

Evening Herald.

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IMPORTANT FACTS.

If a man takes a ride of the average length, which is almost 24 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, just out, it is one chance in 1,401,010.

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, ten miles to the leg. There was bound to be a windward work and reaching, and that always makes a prettier race than a leeward run.

When the wind came up from the southwest all the yachtsmen and yachtswomen put on their blue caps and sea togs and started down the bay on the usual fleet of excursion boats, which included everything from a big ocean steamer to a oyster launch.

The big boats were the popular ones yesterday, and many of the small two crack single skiffers would be made plain before the day was over, and the anxious citizens of two nations would be able to make something more than a guess as to which is the queen of yachts.

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

Before the start the excursion boats and tugs massed in two groups, one around the lights and one around the May. At the request of the skipper of the Vigilant all of the boats around the lights moved over to the other side of the course, so that the yachts could work up to the line close under the lee of the lights without their wind being broken.

The wind was blowing twenty-five miles an hour when both boats went over the line within two seconds of each other. The Vigilant led by the length of her bowsprit. They made a pretty start as they worked on a beat to windward of ten miles to the first mark, which was off North Long Branch, and so close in shore that a good view of the racing yachts was obtained from Seabright, Monmouth Beach and Long Branch.

As on Saturday, the Valkyrie headed ahead at the start. She was not running quite as close to the wind as the white ship, but she was going faster. In ten minutes the Valkyrie led by four lengths, but the Vigilant was a trifle to windward.

The Valkyrie 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. She walked right up and took the lead, and the race was a procession from that point. The cup defender gained 4 min. 45 sec. in the first ten miles, in the second ten mile run, and 3 min. and 20 sec. in the last ten miles. She crossed the line ahead of the Valkyrie 12 min. 25 sec., actual time. The Valkyrie was over two miles astern when the Vigilant finished.

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 Yachtsman Wanted 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.

C. Oliver Leitch and the gallant crew of the white cup defender were the happy ones when the yachts came back in the afternoon. They led a triumphal procession of yachts and excursion craft up the harbor, for the Vigilant had added another victory to her score. She had walked away from the Valkyrie in a wind that topped the sea with foam and drove clouds of spray over her weather bow.

The day was an ideal one for an outside race. The air was clear as a crystal. It had the vigorous freshness of October in it, and every old salt who sniffed it in the early morning predicted a blowing day. The yachtsmen, American as well as the British, were glad that the day had arrived when there could be no excuse of light winds for either of the contestants. All felt that the comparative merits of the two crack single skiffers would be made plain before the day was over, and the anxious citizens of two nations would be able to make something more than a guess as to which is the queen of yachts.

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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 tassel on end, while her delicate topmast seemed to bend like a bow, was something that her warmest admirers could not understand.

The Vigilant was determined that she would not only outlast, outfit and outmaneuver her antagonist, but that she would have the credit of carrying an inch more canvas at any instant of the contest. Both boats were forced to take in their jib topsails, however, before half the distance had been covered, for their sharp prows were buried deep into the sea and the rails were frequently awash.

The thirty mile race was run in three hours and twenty-five minutes. The wind blew almost half a gale during the last half of the race and the boats came in with decks forward wet with spray.

All the excursion boats saluted the Vigilant and also the Valkyrie as they steamed past them coming back to the city. The next race will be sailed tomorrow. It will be a beat to windward, fifteen miles and return. Should the Vigilant win again the America's cup will remain here at least another year, and the American contention in it will be the champion yacht of the world.

The official time of the race is as follows: Elapsed Corrected Start. Finish. Time. Time. Valkyrie—11:55:21 3:03:24 3:23:31 3:23:31 Vigilant—11:55:21 3:03:24 3:23:31 3:23:31 The Vigilant wins on corrected time by 10 min., 33 sec.

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, as she was forced to proceed in her crippled condition further trouble from the tremendous tension.

Even The Times Acknowledges the Superiority of the Vigilant. LONDON, Oct. 10.—The Times says of yesterday's race: "It leaves little room for doubt that the Vigilant is more than a match for the Valkyrie. It would be idle to pretend that the yacht had been put to a good all round, hard weather test."

The Standard says: "There can be no question that the Valkyrie has been fairly and squarely beaten under conditions as favorable as could be desired. It will surprise Englishmen to find the Vigilant superior in beating to windward."

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

The Daily News says: "It seems to be all over with Valkyrie. She has been beaten again under conditions that furnished as good a test of speed and seamanship as could have been desired. Our yachtsmen and yacht builders must again go to school in America."

A Carton of Powder Explodes. ALLIANCE, O., Oct. 10.—At 8:00 last evening an east bound freight train on the Pittsburg, Fort Wayne and Chicago railroad passed the village of North Lawrence, a few miles east of this city. Five minutes later the inhabitants of the village were startled by a terrific explosion. The train had a car containing over 300 kegs of powder, which became ignited, causing the explosion and the complete wrecking of the train. The track was torn to pieces for a distance of 150 yards, and an excavation twenty feet deep beneath the powder car was made. Engineer Colvin and Fireman Thomas McCowan were fatally burned.

Mrs. Tomer Will Protest. NEW YORK, Oct. 10.—The Right Rev. Mgr. Tomer was a passenger on the Galion steamer Arizona, which arrived yesterday. He had quite recently been at the Vatican, and when seen on the wharf said that the pope entertained the kindest feelings toward the United States. Mgr. Tomer said that he would communicate with the Washington authorities as to the seat of the papal legation in the Mediterranean, and had attempted to confess Catholic sailors.



Sight Restored by Hood's Hood's Sarsaparilla and my eyes are perfectly well. Lung trouble and pain in the back have also been cured. Mrs. MARY THOMPSON, No. 65 Passaic Ave., Newark, N. J. Hood's Cures. Hood's Pills Cure sick headaches. 25c.

IN SENATE AND HOUSE. Senator Wolcott Criticizes the President's Letter to Governor Northern. WASHINGTON, Oct. 10.—The session of the senate yesterday was given up entirely to considering the Sherman act. Some of the most impassioned speeches were made since the opening of the debate took place on Mr. Wolcott's resolution instructing the finance committee to put into legislative form the bimetallic declaration of policy contained in the Voorhees substitute. Mr. Wolcott criticized the president for his letter to Governor Northern, of Georgia, characterizing it as "intrusive, offensive and meddling in the relations that should exist between the legislative and executive departments of the government."

Mr. Voorhees made the resolution the ground work of a speech defending the repeal bill. The Wolcott resolution was finally sent to the calendar, and the repeal bill proper taken up. The debate on the federal election bill closed yesterday and the voting began today. At no time during the discussion has there been such attention given to speakers on either side of the question. Even the last day of the discussion was not productive of much interest. The House Democratic caucus last night, after a discussion of two hours, unanimously adopted a resolution that the Tucker bill should be passed, and that no measure be passed, and that no measure be passed, and that no measure be passed.

Burned by Exploding Mine Gas. SCRANTON, Pa., Oct. 10.—A terrific explosion of gas occurred in the Columbia colliery, Old Forge, by which Thomas Joyce and Martin Tiche were fatally burned and Thomas Hall, Dominic Mulren, John Hogan and P. McNulty, all of Durgan, seriously injured. The men were sinkers engaged in deepening the shaft to a lower level, and an accumulation of gas was set off by a naked lamp before they were aware of its presence. The explosion tore down considerable timbering.

Founder Bradley for State Senator. FREDERICK, N. J., Oct. 10.—The Monmouth county Republican convention was held here yesterday. James A. Bradley, founder of Asbury Park, was named for state senator.

Charged with Robbing Farmers. EASTON, Pa., Oct. 10.—William Stewart, of Northampton, who was committed to jail on a charge of robbing farmers throughout the county of their carriages, live stock, etc., implicated John Brecker as an accomplice. Brecker was arrested and made a confession. Stewart was the village butcher, and his downfall is the talk of the town.

Chamberlain Made No Deal. BOSTON, Oct. 10.—Joseph Chamberlain declares that there is no truth whatever in the statement called to this country that he made a bid during the last session of parliament for the votes of the Welsh members, in order to fish Mr. Gladstone and become prime minister himself.

Refused a Place on the Official Ticket. THIS MORNING, Ia., Oct. 10.—Deputy Secretary of State C. S. Hyrkist, yesterday refused to receive nomination papers for the prohibition-republican state ticket from Chairman B. F. Wright, who will apply for a writ of mandamus.

A Child Killed to Death. BURLINGTON, N. J., Oct. 10.—The 3-year-old son of Benjamin Meredith fell into a boiler of boiling water while playing about the house, and was so severely scalded that he died in a few hours after the accident.

READING RAILROAD SYSTEM.

TIME TABLE IN EFFECT AUG. 7, 1893. Trains leave Shenandoah as follows: For New York via Philadelphia, week days, 10, 5:35, 7:30, a. m., 12:35, 2:50, 5:05, p. m. Sunday, 11:10, 7:45 a. m. For New York via Mauch Chunk, week days, 10, 5:35, 7:30, a. m., 12:35, 2:50, 5:05, p. m. Sunday, 11:10, 7:45 a. m. For Reading and Philadelphia, week days, 10, 5:35, 7:30, a. m., 12:35, 2:50, 5:05, p. m. Sunday, 11:10, 7:45 a. m. For Harrisburg, week days, 10, 7:30 a. m., 12:35, 5:05 p. m. For Allentown, week days, 7:30 a. m., 12:35, 2:50, 5:05 p. m. For Williamsport, Sunbury and Lewisburg, week days, 7:30 a. m., 12:35, 2:50, 5:05 p. m. Sunday, 11:10, 7:45 a. m. For Mahanoy Place, week days, 10, 5:35, 7:30, a. m., 12:35, 2:50, 5:05, p. m. Sunday, 11:10, 7:45 a. m. For Girardville, (Happanahock Station), week days, 10, 5:35, 7:30, a. m., 12:35, 2:50, 5:05, p. m. Sunday, 11:10, 7:45 a. m. For Ashland and Shamokin, week days, 10, 5:35, 7:30, a. m., 12:35, 2:50, 5:05, p. m. Sunday, 11:10, 7:45 a. m. 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