

Evening Herald.

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IMPORTANT FACTS.

If a man takes a ride of the average length, which is almost 23 miles says an exchange, in a railway train in this country, what is his chance of getting killed? According to the interesting report of the Inter-State Commerce Commission...

The first of the international races was a run to leeward and return, and that of yesterday, the second in the series of three in five, was a triangular course of thirty miles...

When the wind came up from the southwest all the yachtsmen and yachswomen put on their blue caps and sea togs and started down the bay on the usual fleet of excursion boats...

On the bridge of the flagship ship were Commodore Edwin D. Morgan, ex-Commodore S. Nicholson Kane, A. C. Canfield, Latham A. Fisk, General Charles J. Paing, Irving Grinnell, Peter Wright, J. Rodgers Maxwell, J. S. V. Oddie, Charles Russell and Stanley Mortimer.

The dry statistics of the Inter State Commerce report do not deal in any of these human phases of the matter, but it is worth betting on that he would be consoled, and get off at some stopping place short of the last milestone...

Nearly 1,000,000 people are reported to be on the verge of starvation in Great Britain. The Sherman law must go!

AGAIN THE VIGILANT.

Valkyrie Left Far Astern in a Rattling Breeze.

A VICTOR BY OVER TWO MILES.

It Was Just the Kind of Breeze the British Yachtsmen Wished For, and the Superior Yachting of the Centerboard Yacht Was Clearly Shown.

New York, Oct. 10.—Yesterday was Great Britain's day as far as weather for a yacht race was concerned, and Lord Dunsraven and all of the crew of the rakish black cutter were happy when they went down the bay in the morning.

The regatta committee were notified after the race that the Vigilant sprang her bowsprit while covering the first leg of the thirty mile triangle. The damage to her bowsprit makes the American yacht's victory the more emphatic...

The Daily Telegraph says: "The centerboard has again proved superior to the English cutter. All honor to the transatlantic kinsmen for their well earned success."

The Vigilant ran up her large club top-sail at 10 o'clock. Both boats cruised about north of the lights for an hour before the start.

On the bridge of the flagship ship were Commodore Edwin D. Morgan, ex-Commodore S. Nicholson Kane, A. C. Canfield, Latham A. Fisk, General Charles J. Paing, Irving Grinnell, Peter Wright, J. Rodgers Maxwell, J. S. V. Oddie, Charles Russell and Stanley Mortimer.

The Vigilant increased her lead to ten lengths at the end of the first half hour, and then while the Englishmen on the steamboats were hugging themselves with joy, the Vigilant began to cut down the open water between her bow and the Valkyrie's stern.

on to every rag, for therein lay her only hope of victory, but that the Vigilant with a lead of three miles should have kept her club top-sail on end, while her delicate top-sail seemed to bend like a bow, was something that her warmest admirers could not understand.

The Vigilant was determined that she would not only out-sail, outfit and out-maneuver her antagonist, but that she would have the credit of carrying an inch more canvas at any instant of the contest.

The official time of the race is as follows:Elapsed Correl'd Start. Finish. Time. Time. Valkyrie—11:50 3:00 1:50 1:50 Vigilant—11:55 3:05 1:55 1:55

Even The Times Acknowledges the Superiority of the Vigilant.

A Carton of Powder Explodes.

NEW YORK, Oct. 10.—The Right Rev. Mgr. Toner was a passenger on the Galion steamer Arizona, which arrived yesterday.

CHAMBERLAIN MADE NO DEAL.

CHARGED WITH ROBBERY FARMERS.



Sight Restored by Hood's Hood's Sarsaparilla and my eyes are perfectly well.

IN SENATE AND HOUSE.

Senator Wolcott Criticizes the President's Letter to Governor Northern.

BURNED BY EXPLODING MINE GAS.

MINISTER ROMERO DENIES A ROMOR.

CHAMBERLAIN MADE NO DEAL.

CHARGED WITH ROBBERY FARMERS.

REFUSED A PLACE ON THE OFFICIAL TICKET.

WELL BALANCED.



READING RAILROAD SYSTEM.

TIME TABLE IN EFFECT AUG. 7, 1903. Trains leave Shenandoah as follows: For New York via Philadelphia, week days, 8:10, 8:25, 7:30 a. m., 12:30, 2:50, 5:55 p. m.

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