

VICTORIOUS COLUMBIA.

Two Races to Her Credit in the International Yachting Series.

ACCIDENT TO THE SHAMROCK.

In the Second Race she Carried Away Her Topmast and Retired From the Race, Columbia Being Compelled by the Rules to Cover the Course Alone.

New York, Oct. 17.—The cup which the old schooner America won so commandingly against all comers over the course around the Isle of Wight in 1851, and brought back across the seas, will probably remain here another year. In a glorious breeze, over a windward and leeward course of 30 miles, the Columbia scored against Shamrock yesterday in the first race of the 1899 series. 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. Columbia covered the course in 4h., 53m., 53s.; Shamrock, 5h., 5m., 10s.

Although the preponderance of expert opinion never wavered in its loyalty to the wonderful speed and ability of the white flyer, no nautical sharp expected that the Shamrock would be so overwhelmingly vanquished as she was in yesterday's royal struggle. The Yankee boat outgeneraled 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 Shamrock footed valiantly, but neither in speed nor in pointing could she compare with Columbia. There was a good, strong 10 to 12 knot breeze, and it held throughout the race.

It is undoubtedly a bitter blow, because the English hopes of lifting the cup have never been higher since the Thistle and Volunteer met in 1887. Like the Shamrock, she was decisively defeated in the first hour's sailing. The regatta committee, as a result of the showing made by the Columbia yesterday, are convinced that the cup is safe. Blow high or low, Columbia, it is believed by her manager, Mr. Iselin, can beat Shamrock.

The race was a magnificent duel and made up for the repeated disappointments the sightseers have suffered. All those on board the Erin who saw the race agreed that there were no dukes and that both yachts were sailed on their merits. Of all the tugs, steamers and yachts whose whistles saluted the victor, none blew more shrilly than that of the yacht owned by the gallant gentleman who sails her to take away the cup.

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."

The topmast of the Shamrock carried away 25 minutes after the big single stickers had crossed the starting line today, 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 the yacht to the anchorage. The Columbia continued over the course alone, placing to her credit the second of the races for the America cup. There was no option in the matter, the rules demanding that the boat not disabled should continue over the course.

Never probably was there a more magnificent or exciting start in a cup contest, and the Irishman carried off the honors. Shamrock crossed the starting line at 11:15, and Columbia just two minutes later. At 11:24 the accident happened to Shamrock, and she was towed to her anchorage. At this time Columbia was an eighth of a mile to windward of the challenger. Followed by the excursion fleet Columbia continued over the course alone, and crossed the winning line at 2:37:17.

Columbia's time was little short of marvelous. She covered the course in 3 hours and 57 minutes, the best 10 miles to windward in 1 hour, 35 minutes and 11 seconds; the reach to the second mark in 53 minutes and 59 seconds, and the last leg in 1 hour, 3 minutes and 59 seconds.

Sending Spaniards to Cuba.

Havana, Oct. 18.—During the past 60 days there have arrived here over 2,000 Spaniards, who say that it is impossible to obtain work in Spain, and that the government is assisting them to emigrate to Cuba. It is believed that over 200,000 will come to Cuba within the next few months, rendering the situation on the island more complex. Women are not assisted to emigrate, the Spanish government aiding only men over 18 years of age to leave the country.

Mrs. Schley's Loving Cup.

Washington, Oct. 18.—The Schley testimonial committee of the Royal Arcanum last night presented a handsome loving cup to Mrs. Schley, the wife of Rear Admiral Schley. It was purchased with the balance of a fund collected for the purpose of purchasing a jeweled sword for the admiral, and which was given him some time ago. He is a member of the Royal Arcanum.

Dewey's Visit to Chicago.

Chicago, Oct. 18.—Definite information has been received from Admiral Dewey that he will visit Chicago between Nov. 15 and Dec. 1 and arrangements are being made for a two days' festival in his honor. The program will include military and civil parades, a military ball and the presentation of a gold or silver service.

Emile Arton Pardoned.

London, Oct. 18.—The Exchange Telegraph company publishes a dispatch from Paris saying that Emile Arton, of Panama canal notoriety, has been pardoned.

Noted Publisher Dying.

New York, Oct. 18.—William H. Appleton, head of the publishing house of D. Appleton & Co., is dying at his country home in Riverdale, N. Y. He is 86 years old.

SOUND STEAMER AFLAME.

Ten Lives Lost by the Burning of the Nutmeg State.

New York, Oct. 16.—Ten persons lost their lives and as many more were injured by the burning, early Saturday morning, of the Bridgeport line steamboat the Nutmeg State, off Sands Point, Long Island sound.

The dead are: Charles Anderson, watchman on the boat; Patrick Coffey, mate; John Connors, member of crew; Bernard Hendry, oiler; Samuel Jayne, Bridgeport, Conn., baggage master; Thomas Murphy, member of crew; Nils Nilson, member of crew; Mrs. Mary Lager and 3-year-old daughter Rose; unknown man, passenger.

There was a panic aboard the Nutmeg State when the cry of fire aroused passengers from their sleep. The vessel was burning fiercely amidships. Passengers tell stories of cowardice on the part of the crew, but others deny their statements. Seven of the ten known victims of the disaster were members of the crew.

About a hundred persons were in peril, but prompt aid from other vessels made the loss of life much smaller than had been feared.

After passengers and crew had left the burning vessel she was sent at full speed toward the beach, where she lies, a total wreck.

Samuel Jayne, baggage master, who lost his life, is described as the hero of the fire. He discovered the outbreak and gave the alarm. He ran about awaking all he could, and the flames were raging fiercely when at last he tried to escape. He was then on the upper deck, and in jumping struck his forehead against the guard rail. Stunned, he fell into the water, and when the yacht Kismet went to his assistance he was almost dead. He died soon after aboard the yacht. Had he not so courageously made his way through the smoke to alarm the passengers the loss of life would have been much greater.

THE PRESIDENT AT KALAMAZOO.

Commercial Travelers His Escort in the Michigan City.

Kalamazoo, Mich., Oct. 18.—This city entertained the presidential party in a novel way last night. A carnival and street fair were in progress. The United Commercial Travelers, 2,500 strong, were delegated to furnish the entertainment. Senator Burrows met the president at Chicago and was reinforced by another committee at Niles. When the train reached here a hundred carriages drew up, and a procession was formed with President McKinley and cabinet in front. On each side of the carriages marched a commercial traveler, carrying a flambeau of red fire. The streets were decorated for miles, and at least a hundred thousand people brought in by excursions thronged the sidewalks. As the president appeared cheer after cheer ran down the long line, and was taken up by people in the booths on side streets. The drive lasted 40 minutes and no speaking was indulged in. At 9 o'clock the presidential party departed for Jackson.

Double Murderer's Confession.

Baltimore, Oct. 18.—Robert T. Wyatt, the young man arrested Monday night on the charge of murdering Captain Oliver N. Caulk, of the sloop Dream, and his colored deck hand, Frank Collier, on Saturday night, made a full confession yesterday to Captain Barranger, of the central police district. He calmly went over the horrible details and said at its conclusion that his mind was easier. He claims to have been crazy drunk. According to his statement a quarrel between himself and the colored man precipitated the tragedy. He struck Collier with a hand spike and the negro fell overboard. Captain Caulk approached, and seizing a hatchet the "renied man" dealt him a stunning blow, following it up with several others.

A Naval Hero Wedded.

Morristown, N. J., Oct. 18.—Lieutenant Victor Blue, of the United States battleship Massachusetts, and Miss Ellen Foote Stuart were married last evening at St. Peter's P. E. church here. The marriage ceremony was performed by Rev. Dr. Hibbard, rector of the church. The bride was escorted to the altar by her uncle, Captain Cooper. The maid of honor was Miss Marion Stuart, a younger sister, and there were five bridesmaids. After the ceremony a reception was held at Captain Cooper's home. Lieutenant and Mrs. Blue will spend their honeymoon in the south and upon their return north will take up their residence in Brooklyn.

Death of the Oldest Railroad Engineer.

Red Bank, N. J., Oct. 18.—Joseph Wood, the oldest locomotive engineer in the United States, died at his home here yesterday, aged 82. He was fireman on the "John Bull," the first locomotive ever operated in this country. The engine was sent from England in 1830, and given its first trial near Bordentown, Mr. Wood's native town. Mr. Wood was employed as an engineer during the war, and was also engaged in the same capacity on a number of railroads in this section. He was the inventor of Wood's improved frog, a steam whistle and steam pipe, and other railroad appliances.

Another Proposed Honor For Dewey.

Philadelphia, Oct. 18.—The commandery-in-chief of the Military Order of the Loyal Legion meets here today, and a strong movement is on foot to elect Admiral Dewey its new commander. The term of Admiral Gherard, who is the present commander, is about to expire, and there is a great rivalry among the candidates for the place. Among those whose names have been mentioned are Generals Schofield, Miles, Dodge, Howard and Alger. Admiral Dewey knows nothing of the movement in his favor, but his friends are legion, and it is understood that the honor will be tendered him.

A Physician's Fatal Mistake.

Homerville, Ga., Oct. 18.—Dr. L. U. Rutz, a prominent physician of Dupont, was arrested yesterday upon the indictment by the grand jury on a charge of malpractice in having removed half of the kidney of a woman instead of the ovaries, which he intended to remove. The woman died.

THE BOERS REPULSED.

Colonel Baden-Powell Defeats a Force Attacking Mafeking.

THE SUPPORT OF PARLIAMENT

Is Given the Government, Despite Attempts to Create Division—Boers' Futile Fight Against an Armored Train—Their Bad Marksmanship.

London, Oct. 18.—No further reliable news from Mafeking has been received. A special dispatch from Cape Town published yesterday declared that 300 Boers and 18 British had been killed in a battle at Mafeking. As no confirmation of this dispatch has been received it is generally believed to be an exaggerated report of a movement by Colonel Baden-Powell, who made a sortie from Mafeking in force and attacked the Boers, who were investing the town. After fierce fighting the British carried the day.

A dispatch from Kimberley says: An armored train, while reconnoitering near Spytfontein, engaged the Boers, killing five and wounding seven. The British had no losses.

The skirmish near Spytfontein, says a special dispatch from Cape Town, was quite lively. The armored train, with a detachment of the Lancashires, approached unblest, until within range, when the Boers opened fire. The Maxims were instantly set to work and did great execution among the burghers. The latter also used artillery, but ineffectively. The armored train returned to Kimberley unharmed. The crew of the armored train say the Boers fired 13 shells, but their aim was wretched and not a single shot



struck the train, which then made bold to approach nearer and opened fire with the Maxims. The burghers replied with heavy rifles, again shooting wildly. Only three or four bullets struck the train.

Subsequently the crew learned that five Boers and two Boer horses were killed, while several Boers and horses were wounded. Not a member of the British force was so much as touched.

The fight with the armored train from Kimberley, in which the Boers lost more than they did at Majuba Hill, is held to prove that their shooting is not so good as it is reputed to be. It is the general belief that the Boers actually attacked Mafeking and were repulsed. The reports of fighting continued there are regarded as proving that the Boers failed to score a success.

The Boers seized the telephone at Mafeking Monday evening and attempted to speak with Kimberley, hoping to learn the disposition of the British forces there. The maneuver was discovered and frustrated.

The Hopetown bridge over the Orange river, which Cape Town advices said had been blown up by the



COLONEL BADEN-POWELL. British, is not the railway bridge, as before reported, but a bridge 12 miles west of the railway, over which the old coaching road passes.

A special dispatch from Pretoria says the Boers destroyed the Bechuanaland railway during Friday night, from Lobatal to Astvogel Kop.

The Cape Town correspondent of The Daily News says that W. P. Schreiner, the Cape Colony premier, was only induced to sign the decree proclaiming martial law in the northern parts of Cape Colony after Sir Alfred Milner gave him the option of signing or resigning. To save Mr. Schreiner's fate the proclamation specifically mentioned the fact that the colony had been invaded by an enemy.

In the meeting of the house of commons yesterday Sir Henry Campbell-Bannerman, the leader of the Liberal opposition, made a speech strongly supporting the war policy of the government. John Dillon, Nationalist, moved an amendment to the address to the queen sharply criticizing the government for its action in the Transvaal, and the amendment was supported by Henry Labouchere, Michael Davitt and others. The motion was defeated by 322 to 54, and a motion supporting the government's policy was passed.

A SPANIARD'S CORDIAL WELCOME

To the International Commercial Congress at Philadelphia.

Philadelphia, Oct. 14.—The opening sessions of the international commercial congress yesterday, presided over by ex-Speaker Reed, were taken up in speech making, representatives of many countries making addresses, including General Lowe, of the London board of trade; Herr Arnold, of Germany; H. Liewellyn Smith, of the Canadian cabinet; Sir Andrew Clark, of Toronto; W. B. Reeves, of New Zealand; Hon. Dr. Coburn, of South Australia; Minister Wu Ting Fong, of China; D. Rontkowsky, of Russia, and Enrique Alzamora, of Spain.

The last named was the hero of the session. He was received with a burst of applause, which continued for almost a minute. Don Alzamora apologetically declared that he could not speak English well. "I am afraid," he continued, "that if I attempt to address you in the English language I shall make myself ridiculous, and it is not a good thing for a Spaniard to be ridiculous in the United States at the present moment." He however continued in English, and said: "I do not represent the government of Spain, but I come from a chamber of commerce in the Balearic Isles, and I can say that the general feeling among business men, the tradesmen and the commercial bodies of Spain is to find a way to improve our trade with the United States, and to give up Spain all the business possible. I will go back to Spain, and will have the pleasure to tell my countrymen that I have been among a great nation, with a great and kindly people, where I have found nothing but friendship, and none but brothers."

When Don Alzamora had taken his seat the convention made quite a demonstration, to which he was compelled to bow his acknowledgments.

DYNAMITE AS A FIRE EXTINGUISHER.

Three Men Perhaps Fatally Injured by a Mine Gas Explosion.

Pottsville, Pa., Oct. 18.—An explosion of gas occurred at the Shenandoah City colliery at Shenandoah yesterday and fire immediately broke out in the mine, hemming in 22 men who were at work at the time. Those attracted to the surface of the mine by the explosion at once began vigorous efforts to rescue the imprisoned men, and in this they were successful, all the men being taken out alive in a comparatively short time. Three of the men, Adam Sobolinski, William Skavinski and Joseph Caspavage, were seriously burned, and their injuries may prove fatal. Several others sustained severe injuries.

The Shenandoah fire department was unsuccessful in the efforts to subdue the fire with water, and the mine officials then decided on a more heroic plan. Several pounds of dynamite was taken into the gangway by men killed in the use of the explosive. The dynamite was exploded in the mine, and the concussion extinguished the fire instantly. The colliery was thus saved.

ITEMS OF STATE NEWS.

Lancaster, Pa., Oct. 17.—Mrs. Simon Reese, aged 55 years, residing near Fairview, attempted to make a fire with kerosene, when the oil exploded and ignited her clothing. She was horribly burned from head to foot and cannot recover. She is the mother of 12 children. The house caught fire, but was saved.

Seranton, Pa., Oct. 17.—The coming departments of the Consumers' powder mill, at Pecksville, blew up yesterday, killing Foreman Charles Roll and Frank Bierbeck. The building was wrecked and the bodies of the victims were horribly mutilated. Fortunately there were no other men near at the time. The other buildings of the mill are at some distance from the scene of the explosion, and escaped damage.

Shamokin, Pa., Oct. 16.—While a carriage was being driven down Maysville Park hill, near here, late last night, the horse ran away at a sharp angle, and the conveyance upset, throwing out the occupants and instantly killing Mrs. Isaac Goodman, the wife of a prominent Mt. Carmel physician. Mrs. Anna Belter and Mrs. August Czesnik, also of Mt. Carmel, were seriously cut and bruised. It is believed that Mrs. Belter is also suffering from internal injuries.

Philadelphia, Oct. 16.—The football game between the Carlisle Indian school and the Pennsylvania university on Saturday was won by the Indians by a score of 16 to 5. The Indians simply outplayed the Quakers in every point of the game, and the victory came to the former because it was deserved. Other football games Saturday were: At New York—Princeton, 11; Columbia, 0. At Easton—Lafayette, 57; Rutgers, 0. At Bethlehem—Bucknell, 5; Lehigh, 0.

Wilkesbarre, Pa., Oct. 16.—John Thomas entered the saloon of John Tooley, in Sturteville, this county, late Saturday night and told all in the place to clear out, as he proposed to run the house. At the same time he pulled a revolver. Thomas Dougherty, who was sitting at a table, remonstrated with Thomas and told him to put his revolver back in his pocket. Thomas then fired three shots at Dougherty, all of which took effect. One of the bullets entered the stomach, inflicting a fatal wound. Thomas was arrested and brought to Wilkesbarre and lodged in jail. Dougherty is 40 years of age and has a large family.

Pittsburg, Oct. 17.—City Attorney Clarence Burleigh yesterday entered three suits in common pleas court No. 2 against William Flinn et al. for the recovery of money alleged to have been borrowed from the city of Pittsburg. As is well known, the suits grow out of the publication of a fac simile of a number of checks made by former City Attorney W. C. Moreland to the order of former Assistant City Attorney W. H. House, and indorsed by Senator Flinn. The first suit is against Mr. Flinn, to recover \$118,000, with interest. The second suit is against James J. Booth and William Flinn, partners in the firm of Booth & Flinn, to recover the same amount of money. The third suit is against William C. Moreland, W. H. House, William Flinn and Booth & Flinn to recover \$200,000.

Beware of Ointments for Catarrh that Contain Mercury.

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and is made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free. Sold by Druggists, price 75c, per bottle. Hall's Family Pills are the best.

—THE CENTRE DEMOCRAT will be sent to any new address until January 1, 1900, for 15 cents.

Eureka Harness Oil advertisement with image of a harness.

AI TABLETS FOR GENITO-URINARY DISEASES advertisement.

PARRISH'S DRUG STORE advertisement.

Grant Hoover, Life and Fire Insurance advertisement.

MONEY TO LOAN advertisement.

PATENTS advertisement.

Scientific American advertisement.

MUNN & Co. advertisement.

BE YOUR OWN BARBER—Saves Money, Time and Patience. THE GEM SAFETY RAZOR advertisement.

THE GEM SAFETY RAZOR advertisement with image of a razor.

THE GEM SAFETY RAZOR advertisement with image of a razor.

LEGAL NOTICES.

DIVORCE NOTICE. THOS. GILSON vs. MARGARET A. GILSON. In the Court of Common Pleas of Centre County, No. 15, Jan. T. '99. To Margaret A. Gilson. Whereas, Thos. Gilson, your husband has filed a libel in the Court of Common Pleas of Centre County, to No. 15, January Term, 1899, praying for a divorce against you, now you are hereby notified and requested to appear in said Court on or before Monday the 27th day of November, 1899, to answer the complaint of the said Thos. Gilson, and show cause if any you have, why the said Thos. Gilson should not be divorced from the bonds of matrimony entered into with you, and in default of such appearance you will be liable to have a divorce granted in your absence. W. M. CRONISTER, Sheriff Office, Oct. 8, 1899. x43

ADMINISTRATOR'S NOTICE. Estate of ELIZABETH LONG, deceased, late of Miles township. Letters of administration on said estate having been granted to the undersigned, all persons indebted thereto are requested to make immediate payment, and those having claims or demands against the same will present them without delay for settlement, to the undersigned. JACOB MUSER, Administrator. Penns Cave, Pa.

STRAY NOTICE. Came to the residence of the undersigned, in Union try, about the first of September, a light red or Alderney steer about 10 months old with a notch out of one ear. The owner can have same by calling and prove property and pay all charges. JOHN MILLS, Unionville, Pa.

EXECUTOR'S NOTICE. Estate of Elizabeth Emel, late of the Borough of Milesburg, deceased. Letters of administration upon said estate having been granted by the Register of Wills to the undersigned, all persons knowing themselves to be indebted to said estate are requested to make immediate payment, and those having claims, to present them for settlement. AT GUST N. EWMAN, Executor. Reeder & Quigley, Att'ys. Milesburg, Pa.

BEEZER'S MEAT MARKET advertisement.

PHILIP BEEZER advertisement.

Farmers' Attention! advertisement.

AT LOW PRICES advertisement.

Powers Shoe Company advertisement.

PATENTS advertisement.

PATENTS advertisement.

THE GEM SAFETY RAZOR advertisement.

THE GEM SAFETY RAZOR advertisement.

THE GEM SAFETY RAZOR advertisement.