race, mile and a sixteenth—Sombro won, Peninsula second, Gunfire third. Time, 1:16. Fifth race, about six furlongs—Scotch Bush won, Lord Pepper second, Biff third. Time, 1:12. Sixth race, mile and seventy yards—Bedeck won, Potente second, Critterion third. Time, 1:16.

ST. LOUIS, Oct. 4.—Fair Grounds results: First race, five furlongs—Jigger won, Mr. Timberlake second, Killmanschore third. Time, 1:05.2. Second race, one mile, selling—Antelone won, Teucer second, Tulla Fonso third. Time, 1:04. Third race, five and a half furlongs, selling—Soundly won, Lella Barr second, Hengist third. Time, 1:16. Fourth race, six and a half furlongs, selling—Jordan won, Sambo second, Attelle third. Time, 1:17. Fifth race, mile and a sixteenth, selling—Jessie Jarboe won, Picador second, Deans third. Time, 1:05.2. Sixth race, seven furlongs—Schnell Lauffer won, Four Leaf C second, Miss Theresa third. Time, 1:20.7.

With the Harness Horses. TERRA HAUTE, Ind., Oct. 4.—Closing day. Sunday, \$1500 (unfurnished from Thursday)—Council Chimes won in straight heats. Best time, 2:09.5. Theresa Wilkes, Cousin Made, Lady, and Nomanie also started. 2:15 pace, \$1000—Donna McGreding won in straight heats. Best time, 2:15. Senator, Smiley and Ed Bennett also started. 2:14 pace, \$1000—Walter Keim won first, third and second heat in 2:14.5. Prince of India, Marquette, Ebbin and Senator also started. 2:11 pace, \$1000—Chico also started. 2:11 pace, \$1000—Princess won in straight heats. Best time, 2:10.4. Jessie C. Princes, Selma, Re-elected, Gosard, William Tell, Wentworth, Beta, Teel, Flanagan and Clerk and The Coal Black Lady also started.

New Record at Hammer Throwing. LOUISVILLE, Ky., Oct. 4.—The athletic games at the Interstate Fair to-day were made notable by the breaking of two world's records by John Flanagan of the Irish Athletic Club, New York. He threw the hammer 170 feet 1/2 inch. The previous record of 169 feet 4 inches was held by him. Flanagan also broke the world's record in the discus throw. He made 119 feet 7 inches. His previous record was 118 feet 9 inches.

Duffy of Georgetown University won his heat in the 100-yard dash in 10 seconds. Harrgrave of Yale took the 200-yard dash. The two fliers meet in the final to-morrow.

Reported Massacre by Apaches. PHOENIX, Ariz., Oct. 4.—A special dispatch from Albuquerque to the Associated Press here says renegade Apaches of the San Carlos reservation have killed five white men and are now hiding in the Mogollon Mountains. No credence is given the report here.

What are Humors?

They are vitiated or morbid fluids coursing the veins and affecting the tissues. They are commonly due to defective digestion but are sometimes inherited.

How do they manifest themselves? In many forms of cutaneous eruption, salt humor or eczema, pimples and boils, and in weakness, languor, general debility.

How are they expelled? By Hood's Sarsaparilla which also builds up the system that has suffered from them. It is the best medicine for all humors.

AMERICA'S CHAMPION YACHTS. All the cup defenders pictured in the Wasp this week.