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ENGLAND'S GREAT MARQUIS IS RECKONED WITH THE DEAD

Continued From First Page. License of tongue, in which Lord Cranborne had revealed while yet a free lance, he absolutely renounced when he became a responsible minister. He extorted the respect and admiration of Gladstone and Bright, and indeed, of everyone who took the slightest interest in the condition and the future of India.

ST. PAUL MOTHER FINDS LOST CHILD AFTER 15 YEARS

Continued From First Page. left behind, to be sent for later. The Kerston family offered to care for Minnie, the oldest child, until arrangements were made for the family to join Mr. Scholle in Chicago, and their offer was accepted by Mrs. Scholle. Some time later, however, when Mrs. Scholle received money from her husband to pay her face to Chicago, the Kerston family had disappeared, taking with them the Scholle child. It was later learned that Mrs. Kerston was playing a hand-organ in the streets and saloons of Minneapolis, compelling the little girl to accompany her on her trips about the city.

HARDWARE! Pocketknives and Razors. We lead them all. Watermelons—We have none for sale, but we have Calvanized Corrugated Carbage Barrels. If you ever need one, you should buy it now. J. F. McGUIRE & CO. 58 East 6th St.

RELIANCE WINS FIRST RACE OF THE SERIES

Continued From First Page.

curved to the advantage of the defending yacht. As this shift of the wind occurred on the windward beat, even granting that it accounted for Reliance's lead at the turn, the time the defender gained on the run home was more than ample to have given her the race. It must be conceded, however, that the Shamrock showed herself a wonderful boat in the heat to windward, perhaps the ablest craft in this respect ever sent across the Atlantic on a cup-hunting expedition. For twelve miles the great single-stickers raced like a team of horses, and during that portion of the duel the patriots made no attempt to conceal their nervousness. Racing Conditions Ideal. The racing conditions today were ideal. A thin haze hung over the Jersey shore, obstructing the view of the spectators gathered there, but out on the ocean race course the sea was flooded with sunshine from a vault of fleecy blue. A long ocean swell swept up from the south and a twelve-knot breeze, fresh and strengthening, blew out of the southwest, throwing up fleecy whitecaps on the sparkling bosom of the old ocean. The marine picture was superb. The size of the enormous excursion fleet and the number of sightseers aboard, in the estimation of those who have witnessed many contests, made a record for an international cup race. Big sound steamers, river and coastwise vessels, were loaded tier upon tier with humanity, careening when the crowds massed along one side until their guards were under water. And years ago the great steamships, with their brass work shining like burnished gold in the sunshine, was the largest ever seen off Sandy Hook. Besides, there was a vast colony of stub-

yachts directly into the eye of the wind to a point off Ashbury Park. The honors of the race were on Thursday captured by the American skipper. Capt. Wringe timed his approach to the line with the Shamrock badly, and in an effort to keep off until the gun boomed, he almost lost his bowprit as he luffed up to cross. Barr, as usual, went over in the windward berth, four seconds behind his rival. Both were close hauled on the starboard tack. It was a magnificent sight as they plunged sailing, twelve knots, getting sending fountains of spray from their bows until the water swirled and bobbed along their lee. The crews were piled up along the water forward. But after fifteen minutes of sailing to hold the great racing machines up.

Race Even to Windward.

The first few minutes of the three to the windward were watched with intense interest. Both were footing like mad. They showed yards of their underbodies and shipped a good deal of spray and some solid pieces of water. But after fifteen minutes of sailing their positions had not varied perceptibly and there was alarm among the experts. Those who had expected to see the Reliance walk away from her adversary as a result of last Thursday's showing were disappointed. The Shamrock hung on with bulldog tenacity and tack after tack she seemed to be holding her own.

For thirteen miles challenger and challenged fought out the magnificent duel sailing between two lanes of excursion boats as free from interference as if they had been in the middle of the Atlantic. All the time the wind was increasing and the whitecaps were widening. The critical point to the race came at 1:40, a little less than two hours after the start. The mark was less than two miles away and the relative positions of the boats were about the same. Both were on the starboard tack. Reliance a little to leeward. Suddenly the wind dropped and veered a trifle to windward. This caused the yachts to head up for their work at the turn, with the Reliance a little in the lead. It had been a closely sailed race up to this. But from this on the Reliance steadily increased her lead. As she

topsails, the Reliance a baby jib topsail. What followed was the prettiest, closest and most exciting fifteen miles thrash to windward that has been witnessed in those historic waters for many a day. For nearly half an hour they held on one tack and during all that time the most acute observer could not detect that their relative positions had varied more than half the length of either of them. Shamrock III held the lead under the lee bow of Reliance but could not add an inch to it. Neither could Reliance, although in the weather position, get past the lead. It was Capt. Wringe luffed, Capt. Barr luffed also, and one seemed to be as good as the other at this trick. If Capt. Wringe gave his craft half full and tried to run a way from Reliance Capt. Barr eased the American boat a bit and went after him. Boats and skippers were evenly matched.

LIPTON STILL CONFIDENT. "We were beaten fairly and squarely by a splendid weather, and Shamrock did not do as well as I had expected she would in the race to windward and return. I appreciate the splendid manner in which my boat was handled. Reliance is a wonderful yacht. My confidence in Shamrock, however, is not shaken and I hope she will yet make a much better showing."

opportunity was afforded to note how close the contest really was. Reliance and Shamrock III were approaching each other with the former on the starboard tack and having the right of way. As they neared one another it was a question which was leading, Shamrock was forced to go about to avoid a collision. One hour's work had given neither the advantage. They held that tack for twenty minutes. Shamrock III suddenly went about and Reliance followed suit, only to see Shamrock return to her former course. Plainly it was Capt. Wringe's trick to shake off the defender, which must have been threatening to blanket the British boat. As soon as Shamrock III got clear of Reliance it lay a parallel course. The wind began to moderate a bit and the observers asserted that Reliance had a half minute advantage.

When both yachts were about a quarter of a mile apart and a mile away when Shamrock III turned the mark and broke out her balloon jib topsail. The upper part of it refused to break out and still hung in stops, but only for a few minutes. As with Reliance, her spinnaker, too, swung across her jib topsail and hung empty of wind for a minute or more. When it was

MASTER OF THE RELIANCE



Banker Yachtsman Who Was in Command of the Defender During the Race

YACHT TERMS FOR THE UNINITIATED.

- Abeam—At right angles to the ship's side. A wind is abeam when it blows at right angles to the ship's course. Awash—Level with the surface of the water. Beam—The breadth of a vessel at widest part. Beam Ends—When a vessel lies over so far that her deck is perpendicular to the water. Beat—Beating to windward is making way (sailing) against the wind, going in a zigzag course. Bow—The forward end of a ship. Chasing—About a boat ship, tacking is to put a vessel on the opposite tack from the one it had been sailing on. Draught—Depth of a boat in water. Fore and Aft Rig—Sails, and spars lengthwise of vessel; sloops, schooners, etc. Irons—A ship is said to be in irons when it is head or bow to the wind and will not turn to right or left. In the Doldrums—When a ship is laboring between a calm and light winds or airs. Jibing—When the course is changed while running before the wind in force and it is necessary to set so as to bring the sails from one side over to the other. Knot—A nautical mile—2,027 feet. The statute mile is 5,280 feet. Leech—The aft edge of a sail. Lee Side—The ship's side away from the wind. Luff—To come into the wind so that the sails do not draw. The forward edge of a sail. Mainsail—The largest sail in an attempt to tack, come about. Offing—Away from the land toward sea. Peak—The upper after corner of the mainsail. Point of sail—When she lies very close to the wind in sailing. One thirty-second of the full circle on the compass. Port—The left side of a ship. Quarter—Either side of a ship between the stern and mainmast. Reaching—When the ship is sailing with the wind on the quarter. Reef—To shorten sail. Rigging—Everything that supports the masts or the spars, or that is employed in setting or trimming sails. Running—When the wind is directly behind the last time she lived with her that she had at numerous times planned to escape, but had never been able to carry out her plan. Mrs. Scholle is still in poor circumstances, but she was happy yesterday over the restoration of her daughter who was taken from her so many years ago.

DEFEAT OF SHAMROCK III.

NEW YORK, Aug. 22.—A snappy southwest wind was blowing when a few minutes after 10 o'clock Shamrock III, followed by Reliance, reached Sandy Hook Lightship. Excursion boats gathered there fairly awakened the echoes with the terrific din which they let loose. Such pandemonium can hardly be heard in any American yacht is victorious in a cup race. Then the immense encampment of vessels waited until the Shamrock, majestic even in the jib, swept by between the state boats. The reception he received was, if anything, more hearty than that accorded to her successful rival. Such tribute Americans gladly paid to the crew of the sportsman who is so valiantly trying to win back the trophy which the old schooner America captured from a fleet of English yachts fifty-two years ago today.

STORY OF THE FIRST DEFEAT OF SHAMROCK III.

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DEFENDER IS LUCKY.

This placed Reliance in a windward position. It was clear luck and gave the defender a distinct advantage. Shamrock III, held on her course toward the Jersey shore, and Reliance crossed her bow a quarter of a mile to windward of her. Both boats then made short hitches to the turning mark, and when Reliance rounded it three minutes twenty seconds in advance of the challenger the whistles of the fleet acknowledged her luck and her lead. This, with the four seconds loss at the start, gave Reliance three minutes and twenty-four seconds clear gain.

DEFENDER IS LUCKY.

Once around the mark Reliance broke out her balloon jib topsail, swung out her spinnaker pole and broke out the spinnaker for a run dead before the wind to the finish line. Whether her spinnaker sheet parted, or slipped from its fastening, or the boom lifted, was not clear, but the pole swung out ahead of her hither in the air and the big sail hung in loose folds across her jib topsail-stay. For a minute it looked as though she were in serious difficulty. The pole was hauled aft to its proper position and the spinnaker began to do its work. Reliance was three-quarters of a mile

THE NEW STORE. 615, 617, 619, 621, 623, 625, 627 and 629. Mail Orders Filled. NIGOLLET AVENUE, MINNEAPOLIS.

Fifth Birthday Party. MONDAY MORNING AT 9 O'CLOCK SHARP, rain or shine, our doors will open on a scene of unparalleled magnificence, the first COMPLETE showing of NEW FALL AND WINTER MERCHANDISE, added to and embellished by decorations unique to the extreme. The importance of this occasion to the purchasing public mere words cannot express. You are most cordially invited to roam at will and feast the eyes to your heart's content. Dress Goods. Silks and Velvets. Celebrating our 5th birthday in a decisive manner. New all wool Fancy Zibelines, Raw Silk and Wool Mixed Canvas Cloths, Crash Cloths, Clay Worsteds, Chevots, Cloth Plaids, Mistral Flannels, Voiles, Etamines, Pure Mohair Sicilians, Silk Finished Henriettas, Imported Silk and Wool Novelties, etc., black and colors, widths to 50 inches, values to \$2.25 yard. Birthday Price, your choice. 50c. A celebration sale of fine silks that will emphatically impress the most blasé shopper—upwards of 300 pieces, black and colors, novelty and plain tafetas, peau de soies, surahs, peau de gant, peau de cygne, pongee, satin duchesse, grenadines, louisine—in fact, mostly every desirable weave, many standard qualities never before seen at a cut price, actual values to \$1.50 a yard. Your choice Birthday Price..... 50c. EVANS, MUNZER, PICRKEING & CO.

DECLARES THAT ITS PEOPLE ARE INDIFFERENT TO CURRENCY LEGISLATION.

OSTER BAY, N. Y., Aug. 22.—Senator Thomas Carter, of Montana, visited President Roosevelt today. The president inquired of Mr. Carter what the feeling in the West was as to financial legislation. The senator replied that the people of the West were entirely indifferent as to currency legislation.

WORSER CRUELITIES YET ARE CHARGED AGAINST TURKS

Continued From First Page. ed. The women and children escaped to the mountains. SOFIA, Bulgaria, Aug. 22.—The general outlook in Macedonia shows no sign of improvement and the developments in the next few days are awaited here with the greatest anxiety. The outbreak in Adrianople is growing and disturbances are also prevalent along the coast and in the vicinity of the Bulgarian frontier. Fighting is reported at fifteen places in the vilayet of Adrianople, during which the insurgents are said to have lost 14 and the Turks 300. Heavy fighting is reported at Serbovo, where the troops destroyed the village and where the Turks are said to have lost heavily from the explosion of dynamite bombs. From elsewhere throughout the disturbed area come continual reports of skirmishes and heavier fighting, resulting in the destruction of several villages. At Kurdani it is stated that the Turks killed or wounded sixteen women, who had valiantly defended themselves. One Turkish soldier was killed by a woman. The women are organizing to help the insurgents.

CHICAGO PRESS CLUB ENGAGES VAN SANTIAN ORATORY FOR SEPT. 12

CHICAGO, Aug. 22.—"A day's outing in Chicago" will be given Western newspaper men by the Chicago Press club Saturday, Sept. 12. The outing will be spent in making trips through the parks and boulevards of the city, with visits to the Chicago university and other interesting points of interest. The union will be held at the Chicago Beach Hotel. In the evening there will be a steamboat ride out the water front from Evanston to Jackson park. At night a dinner for 250 guests will be served at the press club rooms. Acceptances have thus far been received from the committee from the following speakers at the dinner: Indiana, Senator C. W. Fairbanks; Minnesota, Gov. S. R. Van Sant; Wisconsin, former Gov. George W. Peck.

HOTEL IS DESERTED BECAUSE OF MURDER

Landlord Says His Wife Was Too Timid to Remain There Longer. Special to The Globe. WINONA, Minn., Aug. 22.—The Northern Light hotel, at the north end of the high wagon bridge not far from the scene of the murder of Newton Hellyer on Wednesday morning, has been deserted by its lessee, L. E. Kashner, who has moved with his family to Winona. Mr. Kashner says that since the murder his wife has been exceedingly timid and on her account he deemed it best to get away from the place. He denies the reports that threats had been made that the hotel would be blown up. He says that efforts to connect the hotel in any way with the murder will prove unavailing, as on the fatal night the doors were closed more than two hours before the murder was committed.

Do You Know About Our Trains for St. Louis? Burlington Route. You can leave over our line at 9.00 p. m. on our beautiful Limited Express train, and it will land you in St. Louis the next day at 5.04 p. m. Or you can take the morning train at 8.05, and after a most interesting ride for 300 miles along the east bank of the Mississippi River by daylight, reach St. Louis early the next morning. TICKET OFFICE, 400 Robert St. (Ryan Hotel). Telephone, Main 36, both lines. F. M. RUGG, Northwestern Passenger Agent, Germania Life Bldg.

Under New Management ASTORIA RESTAURANT, 374-376 Wabasha St. WE PLEASE THE PUBLIC Moderate Prices T. B. McPherson, Prop.