

THE COLUMBIA WINS

First of the Cup Series Sailed at Last.

ISELIN'S YACHT A MILE IN THE LEAD

The Elabth Trial Proved No Fluke. A Ten Knot Breeze Over a Windward and Leeward Course—A Fair Race, Says Lipton.

NEW YORK, Oct. 17.—Lady Russell christened the cup challenger at Poplar, on the Thames, with a bottle of good old Irish whisky and the words, "I christen thee Shamrock, may you bring back the cup." The wish Lady Russell expressed on that occasion is deemed never to be realized. The mug which the old schooner America won so commandingly against the Columbia in the first race of the series for the trophy, she bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by 10 minutes and 14 seconds actual time, or 10 minutes and 8 seconds corrected time, after allowing the six seconds handicap which the Columbia must concede to the challenger on account of her longer water line. It was a decisive contest, a magnificent race, magnificently sailed and magnificently won. Opinion as to the merits of the two boats had been somewhat divided as a result of the flukes during the past two weeks. Although the preponderance of expert opinion never wavered in its loyalty to the wonderful speed and ability of the white flier, no nautical sharp expected that the Shamrock would be so overwhelmingly vanquished as she was in yesterday's royal struggle. The Yankee boat overpowered her at the start, beat her hopelessly in windward work to the outer mark and gained 22 seconds in the run home before the wind. The English hopes were dashed to the ground. No excuses can be offered. There was a good, strong 10 to 12 knot breeze, and it held throughout the race true as the needle to the pole. It is undoubtedly a bitter blow because the

plunkly holding on to her club topsail throughout and setting her balloon jib in the final reach for home. Her time was little short of marvelous. She covered the course in 3 hours and 37 minutes; the bent ten miles to windward in 1 hour, 39 minutes and 11 seconds; the reach to the second mark in 23 minutes and 59 seconds, and the last leg in 1 hour, 3 minutes and 59 seconds. As she crossed the finish line she let go her headsails, and one of the Deer Island sailors treated the spectators to an exhibition of daring as he climbed out over the peak halyard 80 feet in the air to loose the club topsail.

How Lipton Took Defeat. NEW YORK, Oct. 17.—Sir Thomas Lipton took his defeat with the spirit of a true sportsman. "It was a fair and square race," said he to a press representative, who saw him on board the Erin. "We were beaten fairly. No two boats ever sailed a better race, and they were equally well handled as far as I could see." Speaking of the Columbia, Sir Thomas said: "She is a fine, fast boat, and she was splendidly sailed. We gave her three rousing cheers, and her people responded right heartily. Mr. Iselin and those associated with him on board are honorable gentlemen, and I wish to say that it is a pleasure to sail against such competitors." Asked if he wished to say something about the Shamrock, Sir Thomas said: "My boat was well sailed, and the sails were well handled. I have no complaints to make at all. As I said before, it was a square race, and we were fairly beaten."



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Will Not Follow the Ambulance. SARATOGA, Oct. 18.—At the annual reunion of the Saratoga County Veteran association here New York Department Commander Kay in the course of his address said: "Fraternity means something. The Grand Army of the Republic is composed of survivors of the men who on land and sea in the sixties crowded four centuries of human progress and advanced civilization into four years of cruel war. They saved the Union and made it free, and in doing so by common consent of all the people they then had the right of line. Under its present commander in chief and your department commander you boys, with their consent, will never on any parade follow the ambulance."

Killed on Eve of His Wedding. KINGSTON, N. Y., Oct. 17.—While hurrying home to dress for his wedding Augustus Balzer, a young man, was killed by a West Shore train yesterday afternoon. He was riding a bicycle between the tracks, and he became confused when two trains were approaching and fell in front of a locomotive. When killed, he was very near his home. His body was carried to the house. A carriage had been waiting in front of the house to carry him to the home of the young lady whom he was to marry.

Atlanta Gets Ready For Dewey. ATLANTA, Oct. 18.—The committee on arrangements for the reception to Admiral Dewey, who will visit Atlanta Oct. 25 and 26, has sent telegraphic invitations to the governors of the following states to be the guests of Atlanta during the admiral's stay: Maryland, Virginia, West Virginia, North Carolina, South Carolina, Alabama, Florida, Mississippi, Louisiana, Texas, Tennessee, Kentucky, Arkansas, Missouri and Georgia. The invitations include, of course, the staffs of the governors.

Case Against Kenney Dropped. WILMINGTON, Del., Oct. 14.—In the United States district court yesterday Judge Bradford granted permission to District Attorney William Michael Byrne to enter a nolle prosequi in the case of United States Senator Richard R. Kenney, indicted for conspiracy to aid and abet William N. Boggs, defaulting paying teller of the First National bank of Dover, who is now serving a term of imprisonment for robbing that institution of \$107,000.

Sampson's Flag Hauled Down. FORT MONROE, Va., Oct. 14.—Rear Admiral Sampson retired from command of the north Atlantic squadron yesterday afternoon at 5:30 o'clock, when his flag was hauled down from the aftermast of the cruiser New York. A crew made up of officers of the flagship rowed the admiral to the wharf. He left at 7 o'clock for New York.

President Andrade Will Resign. CARACAS, Venezuela, Oct. 17.—A special envoy from President Andrade visited the insurgent chief, General Castro, yesterday. The envoy proposed that Andrade should leave the time for a meeting of the provisional congress to Castro. When congress met, Andrade would tender his resignation in a dignified manner.

Warships Arrive. NEW YORK, Oct. 18.—The United States cruiser New York and battleships Indiana and Massachusetts arrived yesterday from Hampton Roads. The New York and Massachusetts proceeded up North river. The Indiana anchored off Tompkinsville.

Jeffries-Sharkey Bout Postponed. NEW YORK, Oct. 18.—At a meeting between the managers of Jim Jeffries and Tom Sharkey held at the Coney Island Sporting club, it was agreed to postpone the fight for one week from the date originally set. It will take place on Friday, Nov. 3.

WASHINGTON.

From our Regular Correspondent. Washington, Oct. 16, 1899.

Senator Jones, chairman of the Democratic National Committee returned to Washington last week, entirely restored to health. Since his arrival he has familiarized himself with the political outlook and says that the situation in Kentucky, while somewhat involved, is not serious and that he is confident Goebel will win. Ex-Senator Blackburn, who was in Washington several days last week, says he never was more certain of anything in his life than that Goebel will be the next Governor of Kentucky. Senator Jones says that all the information he has had from Ohio has been decidedly favorable to Democratic success in the State and gave this plain talk for the benefit of the kickers in the party: "I consider it the duty of Democrats everywhere to stand by the nominees of the party and not to indulge in factional fights. The principles which the candidates represent are far more important than any squabbles among the local politicians, and the defeat of the standard-bearers in this campaign will have a harmful influence in stopping the furtherance of national issues."

Speaking of the proposed removal of headquarters of the National Committee from Chicago to Washington, Senator Jones said it was a matter that would be left largely to the judgment of Vice Chairman Johnson, who has had charge of the committee affairs for some months. Of the general outlook Senator Jones said: "Nationally the Democratic party is in the best of shape. We have the best of it on all the issues. We are opposed to trusts, and we shall put ourselves on record of being against them. The anti-expansion sentiment is growing every day, and the people know that the Democratic party is consistent in its opposition to imperialism. I can only reaffirm the position which was taken before I went away. I cannot see how a man can believe in the Declaration of independence, and at the same time clamor for the subjugation of a people who are fighting for freedom. The war in the Philippines is wrong in principle and will prove costly in its prosecution. Silver will not be overshadowed by the other issues before the public. It is as vital as ever, and the arguments in its favor have lost none of their force simply because there are other questions also to be considered." Senator Jones will go to Arkansas in a few days, to remain until Congress meets.

Wall street operators always know that when a Republican Administration is in power they can count upon assistance whenever their manipulations create a stringency in the money market. Consequently they never hesitate to create a stringency if thereby they can secure a profit. It is the old, old story and nobody was surprised at the official announcement, made last week, that the U. S. Treasury had once more lent its aid to the money sharpers of Wall Street by deciding to anticipate the payment of the interest upon the entire public debt for the remainder of the fiscal year ending June 30th, 1900.

The plans of the administration in the Philippines have not been entirely successful, because the condition of the roads, which have been fully set forth since the abolishment of the press censorship, have made the intended military movements during the past week comparative failures, although the men have been through hardships they are not likely to forget. Although Otis tried to carry out the orders, which were expected to bring results to justify Boss Hanna's claim that the war will soon be over; insinuations are being thrown out in Administration circles about his having been too precipitate in trying to move troops with artillery and supply trains before the roads were in better condition, Otis hasn't any admirers to spare outside of the War Department but there is a general disposition to object to his being made a scapegoat because of his inability, from natural causes, to carry out orders which never would have been issued except for Hanna's report that something must be done to arouse some administration enthusiasm in Ohio.

The war between Great Britain and the Transvaal Republic seems likely to result in giving the commander of the South Atlantic Squadron a prominence that was not thought of when Admiral Schley was assigned to that position. One of the ships of that squadron—the Montgomery—has already been ordered to South African waters to look out for American interests, and it is said at the Navy Department that the Chicago, which will be Admiral Schley's flagship, will follow as soon as she can be got ready to make the trip, which will be in about two weeks. When Schley starts on that trip he will carry the best wishes of thousands, who would like to see him win new honors, and who know that he will do so if the opportunity offers.

A New System.

By Which Mail Matter May Be Registered At Your Door.

The first day of January 1900 is the day set for the introduction of the proposed new system of house to house registration of mail matter. It will be instituted in all grades of post offices throughout the United States. The large, small and medium offices will be tried and the extension of the service will be made as fast as possible. The system is simplicity itself, and will entail but little extra work on the part of the carriers. The most important thing the carriers will be expected to do, will be to exercise good judgment in ascertaining the legitimate owner of any registered package, and in getting the proper address and the identifications. Upon receiving a letter he will be delayed only long enough to give a receipt. If a person wishes to register a letter which is not addressed properly or is not sealed, instead of having to wait, he will give the sender a card containing full instructions and upon the next delivery call for the letter. It is expected that under this new plan, the revenue of the Post Office Department will be largely increased. All of the postmasters throughout the country in the large offices have already been notified of the proposed change.

IF THE CAP FITS, WEAR IT.—If you are suffering from the consequence of impure blood,—have boils, pimples or scrofula sores; if your food does not digest or you suffer from catarrh or rheumatism, you are the one who should take Hood's Sarsaparilla. It will fit your case exactly, make your blood pure and cure salt rheum, scrofula, rheumatism dyspepsia, catarrh, and give you perfect health. Hood's Pills cure all liver ill. Non-irritating.

One evening four-year-old Nellie failed to mention her father in her prayer because he had scolded her. "You must pray for papa, too, Nellie," said her mother. "But I don't want to," replied the little one. "But you must," said mama. Dropping upon her knees again, she added: "And for pity's sake, bless papa, too, and let us have peace in the family."

A farmer way out in Oregon writing to the publishers of Horse Book, advertised in this issue, says, "I have read a number of books on the horse; some of them were large and of high price, but Biggle Horse Book did me more real good than any of them." The price is 50 cents, free by mail; address the publishers, Wilmer Atkinson Co., Philadelphia.

Educate Your Bowels With Cascarella. Candy Cathartic, cure constipation forever. 10c, 25c. If C. C. C. fail, druggists refund money.

Advertisement for Catarrh, Hay-Fever, Cold in Head, featuring an illustration of a person's head and the text 'For Catarrh Hay-Fever Cold in Head'.

ELY'S CREAM BALM is a positive cure. Apply into the nostrils. It is quickly absorbed. 50 cents at Druggists or by mail; samples 10c, by mail. KENT BROTHERS, 56 Warren St., New York City.

Large advertisement for 'NERVOUS, WEAK, DISEASED MEN. NO CURE-NO PAY. WE CURE SYPHILIS. WE CURE IMPOTENCY. 250,000 CURED. KENNEDY & KERGAN, 247 Superior St., CLEVELAND, O.'

Advertisement for CASTORIA, 'The Kind You Have Always Bought'. Includes '900 DROPS', 'Vegetable Preparation for Assisting the Food and Regulating the Stomachs and Bowels of INFANTS CHILDREN', and 'The Kind You Have Always Bought. CASTORIA'.

Advertisement for BIGGLE BOOKS and FARM JOURNAL. Lists various books like 'BIGGLE HORSE BOOK', 'BIGGLE BERRY BOOK', 'BIGGLE POULTRY BOOK', 'BIGGLE COW BOOK', 'BIGGLE SWINE BOOK'. Includes 'FARM JOURNAL' and 'Any ONE of the BIGGLE BOOKS, and the FARM JOURNAL'.

Advertisement for 'THE MARKETS. BLOOMSBURG MARKETS. CORRECTED WEEKLY. RETAIL PRICES.' Includes a list of market prices for various goods like Butter, Eggs, Lard, Ham, Pork, Beef, etc. Also includes 'SEWING MACHINES' and 'WASH MACHINES'.



C. OLIVER ISELIN.

English hopes of lifting the cup have never been higher since the Thistle met the Volunteer, in 1887. Like the Shamrock, she, too, was decisively defeated in the first hour's sailing. The regatta committee, as a result of the showing made by the defender, are convinced that the cup is safe. Blow high, blow low, Columbia, it is believed by her manager, Mr. Iselin, can take the measure of her rival, Sir Thomas, like the true sportsman that he is, confessed after the race that he had been fairly and squarely beaten. He had no apologies to make, saying that he would die game and race the series.

SHAMROCK DISABLED. Columbia Takes the Second Race In Good Time.

NEW YORK, Oct. 18.—The topmast of the cup challenger Shamrock was carried away 25 minutes after the big single sticker had crossed the starting line yesterday, and her enormous club-sail, with its 3,000 feet of canvas, came rattling down on the deck, leaving her a hopeless cripple. No amount of pluck or courage could face such a catastrophe, and Captain Hogarth immediately abandoned the race, towing back to the anchorage after he had cleared away the wreckage. The Columbia continued over the course alone, placing to her credit the second of the races for the America's cup. The accident to the Shamrock ruined the race and caused the keenest regret among the yachtsmen and the thousands of sightseers who were on hand to witness what had promised to be a glorious duel. It is unfortunate that the defender should have been the beneficiary of an accident, as there is little glory in beating a cripple, but the rule is ironclad. If crippled before the start, time for repairs is allowed, but once over the line if anything carries away the sufferer must make such repairs as he can or if rendered hors de combat, as the Shamrock was, he must take the consequences. There is good sense and logic behind the rule. The races are a test of construction as well as design and seamanship. Doubtless if Mr. Iselin could have had his choice in the matter he would generously have declined to continue in view of the crippled condition of his rival, but the rule gave him no alternative.

The wire backstay of the topmast, which helps to support the slender, skyscraping spars, gave way, and this support removed, her Oregon pine topmast, as big as a telegraph pole, 60 feet long and 14 inches in diameter, snapped off like a match just above the bonnets. This mast was not only supporting the pressure of the 15 knot breeze against her big kite, but was also sustaining the crushing weight of the sail itself and the two club topsail yards, each 40 feet long. Later in the afternoon the Shamrock was towed up to the Erie basin, in the upper bay. A new topmast will be sent up today, and she will be remeasured. She will probably be taken out for a spin to try her new stick, and the third race of the series will be sailed tomorrow. This race will again be over a windward and leeward course, and if the Columbia with the series will have been completed without giving the Shamrock an opportunity to test her merits in her favorite point of sailing over a triangular course. The Columbia made a fine race of it.