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S A JUMP. Orleans Stock Expend Business.

Press.) pt. 23—Intense ex- Cotton Exchange of the Exchange business.

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In the taking of

\$1.50 Per Annum \$1.50

Victoria Times.

Twice-a-Week.

VOL. 19.

VICTORIA, B. C. FRIDAY, OCTOBER 6, 1899.

NO. 21.

THE YACHTS FAILED TO FINISH

To-Day's Race the Most Exciting of Any Yet Sailed For Possession of the America Cup.

ROBBED OF VICTORY BY THE WIND.

Captains of Shamrock and Columbia Exhibited Superb Yachtsmanship, but the Boats Could Not Reach the Winning Post Within the Time Allowance.

(Associated Press.) New York, Oct. 3.—The day for the first international yacht race opened bright, fairly clear, and with a crisp north to northeast breeze blowing at 12 miles an hour. The weather conditions are considered excellent.

The Columbia and Shamrock, each with an attendant squadron, had been moored overnight in the upper bay off Tompkinsville.

The crews were astir at daybreak preparing them for the competition. They were towed through the narrows and anchored inside Sandy Hook.

A sailor was sent up to the truck of the Shamrock's mast a few minutes after seven, and Sir Thomas Lipton's private signal was set.

By this time the Shamrock hoisted up jibs in the stops and looked as though she was ready to go out at any time.

The Columbia at this time had not hoisted any sail.

Meantime the steam yachts, excursion steamers, large and small, loaded with sight-seers were voyaging down the harbor toward the neighborhood of the course.

The Shamrock and Columbia, in tow of tugs, passed outside the Hook at 9 o'clock.

The Vigilant, the old cup defender, was in the challenger's wake.

The Columbia when near Point Hook began hoisting her main and fore sails when about two miles east of the Hook, and cast off her tow.

At the same time the Shamrock, about three miles further east, headed up into the wind and began hoisting her mainsail. She had it well up when the Columbia passed her, under three lower sails.

The wind was still to north-northeast, but had decreased some, and was not blowing over 10 knots. The flagship Corsair, with the regatta committee on board, passed the Hook at 9 a.m.

The Columbia reached Sandy Hook Lightship at 10:12. The Shamrock at that time was three miles to the westward, and was heading for the lightship.

Strung out astern there was a large fleet of excursion boats, steam yachts, launches, tugs, six torpedo boats and several revenue cutters, all heading for the lightship. The wind was almost due northeast, blowing about ten knots an hour, a good club topsail breeze.

Off Sandy Hook. Sandy Hook, Oct. 3.—The wind is north-northeast, at 16 miles. The weather is fine. There is a haze outside the bay, the air is crisp, and moderate sea. There are good prospects for the race. The wind may drop a little.

Preparations were made early this morning for the race.

A fine north-northeast breeze was blowing at the time. The sun's heat raised a slight vapor over the water, the air was chilly and overcoats will be in demand.

The white dressed crew on the Columbia and Shamrock set about getting their boats ready early.

On board the Erin, the tenders Plymouth and St. Michael, as well as on the large Ulster, everybody seemed busy.

Long Branch, N.J., Oct. 3.—Observation about 7 miles. The breeze is about ten knots from the north. It is misty, but the sun is rapidly eating up the fog.

Highland, off Navesink, Oct. 3.—At 8 o'clock the weather is clear, wind north-west and about 15 knots. The sea is comparatively smooth. The horizon to the southeast is comparatively clear.

There is a haze over the Long Island shore and up New York harbor.

this time is over a half a mile in the lead, and seemed to be dropping her rival rapidly.

Challenger Improves Her Position. No. 24.—Long Branch, 1 p.m.—The Shamrock appears to be gaining slightly. The wind is freshening.

No. 25.—Galilee, 1:10 p.m.—The Columbia now leads the Shamrock by two minutes and five seconds, and is evidently running away from her rival again. As the wind picks up the Columbia moves faster.

No. 26.—Galilee, 1:15 p.m.—The Columbia now leads by three minutes and ten seconds. The wind is freshening.

No. 27.—Highlands.—The Columbia turned the stake boat at 1:38 p.m., the Shamrock at 1:40.

No. 28.—Asbury Park, 1:28 p.m.—The Shamrock has decreased the Columbia's lead, but the Columbia is now making excellent progress with the assistance of her balloon topsail. The distance between the yachts is a quarter of a mile.

No. 29.—Long Branch, 1:46 p.m.—The Columbia is pulling away from the Shamrock. Both are still on the port tack. The wind is freshening from the north-east.

No. 30.—Highlands, 1:59 p.m.—The Shamrock again tacked to starboard and the Columbia followed suit. Again the Shamrock stood on the starboard tack for 20 seconds, when she swung to port, followed soon after by the Columbia. Within four minutes both boats made four tacks, and the race is a hot one.

No. 31.—2:10 p.m.—The wind has decreased until it is now about five miles an hour. The Shamrock appears to have passed the Columbia. Both yachts have now gone about on the starboard tack. It is still very hazy off towards the boats.

No. 32.—2:28 p.m.—The Shamrock and Columbia are now standing in on the starboard tack and are surrounded by an immense fleet of excursion boats, which are disregarding rules by going ahead. They are impeding the progress of the yachts, which are so surrounded by the fleet as to appear completely blanketed them.

No. 33.—Long Branch.—The Columbia is lying down in grand style. There seems to be a good breeze off the shore. The Shamrock is lying down more than at any time during the race. She seems to have a stronger breeze than the Columbia.

The Shamrock is now standing on the port tack. The Columbia is also on the port tack. The Columbia is leading by a small margin.

No. 33.—2:43 p.m.—The Shamrock and Columbia are on the port tack. They are doing fine work. The Shamrock is evidently trying to out-jockey the American boat. The Shamrock is to leeward. The yachts are just now turning to the starboard tack again.

No. 34.—2:56 p.m.—The Columbia turned on the port tack and the Shamrock is standing in on the starboard tack. The Columbia is losing ground at this time. The Shamrock has struck a fresher breeze off shore on the port tack. The Columbia seems to be almost becalmed, while the Shamrock is giving them better room.

No. 35.—2:58 p.m.—It looks at this time as though the Shamrock was on nearly even terms with her rival, if not ahead.

No. 36.—3:03 p.m.—The Shamrock now seems to be leading. The Columbia is stalled in a streak of calm. It looks as if the crew were unable to work her out of it. Her jibs are flapping, and there is scarcely wind enough to blow out her mainsail, while the Shamrock's sails are all drawing, and she is reaching the race.

No. 37.—3:10 p.m.—The Columbia is yet on her port tack, and is evidently following up her advantages by keeping there. The race may not be finished within the time limit.

No. 37.—Long Branch, 3:10.—The following is the official time at the turn: Columbia, 1:38:45; Shamrock, 1:40:11.

No. 38.—Highlands off Navesink, 3:17.—The boats are standing off the shore on the port tack about 7 miles from the lightship. The Shamrock is apparently leading. The race up to this time has been very close, and the boats were apparently more or less matched than any two that ever sailed for the cup.

No. 39.—3:20 p.m.—The Columbia has pulled up on the Shamrock, apparently through a fortunate puff.

Race Still in Doubt. No. 40.—3:24.—After carrying a puff of wind for half a mile the Columbia lost it and the Shamrock took it up and began to make up some of her lost ground. The race is still uncertain, and it is a toss-up which will win, or whether the race will be finished on time.

No. 41.—3:30.—When the yachts tacked to starboard they stood straight toward the Highland Light. The Shamrock, although somewhat astern, seemed to windward, but neither boat is making any material progress, as the wind is very light. The Shamrock had up to that time pretty thoroughly established the fact that she was the Columbia's equal, certainly in light weather, and at 3:30 it appeared that all that could save the Columbia from defeat was the expiration of the time limit.

No. 41.—3:34.—The wind is still light and the yachts are holding towards Highland Light on the starboard tack. By actual count there were 245 steam craft following or leading the racers, the fastest floating excursion armada that has ever been seen from this point.

The Shamrock Again Leads. No. 42.—3:37.—A most favorable slant of wind from the east led the Shamrock on the Columbia. She seems to gain fifty yards on this move, then a minute later the Columbia caught the shift and she also headed up, but she did not hold it as long as the Shamrock, and could not therefore make the necessary gain.

No. 43.—3:46.—The wind has gained to the northeast, a most favorable slant for the Shamrock, which enabled her to head up almost to the finishing line.

No. 44.—3:55.—The yachts are five

miles from the finish, with less than one hour to do the distance.

No. 45.—3:56.—The racers are now off the Highlands. The Shamrock is slightly in the lead and to windward. There is still very light wind. A favorable shift of wind at the time seemed to be in the Columbia's favor and let her up a bit on her rival, but she could not hold it very long, and once more sagged off to leeward. It was a long exasperating heat, and particularly so to those on the Shamrock, for all they required was a five-knot breeze, holding steady, to give them a win.

No. 46.—4:03.—The most exciting feature of the contest now is the Shamrock's race against time for a win. At this time she is making about four miles an hour, but as she has five miles to go in 45 minutes, she seems to have little chance of defeating the Columbia today.

No. 47.—4:28.—The boats are about three miles due east of Highland Light. The Columbia has pulled up on the Shamrock, and is scarcely more than 200 yards behind. Both boats are standing on the starboard tack.

The wind is freshening from the north-east.

Yachts Becalmed. No. 48.—4:38.—Both boats are becalmed about three miles off the Highlands, and about the same distance from the Lightship, and neither can finish in the time limit. They again swung to port, with the Shamrock on the Columbia's weather bow, not more than a hundred yards away.

No. 49.—4:45.—The time limit of five hours and a half expired at 4:45. At that time both boats were three miles east of the Highlands, and the same distance from the finishing line. Sandy Hook Lightship. The Shamrock is ahead.

No Race. No. 50.—4:45.—At the time the race was called off a person could toss a biscuit from the Shamrock to the Columbia.

No. 51.—4:47.—Both boats have taken in their jib topsails and signalled for their tugs.

The Courses. The conditions which govern the races are: First race, windward or leeward and return. Second race, an equilateral triangle. Third race, similar to the first. Fourth race, similar to the first. Fifth race, similar to the first.

The course will be as nearly as possible thirty nautical miles.

The Governor-General. The United States dispatch boat Dolphin had on board the Earl of Minto, Gov-General of Canada and Lady Minto, Mr. and Mrs. Douglas Robinson, Colonel Trevelyan and wife, August Belmont, and others.

When they came aboard a salute of thirteen guns was fired in honor of the Governor-General, and the flag of Canada raised to the masthead.

Owing to the governor's absence for the purpose of attending the ceremonies in Washington, in honor of Admiral Dewey, neither he nor Mrs. Roosevelt were aboard. The Dolphin weighed anchor at 10 o'clock and was among the last to go down the river.

In London. London, Oct. 3.—While the most prominent yachtsmen are out of London, the interest in to-day's race for the America's Cup is manifest in many quarters.

The afternoon papers give the event as much prominence as the Transvaal situation, some of them adopting American newspaper methods and bulletining the position of the yachts. This is an absolute innovation in British journalism.

The generous attitude of the New York Yacht Club has done a great deal in wiping out the last trace of ill-feeling.

Odds on Columbia. New York, Oct. 3.—There was little betting around the hotels last night on the international yacht race. The odds quoted were \$500 to \$300 on the Columbia.

IN VICTORIA. The progress of the race was watched with great interest by a large crowd which gathered outside the Times office early in the morning and remained there until the final bulletin was posted.

The varying fortunes of the yachts were received with demonstrations of satisfaction and dismay as Shamrock and Columbia alternately led.

The final announcement that the race would not be counted was a great disappointment to the crowd.

There was but little betting on the event.

THE YACHTS. Times readers will be interested in the following figures regarding the two yachts. The figures are correct as to Shamrock, and are very near to correct as to Columbia:

Table with 3 columns: Shamrock, Columbia, and measurements (Length, Breadth, etc.).

SOME PREVIOUS RACES. 1885—Puritan beat Genesta, 16:19. Puritan beat Genesta, 1:38.

1886—Mayflower beat Galatea, 23:09. 1887—Volunteer beat Thistle, 19:22 1/2. 1888—Volunteer beat Thistle, 11:45 1/2.

1893—Vigilant beat Valkyrie II, 5:48. 1894—Vigilant beat Valkyrie II, 10:23. 1895—Vigilant beat Valkyrie III, 8:0 1/2. 1896—Defender beat Valkyrie III, 4:7. Valkyrie III, withdrew.

STARTLING RUMORS FROM THE CAPE.

Boers Reported to Have Held Up a Train and Carried Off Nearly £500,000.

HAS KRUGER SENT AN ULTIMATUM?

Paris Papers State That He Has Demanded the Withdrawal of British Troops from the Frontier—Oom Paul Says Everything Points to War.

(Associated Press.) London, Oct. 4.—The most sensational news from South Africa this morning is a reiteration of yesterday's report of the acquisition by the Transvaal authorities of £500,000 in gold which was on its way to Capetown from Johannesburg.

Confirmation of the story comes from the two sources.

The Cape Argus asserts that the Boers made the seizure at Vereeniging, the amount being a week's shipment of gold from the Rand to Capetown, and forwarded the treasure to Pretoria.

The report is also confirmed by a cablegram received to-day by a mining company in London from their representative, which was to the effect that the train upon which he travelled from Johannesburg to Capetown was held up and looted by Boers, who secured £200,000 in gold, the amount being considerably less than the original estimate.

The Defensive Forces. There is nothing very tangible in to-day's war news, but the situation remains as strained as ever, unless hope may be derived from the apparent fact that the forces on the frontier are regarded by both sides as wholly defensive, and from the statement that Mr. J. H. Hofmeyr, the Afrikaner leader in Cape Colony, is still prepared to endeavor to secure the adherence of the Transvaal government to the "irreducible minimum" proposed at the Bloemfontein conference to President Kruger by Sir Alfred Milner, British High Commissioner. The Imperial government will stand by the commissioner's original proposal.

Unfounded Rumors. The Stock Exchange was influenced during the opening hours to-day by vague rumors that Queen Victoria had cabled President Kruger and President Steyn, and held out the olive branch, and by a report that the Boers had been defeated in a small engagement.

Prices rose, but there was a speedy relapse when both stories were discredited.

Sir William Harecourt's Attack. Sir William Vernon Harecourt has another slashing attack in to-day's paper upon the policy of the Secretary of State for the Colonies. He reiterates his original statement that Mr. Chamberlain's assertions that the Transvaal refused to redress the grievances of the Outlanders is the reverse of the case, and he insists that Great Britain is responsible for "slamming the door in the face of Kruger just when arrangements were approaching settlement."

Kruger's Speech. A more extended account of the speech of Kruger at the adjournment of the Raads is now obtainable. According to the trustworthy reports he said: "Everything now points to war because a spirit of falsehood has overtaken other countries, and because the people of the Transvaal wish to govern themselves. Although thousands may come to attack us we have nothing to fear for the Lord is the final arbiter and he will decide. Bullets came by thousands at the time of the Jameson raid, but the burghers were untouched. Over a hundred were killed on the other side, showing that the Lord directed our bullets. The Lord rules the world."

An Exchange of Views. London, Oct. 4.—A London news agency publishes a dispatch from Paris saying it is rumored there that a semi-official exchange of views is proceeding between Russia, France and Germany with reference to the Transvaal crisis.

Grave Situation on the Frontier. London, Oct. 4.—A dispatch from Capetown announces that General Sir George Stewart White, V.C., who will command the British forces in Pretoria, proceeds to Durban to-day. On his arrival at Capetown he found the situation on the Natal border so grave that he wired for immediate transportation for

himself and staff to Durban, and the British second-class cruiser Forte was placed at his disposal.

Boer Movements. The various announcements regarding Boer movements seem to indicate their probable plan of campaign in the event of hostilities. Their chief force, apparently, would surround the narrow stretch of Natal territory cutting into the Transvaal, thus threatening Laing's Nek and Charleston, while the Orange Free State command from Harrismith is expected to operate near Van Rensselaer's Pass, threatening Ladysmith.

Military critics are confident that Great Britain will hold her own in Natal.

In the Free State. The Free State commanders appear to be moving slowly. It is probable that the government had lent a portion of the Free State Artillery to the Transvaal. The only concentration at present is at Harrismith, in the northeastern section of the Free State, and at Boshof, north-west of Bloemfontein, a position threatening Kimberley, at Ronville, where the burghers expect the aid of a disloyal portion of farmers, and at Alwal North, in Cape Colony. Liebenburg is the base of Commandant Cronje's movement on the western border, menacing the Matieland railway, between Mafeking and Vryburg, in Bechuanaland.

There is a well authenticated report that a large force of Boers is assembled at Selk, at the junction of the Crocodile and Pongolani rivers, evidently with the object of destroying the railway.

The northern commander whose base is at Paterburg, confronts Colonel Plummer's column, which will move nearer the border to-day.

12,000 Boers in the Field. The report regarding the Boer artillery is probably exaggerated. It is believed the burghers possess few field guns, and it is unlikely they would dismantle their forts in order to send garrison pieces to the front.

The military authorities estimate that there are now 12,000 Boers in the field.

Reported Ultimatum From Kruger. Paris, Oct. 4.—A number of papers say the Boers have sent an ultimatum to England demanding the withdrawal of troops from the frontier within 48 hours.

The papers congratulate Kruger for coming to this decision.

Sir Wilfrid Laurier's Statement. (Special to the Times) Ottawa, Oct. 4.—Sir Wilfrid Laurier was shown by your correspondent this morning a press cable stating that the Canadian government had offered, and the British government had accepted, Canadian troops to serve in the Transvaal.

The Premier replied that the report was inaccurate and unfounded. He said the sending of troops from Canada was an important matter, which would properly call for parliamentary sanction, as it would involve a large outlay of public money. The position of affairs in South Africa was such that no one could tell in the event of war whether the struggle was to be long or short. There was no doubt the Boers would fight from ambush and avoid meeting the British face to face in a pitched battle. On the other hand, the British would force the fighting and bring the end as speedily as possible. If this latter view, which the British no doubt would follow, prevailed, and was successful, the war would be over before Canadian troops could be sent forward. If, on the other hand, there should be a condition of affairs which prolonged the war, there would be good time for the Dominion to take action, which was wisest and best.

It will therefore be seen from what the Premier says, that no steps have yet been taken by the government in regard to a Transvaal contingent, and the whole story published, principally from Toronto, has no foundation in fact.

BANK OF ENGLAND RATE. (Associated Press.) London, Oct. 3.—The Bank of England's rate of discount has been raised from 2 1/4 to 4%.