

SHAMROCK LOSES.

Columbia Wins Two of the Yacht Races.

The Second Race Was Sailed in a Still Breeze and Resulted in a Decisive Victory for the American Boat - Lipton Bitterly Disappointed.

New York, Sept. 30.—In the closest race ever sailed for the America's cup the white flyer Columbia on Saturday beat the British challenger over a course of 30 nautical miles by the narrow margin of 39 seconds.

New York, Oct. 2.—Tuesday's attempt to sail the second of the series of the international yacht race for the blue ribbon of the sea proved a dismal failure. Between 20,000 and 25,000 people who were at Sandy Hook in the hope of seeing a repetition of the thrilling sport of last Saturday witnessed a drifting match instead of a race.

At the end of four and a half hours the two yachts had covered less than half of the course of 30 miles, and as there was no possibility of their finishing within the time limit the regatta committee declared the race off. When the gun was fired announcing this decision the challenger was about half a mile ahead of the defender and to that extent yesterday's trial was a victory for Shamrock II.

New York, Oct. 4.—In a glorious breeze which heeled the big cup contestants until their lee rails were awash in the foaming seas, Herreshoff's white wonder, the Columbia, yesterday beat Watson's British creation over a triangular course of 30 miles by two minutes and 52 seconds actual time.

The fastest race ever sailed in a cup contest, it was not only a royal struggle from a spectacular point of view, but it was absolutely decisive as to the merits of the two racing machines. There is not a yachting sharp who witnessed the race who is not firmly convinced that the defender is the abler boat, blow high or blow low, beating, reaching or running.

Sir Thomas has been wishing for a breeze that would bury Shamrock's lee rail and yesterday he had it, just as he had a similar breeze in the concluding race two years ago, when Columbia in a driving finish beat the first Shamrock over six minutes.

The wind was strong and true, blowing around 18 knots out of the northwest, and at every point of sailing, except perhaps running before the wind, in which the defender has already taken the measure of the challenger, the Yankee sloop proved herself a better boat than the Watson model.

Reaching for the first mark ten miles down the Long Island shore with the wind abaft the beam, she gained 22 seconds. In the closer reach for the second stake she gained 30 seconds, and in the thrush to windward on the leg home she gained exactly two minutes.

The Yankee victory began with the start, when the crafty Barr, by a system of maneuvers, cornered his adversary. Capt. Sycamore took the bait and rushed his boat into position and sent her away almost in the smoke of the gun.

But gradually it became apparent that the Columbia was overhauling the challenger. Inch by inch and foot by foot the white boat gained. Both were going at a terrific pace.

Sir Thomas Lipton, although plainly depressed at the result of the race, entertained a large party of yachtsmen and ladies who visited the Erin.

"I am disappointed at the result and the only consolation I have is that I have been licked by a good honorable opponent. I know that the wind was true and that the Columbia won without a fluke."

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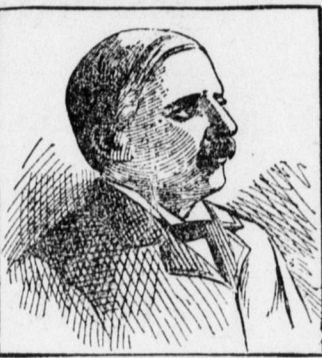
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SCHLEY COURT OF INQUIRY.

Many Witnesses Testify - Sampson's Request to Be Represented by Counsel Refused.

Washington, Sept. 28.—In the Schley court of inquiry yesterday a letter was presented to Rear Admiral Sampson asking to be allowed to be represented in the court by counsel, but the court refused to grant the request on the ground that "the court does not at this time regard you as a party to the case."

The principal witnesses of the day were Lieut. John Hood, who commanded the dispatch boat Hawk during the Spanish war, and Capt. McCalla, who was in command of the Marblehead. The testimony of both these officers dealt with the delivery of dispatches from Admiral Sampson to Commodore Schley and both related conversations with the latter.



ISIDOR RAYNER. Attorney general of Maryland, now chief counsel for Admiral Schley before the court of inquiry.

Washington, Sept. 30.—In the Schley court of inquiry Saturday Capt. McCalla, of the Marblehead, concluded his testimony which was begun Friday, and the court heard the testimony of Lieut. Commander W. H. Southerland, who commanded the Eagle during the Spanish war and also that of Lieut. Cassius B. Barnes. The latter is a cipher expert in the navy department, and his evidence was devoted to showing that the dispatch from Commodore Schley to the navy department of May 28, 1898, saying that he could not, much to his regret, obey the orders of the department, as printed in the official reports was a correct translation of the message as forwarded from the Harvard at Kingston.

Washington, Oct. 1.—Rear Admiral Evans, who as captain commanded the battleship Iowa during the Santiago campaign, was a witness before the Schley court of inquiry yesterday. His testimony covered the entire period from the time the Iowa left the port of Key West on the 20th of May, 1898, until the 5th of July, when Admiral Evans testified he had a conversation with Admiral Schley concerning the battle of the 3rd. He described in detail the principal battle off Santiago, and also gave particulars concerning the bombardment of the Colon on May 31.

Other witnesses of the day were Capt. Theodore F. Jewell, who was commander of the cruiser Minneapolis during the Spanish war and Commander James M. Miller, who was in command of the Collier Merrimac until that vessel was turned over to Lieut. Hobson to be sunk in the mouth of the harbor at Santiago.

Washington, Oct. 2.—The Schley court of inquiry made good headway yesterday, concluding with Admiral Evans and hearing three new witnesses. Admiral Evans' testimony was along the same general lines as his statement of Monday. The new witnesses were Capt. Sigbee, who commanded the St. Paul during the Santiago campaign; Thomas M. Denaide, a newspaper correspondent who was on the Texas during the battle of July 3, and Chief Yeoman Becker, who was a clerk to Admiral Sampson during the war.

Washington, Oct. 3.—An interesting turn was given to the Schley court of inquiry yesterday by the introduction of the first witness in Schley's behalf. This was Lieut. J. J. Doyle, who was a watch officer on board the flagship Brooklyn during the war with Spain.

The fact that Lieut. Doyle was put on the stand does not mean that the navy department has concluded the presentation of its side of the case. Mr. Doyle was called by the department, but as it also had been the purpose of Admiral Schley to summon him, advantage was taken of his presence on the stand to question him as an original witness for "the applicant."

He was under examination by Mr. Rayner in the interest of Admiral Schley when the court adjourned for the day.

Before undergoing examination at Mr. Rayner's hands Lieut. Doyle, at Capt. Lemly's request, explained his part in the battle of July 3 and his original entry in the ship's log concerning the famous loop and his alteration of that entry because he discovered that his first entry had been erroneous.

Washington, Oct. 4.—After Lieut. Doyle, formerly of Commodore Schley's ship, the Brooklyn, had completed his testimony before the Schley court of inquiry yesterday, Capt. Dawson, of the marine corps, was called, and was followed by Lieut. Dyson. Capt. Dawson was signal officer on board the battleship Indiana during the naval engagement off Santiago and he gave an account of the behavior of the various ships of the American fleet during that battle.

He said the Brooklyn had gone about 2,000 yards to the southward before joining in the pursuit of Cervera's ships.

Decided Against the Ice Trust. Albany, N. Y., Oct. 2.—The court of appeals has decided that the proceedings instituted by Attorney General Davies against the American Ice Co. to determine whether it is an illegal combination in restraint of trade and is violating the anti-trust law of the state, shall be continued.

The decision is a victory for the attorney general and is against the American Ice Co., which sought to prevent a continuation of the proceedings on the ground that the Donnelly anti-trust law, under which they were brought, is unconstitutional.

Hopes Blasted. London, Oct. 4.—The extent of Great Britain's disappointment at the defeat of the Shamrock II, could be thoroughly appreciated only by those who saw the thousands of spectators lining the embankment. Almost to a man they were expectant of victory.

The early editions of the afternoon newspapers announcing that it was the Shamrock's weather had keyed up hopes here almost to a pitch of certainty, and many people entertained the idea that the depression over South African affairs might be relieved by a victory of the Shamrock II.

The latter's lead in the early part of the race so strengthened this impression that London threatened a repetition of Mafeking night.

The crowds greeted the green lights on the towers and on the launchers which paraded the Thames, with delight. But the Columbia's red crept slowly up and motor cars with megaphones dashed up and down the embankment proclaiming the Columbia's lead.

The yachts in the Thames reversed the position of their lights and those on the signal towers were changed. The crowds stood mute, awaiting the final messages. America's cup dinners were advertised at the embankment hotels and overlooking the river many fashionable people dined, watching the moving lights until red from all sides was flashed out.

"The Columbia wins!" was shouted through the hotel corridors and the throngs dispersed.

HOPES BLASTED.

Longers Thought Shamrock Would Win Second Race and Were Bitterly Disappointed.

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A SYMPATHETIC STRIKE. Telegraph Linemen in Chicago are Ready to Go Out if Telephone People Do Not Yield.

Chicago, Oct. 4.—All the aerial line and repair men connected with the various telegraph and telephone companies in Chicago, except about half the Western Union's force, have declared, according to the strikers of the Chicago Telephone Co., that they will go out on a sympathetic strike unless the telephone company settles with its striking linemen.

The telephone linemen declare that every toll line coming into Chicago will be useless within a week, and that if the affiliated unions strike the great majority of the telephone and telegraph lines will be made useless in a short time.

Advices from nearly every town of importance in northern Illinois are that the linemen of the Chicago Telephone Co. are out and that the tieup of their department is complete.

The linemen at Elgin are the latest to quit work. Though satisfied with the wages and hours, they obeyed the general order to a man and are now demanding an increase of 50 cents a day.

At Joliet, Aurora, Bloomington, Oak Park and all the north shore towns the men are out.

A NEW TOWN. Westinghouse Co. Will Build One a Short Distance East of Pittsburg.

Pittsburg, Oct. 4.—The Westinghouse Co. will commence at once the erection of a new town and a mammoth foundry plant at Stewart Station, on the Pennsylvania railroad, a short distance east of this city.

The company has secured 650 acres and proposes to concentrate all of its foundries in one plant and build around it, for the benefit of the employes, a town to be called Trafford Park.

The cost of the improvements will reach \$5,000,000, and over 3,000 men will be employed in the work.

The men will be offered good inducements to have them purchase homes in the new town. This will be the third town built up by this company, and as in the case of the other two—Wilmerding and East Pittsburg—the object is to centralize the interests of the company, lessen the expense of transportation and in other ways cheapen the cost of its products.

The company has now three foundries, one in Pittsburg, one in Allegheny and the third in Cleveland.

Returned from the Arctic. Halifax, N. S., Oct. 4.—After an existence of two years in the Arctic regions, Dr. Robert Stein, of the United States geological survey, and Samuel Warmbirth, of Boston, have arrived at Sydney, on the Windward, en route home.

From September, 1899, to September, 1901, they wandered through Northern Greenland in the hope of making discoveries which would be of benefit to the scientific world. They have returned with scores of interesting specimens of minerals and plants.

"I am almost certain that Lieut. Peary did not make any valuable mineral discovery in northern regions," said Dr. Stein.

Terribly Fatal Riots. London, Oct. 4.—"It is estimated," says the Daily Mail's correspondent, "that 24 persons were killed and hundreds injured during the Hungarian election riots. In various places voters were coerced by threats of death or torture. At Udurasa a prominent politician, together with his wife and three sons was murdered by his fanatical opponents."

Kill All the Cattle and Sheep. London, Oct. 5.—"Owing to the fact that the Boers have constantly recaptured the stock," says the Cape Town correspondent of the Daily Mail, "all cattle and sheep now captured are immediately killed. South Africa is thus being converted into a wilderness."

Largest Mill of Its Kind. Homestead, Pa., Oct. 5.—The Carnegie Steel Co. has completed its new merchant mill at Duquesne at a cost of \$2,000,000. A thorough test was made Friday. The plant is the largest of its kind in the world and when it starts in a few weeks will employ 1,200 men.

Borah in Fine Condition. Lexington, Ky., Oct. 5.—Borah arrived here last night and looks in the pink of condition for the race with The Abbot next Wednesday for \$50,000, the largest sum ever trotted for.



Uncle Sam—Well, now, my dear, so long we've been together—in sunshine bright as well as stormy weather—How glad your uncle is, and you are, too, He's still to keep and fondly cherish you.

CONVENT BELLS RANG.

This was the Signal for the Attack on American Soldiers at Balangiga.

Washington, Oct. 5.—The following dispatch from Gen. Chaffee dated at Manila, giving further details of the disastrous attack on the Ninth regiment:

"Sept. 29, while at breakfast, company was attacked at signal of ringing convent bells by about 450 bolomen. Company completely surprised, force attacking in front gained possession of our arms. Fight ensued for them in which most men met death in the mess room in rear. Enemy beaten off temporarily by about 25 men who gained their arms. Sergeant Betron assumed command and tried to collect men and leave in boats, but was reattacked by enemy. Strength of command three officers, 72 men. Killed: Three officers, 49 enlisted men; missing six; wounded 13. Party attacking officers in convent entered through church, large numbers led by president. Probably 101 rifles with company, 26 saved; 95 prisoners joined in attack at signal. Boat of missing men capsized. Capt. Bookmiller may pick up men."

"LIUT. JAMES P. DROUILLARD." "Sept. 30.—Have returned from Balangiga. Drouillard explains conditions correctly. Landed yesterday; inhabitants deserted town after firing one shot. Buried three officers and 29 men; number of bodies burned. Secured or destroyed most of rations. All ordnance gone. Insurgents secured 57 serviceable rifles and 28,000 cartridges; 48 men of Company C and one hospital corps man killed or missing, 28 men accounted for, found two in boat en route here. Buried dead and burned town. "BOOKMILLER."

A Balloon Race Is Planned. Buffalo, N. Y., Oct. 5.—The challenge recently sent out by Prof. Charles Litchfield, of Boston, the aeronaut, has been accepted by Leo Stevens, now in this city, and the balloon race is to come off here under the auspices of the Pan-American exposition, October 9. The race in the air is to start from the Stadium on the exposition grounds at 3 p. m. for a purse of \$3,000.

October 9 is one of the features for that day. The two aeronauts will be given a certain period of time in which to inflate their balloons and travel a fixed distance through the air.

A Fugitive Appeal. St. Joseph, Mo., Oct. 5.—Andrew J. Brown, formerly a wealthy mine owner, was before the county court Friday during an inquiry into his sanity. "I know that I am mentally unbalanced and ought to be treated," he said, "but send me where I can be quiet, not to the asylum. I had a brother who was confined there and he died, surrounded by maniacs." The court had no alternative and Brown was given into the custody of asylum attendants. Again addressing the court, he said their action sealed his doom.

Fear an Indian Uprising. Minneapolis, Minn., Oct. 5.—Lars Erickson, a pioneer trader of the Mille Laes Indian country, called on Gov. Van Sant for aid yesterday. The settlers on the south shore of Mille Laes Lake are in great fear of the Indians, who are on homestead land where they have no rights, but are very ugly over the proposed removal to White Earth, and over the small-pox quarantine. Erickson said the settlers were seven hours from a telegraph line and all might be massacred before help could arrive.

Struck a Gusher. Muncie, Ind., Oct. 5.—The discovery of a 1,335 barrel oil well at Mt. Pleasant, near here, has caused great excitement. This opens an entirely new field.

Sank in Torch Lake. Alden, Mich., Oct. 5.—The steamer Hattie K., plying between Elk Rapids and East Port, sank Friday in Torch Lake. The crew, consisting of two men, Capt. Fred Smith and his 16-year-old son, are missing. Two tons of flour were washed ashore on the beach near Alden. No trace of the boat or crew can be found. Torch Lake is an inland lake 16 miles long and is being patrolled for wreckage.

Death of Secretary Long's Daughter. Hingham, Mass., Oct. 5.—Miss Helen Long, daughter of Secretary Long, died last night.

GOMPERS' ANSWER.

A Reply to President Shaffer's Charges.

NEVER ASKED FOR AID. Federation's Financial Assistance was Not Requested.

URGED A GENERAL STRIKE. President of the Federation States that the Amalgamated's Leader Requested Him to Order All Union Men to Cease Work.

Washington, Oct. 5.—President Gompers, of the American Federation of Labor, publishes in the October issue of the Federationist, the official organ of that body, a vigorous statement in reply to charges made by President Shaffer, of the Amalgamated association, regarding the attitude of Mr. Gompers and President Mitchell, of the United Mine Workers, during the steel strike.

Mr. Gompers says: "Mr. Shaffer says that he especially relied upon the Federation of Labor for financial assistance. I assert that he never asked for any. No request, either written, telegraphed or verbal, was ever received during the entire strike at the office of the American Federation of Labor from Mr. Shaffer, or from any other representative of the Amalgamated association asking for financial assistance. Yet I venture to assert that nearly every dollar of financial assistance received at the office of the Amalgamated association came from unions affiliated with the Federation of Labor, and if the federation as such did not give a cent it was because it was neither directly nor indirectly asked to do so."

Regarding Mr. Shaffer's statement that he arranged a meeting between J. Pierpont Morgan and Gompers for which he alleges Mr. Morgan gave up his vacation, but Mr. Gompers failed to appear, Mr. Gompers says: "Mr. Shaffer says what is untrue and he knows it."

The terms of the agreement secured by Mr. Shaffer on September 14, and those secured by Gompers, Mitchell and others, September 4, are printed in parallel columns, the former enumerating the Canal Dover and Demmler mills among those not included as union mills, and the latter providing for them as union mills.

Mr. Gompers says Mr. Shaffer now knows that it is unwise for men at the head of organizations to declare for policies which the rank and file will not approve, and that if such common sense is ignored the men will desert their leader.

Mr. Gompers says that what Mr. Shaffer wanted him to do was to have a general union strike in aid of the steel strike. This Mr. Gompers says he could not do. "I felt confident," says Mr. Gompers, "that the executive officers of the trades unions of America ought not and would not violate their agreements with their employers throughout the country. Hence there would not and ought not to be a widespread sympathetic strike."

Non-compliance with this request, it is asserted, is the basis of the bitter attacks by Mr. Shaffer. Mr. Gompers says Mr. Mitchell denied to him that he ever had promised to call out the miners.

While taking his defeat gamely, Sir Thomas Lipton made no attempt to conceal his disappointment when he talked about the race.

"I am much disappointed," he said. "I thought within 15 minutes of the finish that we had won. I was sure as my life that we had won. When I looked around the situation had changed and we had lost. It was a hard blow to be so near winning and then to lose. I should like to have got one race, just by way of consolation. It is a very hard thing to be beaten by a breath—a few beats of the pulse. It has been a severe strain on me. I have worked so hard for many months now and I am glad it is over. Columbia's win to-day was fair and square and honorable."

Says Strikers Cut Wires. Chicago, Oct. 5.—Cutting of telephone wires by the striking linemen and assaults on non-union workmen by the strikers' pickets are charged in a statement issued by General Manager Hibbard, of the Chicago Telephone Co., and warrants for the arrest of two strikers on a charge of assault have been sworn out.

Hamlin Refuses to Accept. Louisville, Ky., Oct. 5.—Harry Hamlin, owner of Lord Derby, has wired Secretary Wilson, of the Kentucky Trotting Horse Breeders' association, that he will not accept Mr. Lawson's amended offer of \$10,000 for the match race between Lord Derby and Borahma.

Voted to Strike. Fall River, Mass., Oct. 5.—The final preparations for the greatest industrial strike that this city has ever experienced were made last night when the operatives, with the exception of spinners, voted unanimously to go on strike next Monday. Late in the afternoon a conference with no results was held between the executive committee of the Manufacturers' association and the textile council's officers. The reason for the strike is the declaration of the manufacturers to raise wages 5 per cent., in line with the action of Mr. Borden, of the Iron Works mills.

WON BY 41 SECONDS

Columbia Gets the Third and Deciding Race.

AND WE KEEP THE CUP.

Shamrock Crossing Line First, Lost on Time Allowance.

TAKES DEFEAT LIKE A MAN

Sir Thomas Lipton Acknowledges His Severe Disappointment, but Concedes that the Victory of the Columbia was Fair and Square.

New York, Oct. 5.—With victory flags floating from her mastsheads and the ends of her spreaders in honor of her concluding triumph in the cup races of 1901, the gallant sloop Columbia returned to her anchorage last night under escort of the entire excursion fleet. Yesterday she completed her defence of the honored trophy in another stirring race with Shamrock II, in a leeward and windward race of 30 miles, crossing the finish line two seconds behind her antagonist, but winning on the time allowance conceded by Lipton's boat, by 41 seconds.

For the second time she has now successfully foiled the attempt of the Irish yacht to wrest from our possession the cup that means the yachting supremacy of the world. And plucky Sir Thomas Lipton, standing on the bridge of the Erin, led his guests in three huzzahs for the successful defender. "She is the better boat," he said, "and she deserves to be cheered."

The series of races just closed will always be memorable as the closest ever sailed for the cup and Sir Thomas, although defeated, will go home with the satisfaction of knowing that his yacht is the ablest foreign boat that ever crossed the western ocean.

Friday's race, on paper, was the closest of the series, but because of the flukiness of the wind on the beat home, as a contest of the relative merits of the yachts it is not to be compared with the magnificent battles of last Saturday and Thursday.

At one time Columbia seemed a mile ahead, when a sudden slant of the wind allowed the Shamrock to point nearer the mark and a mile from home the challenger appeared to be leading by fully half a mile. The talent began to feel nervous, but as the yachts approached the finish the Yankee skipper by some miraculous legerdemain shoved his boat into the light air like a phantom ship, and 100 yards from home the two racers were almost on even terms. It was a pretty sight and one seldom witnessed when they crossed rail to rail, the white yacht's bowsprit lapping the golden boat's mast.

The usual pandemonium that attends the final Yankee victory in a cup contest followed. Whistles, sirens, bells, bands and cheers united in a grand chorus of jubilation and J. P. Morgan's steam yacht Corsair, added to the din by firing a national salute of 21 guns.

After the Columbia had hauled down her sails and set her victory flag the excursion boats crowded alongside to cheer the Yankee sailors and the winning skipper. Nor did they forget Lipton and his gallant craft. In turn the crowded steamers ran alongside the Shamrock and Erin and the vanquished received almost as much honor as the victor. And thus with felicitations all around, the twelfth series of races for the cup which the schooner America brought over 50 years ago ended with the best of feeling.

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