

WIND WAS WANTED

To Show What Dunraven's Yacht Could Really Do.

SHE LED THE VIGILANT MANY A MILE

The Breeze Blew Over Thirty Miles an Hour.

The Race Was Terrible—Valkyrie Shows Better Seamanship—Vigilant Badly Blanked—A Mistaken Tack—The American Makes a Grand Spurt at the Finish.

Sandy Hook, Oct. 13.—Genuine London weather greeted New Yorkers this morning, the opening day on which the fifth of the series of international yacht races was to occur. It was quite foggy in the city and a heavy mist falling which made men turn up their coat collars to protect their throats from the cold damp air. In the upper bay, the East and North rivers quite a sea was rolling and a good breeze from the east was carrying smoke and steam from funnels of the steam craft rapidly westward. Skippers said the barometer was falling, and they said this indicated that a storm, which weather sharps have sighted coming this way from the West Indies, would reach here some time today. Old barnacles shook their heads wisely, though somewhat fearfully, and said the time was not far off. They thought the storm would break before noon and that it would blow great guns. This was exactly what everybody was wishing for, and yachtsmen were delighted with the prospects. Lord Dunraven, they said, had had every kind of a blow but a hurricane, and if he had that today and was again beaten, of what could he complain?

Highlands, N. J., Oct. 13.—10:07 a.m.—The wind is northeast, eight miles an hour; foggy. The Vigilant has her jib and mainsail set, the Valkyrie only the jib set. 10:26—The weather is still thick; the yachts can dimly be discerned on the horizon. The course will be a beat to seaward and back. 10:30—The wind is now about east; it seems likely to improve, but the haze hangs. What appears to be the sloop and the bagship May, can be dimly discerned about the Scotland lighthouse. 10:37—As seen from this place, the Vigilant seems to be in tow astern of the May. The fleet of pleasure craft loom up on the horizon. The May leads the course. The wind still holds and there is a strong breeze off shore. 10:50—The wind here is east and holding southward. The starting point can only be dimly seen through the fog. The course will probably be to the eastward 15 miles and return. 10:52—What appears to be the Valkyrie is near the May. The Vigilant is in tow in shore near the Highland Light. The Valkyrie is still in tow. The Vigilant has her working topsail, jib and staysail set, and she is heading off to the south, close hauled. The wind is now southeast and blowing fully 30 miles an hour. The Vigilant appears to be making weather of it and stands up straight and is tearing through the water at a 12 knot rate. 11:07—Unless the Valkyrie gets a sale she will not be at the line at 11:25, the course will start at 11:25. The Vigilant is in tow in shore near the Highland Light. The Valkyrie is still in tow. The Vigilant has her working topsail, jib and staysail set, and she is heading off to the south, close hauled. The wind is now southeast and blowing fully 30 miles an hour. The Vigilant appears to be making weather of it and stands up straight and is tearing through the water at a 12 knot rate. 11:07—Unless the Valkyrie gets a sale she will not be at the line at 11:25, the course will start at 11:25. The Vigilant is in tow in shore near the Highland Light. The Valkyrie is still in tow. The Vigilant has her working topsail, jib and staysail set, and she is heading off to the south, close hauled. The wind is now southeast and blowing fully 30 miles an hour. The Vigilant appears to be making weather of it and stands up straight and is tearing through the water at a 12 knot rate.

11:10—The judges' boat signals that the course will start at 11:25. The Vigilant is in tow in shore near the Highland Light. The Valkyrie is still in tow. The Vigilant has her working topsail, jib and staysail set, and she is heading off to the south, close hauled. The wind is now southeast and blowing fully 30 miles an hour. The Vigilant appears to be making weather of it and stands up straight and is tearing through the water at a 12 knot rate. 11:10—The judges' boat signals that the course will start at 11:25. The Vigilant is in tow in shore near the Highland Light. The Valkyrie is still in tow. The Vigilant has her working topsail, jib and staysail set, and she is heading off to the south, close hauled. The wind is now southeast and blowing fully 30 miles an hour. The Vigilant appears to be making weather of it and stands up straight and is tearing through the water at a 12 knot rate.

11:12—The Vigilant's boat is signaling towards the southward, has her sails well stretched and lies well over. The Valkyrie is still far from the starting point, in tow. 11:15—The preparatory gun has been fired. The Valkyrie is not near the mark and making very poor headway. 11:16—The Valkyrie is passing Scotland lighthouse and is unable to make weather of it at the time advertised. 11:25—The Valkyrie has now got a staysail set and is making faster time, having dropped her tow, but she can't reach the starting point before 15 minutes. 11:27—The stake boat can be seen making for Long Beach. 11:29—The Vigilant is now approaching the lightship. The sea seems to be choppy at the start. 11:30—The Vigilant is making for the line. The Valkyrie is in tow at the windward. The Valkyrie leads slightly. 12 m.—They have not started. The Valkyrie is tacking back and forth, and the Vigilant can be seen indistinctly in the haze a long distance away. 12:01—Both sloops are running off before the wind. They are scarcely visible. It seems they are hauling around to the wind. 12:02—The gun has just been fired and the Vigilant is heading for the line. 12:08—The second gun is fired at 12:08 and the Vigilant is making for the line. The Valkyrie crossed the Vigilant's bow when they were about 200 yards apart. 12:10—The Vigilant crossed the line at 12:07:2. The Valkyrie about 7 minutes behind. 12:13 p.m.—The Vigilant has tacked and crossed the Valkyrie's bow. 12:14:2—The Vigilant tacked again and heads for shore, the Valkyrie immediately following suit, both boats sending the spray over the decks.

12:20—The excursion fleet is passing the race. The yachts and steamers will be enveloped by the fog in a few minutes. The Vigilant is holding her lead. 12:23—Both boats are engaged in a tugging contest and apparently are unable to gain any advantage. They have headed off shore and have made several short tacks. 12:25—The wind is blowing 30 miles an hour from the southeast and is freshening every minute. 12:26—Both yachts are heading toward Rockaway. The Vigilant forces the

can be heard as the American centre-board passes the English cutter. 3:30—There is clear water between the two sloops and the American boat is gaining slightly. 3:33—The Vigilant is gaining surely and making the gap between them wider. 3:36—The Vigilant is forging ahead still more at this rate she will save the time allowance of one minute and 33 seconds. 3:41—The Vigilant is still leaving the English boat. The boats are about 3 or 4 miles from the finish line. 3:42—The Vigilant is still increasing her lead. 3:44—The Vigilant is approaching the finish. 3:52—The Vigilant crosses the line first at 3:52:44. 3:56—The Valkyrie crosses at 3:55:50. The Vigilant therefore wins by two minutes and 33 seconds. 4:00—It is now rumored that the Valkyrie wins by 20 seconds. New York, Oct. 12.—The general impression here is that the Vigilant won by 32 seconds over time allowance. Nothing definite can be known until the official time is announced.

Woman Settlers in Cherokee. Ponca, Oklahoma, Oct. 13.—A few days before the 10th of September an announcement was made through the press that Miss Annette Daisy was leading a colony of spinsters and widows into the Cherokee strip for the purpose of establishing a women's settlement. Miss Daisy is a Kentucky woman, who has taken part in all the runs by which lands were settled in the territory. This time it was stated she intended to found a community from which all men should be excluded. Of the same mind and intention were nearly 40 women, who had accepted Miss Daisy as leader. During the rush and excitement following the opening of the Cherokee strip, she had been in waiting near Arkansas City, where she lost sight of it. It has since been learned that they were partially successful. They secured possession of three quarter sections of good land, or 480 acres, 12 miles from Ponca, where they have begun permanent improvements. Alfred Vanderpool, who is doing Miss Daisy's work on the strip, and who has just completed an overhaul trip from Ponca to Ponca, reports that he found 22 of the Daisy colony settled on the quarter section where they already have two small houses and four tenements. They have endeavored to buy out a man who secured an odd quarter section near them, but they have been unsuccessful. He evidently is too well pleased with his neighbors. Dr. Parker's Position. London, Oct. 12.—Dr. Joseph Parker, of the City of London, had forbidden his parishioners this evening by making a hot attack on the established church. He is understood to have been irritated by the unsympathetic attitude of the recent church convocation, in which he had therefore to take the first opportunity to voice his protest. At the opening of his address Dr. Parker said that the Right Rev. Frederick Temple, Bishop of Exeter, had forbidden his parishioners to attend a temperance meeting at the City Temple. "If any bishop stoop to such a course as this," said Dr. Parker, "there is but one party guilty than he, and that is the party which has forbidden the meeting. I do not hesitate to declare here that one of the first spiritual needs of London is that such a bishop as the bishop of London be expelled from the bishopric." Dr. Parker's address was full of keenness of the relation between churchmen and non-conformists. No clergyman of the established church, he said, should confer honor on non-conformists by attending the meetings. This was a question of Christian spirit and not one of privilege or patronage. The non-conformists should not allow the idea to prevail that they courted the friendship of churchmen. They should be hospitable and courteous towards the men of the established church, but should never go so far that their hospitality should be mistaken for servility.

Accidentally Married. Newport News, Va., Oct. 13.—Miss Elizabeth Clarke, who was selected to represent Virginia at the confederate reunion at Birmingham, Ala., and Dr. Kyrle, who lives in Hampton Roads, this city, were married by Justice of the Peace Hastings at a social gathering at the Taylor cottage. The affair was looked upon as a mere jest when the couple were going to invade the new justice into the performance of a sham marriage, but to-day it was learned that it was in all respects a perfectly valid one under the law. The situation is further complicated by the fact, as alleged, that Miss Clarke is engaged to be married to another, and that the affair will have to be postponed until after she can be disengaged from her impromptu husband. Salvini Was Too Late. New York, Oct. 13.—Tommaso Salvini, the famous actor, arrived in this city last Sunday on the Werra. He is staying with friends, and his arrival was known to only a few persons. Signor Salvini had hastened his visit to America to be present at the marriage of his son, Alexander Salvini, but he was disappointed, as the wedding took place in Cleveland, O., just the day before he arrived. He will go to the World's Fair on Wednesday, this being the main object of his visit. He will return to New York about November 1st, in time to meet his son. The older Salvini intends to sail for Europe again on November 18th.

GHASTLY SLAUGHTER

One Hundred Railway Passengers Killed and Wounded

IN A TERRIFIC REAR END COLLISION

On Michigan Central Railway at Jackson Station.

Second Section Crashes Into First—Going Fifty Miles an Hour—First Section Stopped for Breakfast—Section Engineer Lost Control of Brakes—Horrible Scene of Destruction.

Jackson, Mich., Oct. 13.—Two excursion trains on the Michigan Central railway collided at the station here this morning. It is supposed that nearly one hundred passengers are killed or wounded. Detroit, Oct. 13.—The superintendent of the Michigan Central here says that ten bodies have been recovered so far, and the number of injured has not yet been reported. The trains were the Delaware and Lackawanna coach excursion specials. The first section had stopped to let the passengers get breakfast. It had been standing at the station 26 minutes when the second section came smashing into it. The signal semaphore was all right, but the engineer claims that his airbrake would not work and he was powerless to avoid the collision. Both trains went from the east and started from Detroit. It was probably a rear end collision. The number of dead and injured is now placed at 150. Detroit, Mich., Oct. 13.—A later dispatch from Jackson says: A terrible wreck occurred this morning about nine o'clock one hundred yards east of the passenger depot of this city. Tracks and undertakers' wagons are rapidly taking away the dead and wounded. An excursion train from the east was standing at the depot, when an excursion train came in, the engineer of which lost control of the airbrakes and could not stop his train. It rushed at the rate of 40 miles an hour into the train ahead, plunging into it and throwing the cars in all directions. Nine cars were jammed together, and the wreckage was beyond recognition. The wreck occurred at 9:40 a. m. The second section of the Oswego special ran into the rear end of the first section. Inside of 30 minutes six dead were taken out and the work had only just begun. The accident, it is now learned, occurred because of a misplaced switch. The cars were terribly smashed, two of them being thrown across the track. One car was driven entirely through another and those were turned entirely over. The number of dead is now placed at 45 and the injured will reach at least 60. Hundreds of people were aboard the trains, and they were killed in all kinds of ways. Some of the cars were not badly enough wrecked to kill any of the people on board them, and it is miraculous, considering the shape the cars were left in, that any at all escaped without injury. The following have been identified: Dead: Mrs. Lloyd Woodbury and James Woodbury, Bath, N.Y., and Mrs. Woodbury's father-in-law, Mr. Beardsley, Canby, Pa.; Mrs. Watson, aged 29, Pennsylvania; Miss Harriet Bruce, Pine City, N. Y.; Susie Heidy, Warrior Run, Luerne county, Pa. There are six other dead at Webb & Crandall's undertaking establishment and six more at Bolton Hill's. The dead and injured have all been removed and are now lying at the hotels and morgues.

American Political Methods. London, Oct. 12.—The Times, commenting on the action of the United States senate to prevent the repeal of the silver bill by a resort to continuous sessions, says: "The determining of an economic question by an appeal to physical endurance is little removed from the medieval ordeal of battle, yet this old-world remedy is being applied in the centre of the most essentially modern form of government." The Standard says: "The silver party's tactics are not very democratic. The words 'endurance' and 'stamina' are applied to them here." The Daily Telegraph characterizes the proceedings as reducing legislation to an absurdity. The Daily Chronicle says: "The spectacle is ludicrous and contemptible. If physical endurance is to be the legislative court of appeal, communities will have to get themselves represented by athletes."

Converted Indians. Lake Mohank, N. Y., Oct. 13.—The morning session of the third day of the Lake Mohank conference of the friends of the Indian was opened with prayer by the Rev. T. C. Cazier, after the usual devotional exercises and singing by the double quartette from Carlisle school. Dr. Gates announced that unsolicited subscriptions of \$125 towards the \$1,000 had already been received. Bishop Walker of North Dakota was introduced and addressed the conference upon the question whether the educated and converted Indians remained true to their Christianity after returning to the reservation. He contended that they did, and recommended the continuation of both reservation and detached schools.

Bradlaugh's Paper Suspended. London, Oct. 13.—A sensation has been created in radical and free-thought circles throughout the country by the announcement that with the present issue of the National Reformer, the noted weekly established 33 years ago by the late Charles Bradlaugh, will cease to exist. For over a quarter of a century this journal furnished the late champion of English espousing in large measure the cause of the secularist, and the medium of his terrific fusillades against the church and the state. At one time its circulation was in the neighborhood of a quarter of a million, and it was regarded as one of the most valuable properties in the metropolis outside of the dailies. Its decay is attributed partly to the decease of its founder, partly to the rapid dwindling in late years of the ranks of the secularist element, and partly to the fact that the English radicals prefer to take their politics "straight" rather than to have them mixed with journalistic irreligion.

TUPPER'S AIR GUN. The Fresh Knight's New Way to Kill Old Seals. Ottawa, Oct. 13.—Sir Charles Tupper says in his opinion Canada has got the best of the bargain in the Behring Sea arbitration. The killing of seals with firearms or explosives was prohibited during the month of August, but an equally effective means of killing seals is by air guns such as are now used for killing whales. The sealers of British Columbia are already turning their attention to this mode of evading the regulations. An order in council was signed to-day at Quebec making Mackintosh governor of the Territories. All that remains now to make him a full-fledged governor is that he takes the oath of office. A meeting of the teachers' institute was held this afternoon. The readers at present in use and other matters were discussed.

Union Pacific Receivership. Washington, Oct. 14.—In the house this morning Mr. Riley (Dem., Pennsylvania) asked for the present consideration of a resolution calling on the attorney general as to the propriety of a receivership of the Union Pacific railway, and whether the United States had any advice of such proceeding. Agreed to. New York, Oct. 14.—George J. Gould said today that the placing of the Union Pacific in the hands of a receiver was a very good thing for the stockholders, as it would keep the property together by providing that the system remain intact. If there was a general scramble by every one, each one looking out for himself, the result must necessarily be bad for the stockholders. He thought the stock was in a much stronger position to-day than before the receiver was appointed. To cure nervousness your nerves must be fed by pure blood. Hood's Sarsaparilla makes pure blood. Take it now.

Wrecked at Redondo. San Francisco, Oct. 14.—The steamer Newbern ran ashore near Redondo on the southern California coast early this morning. The vessel was in a bad position, the passengers and crew are safe. The Newbern is owned by the Pacific Coast steamship company, Goodall, Perkins & Co., and was due here to-morrow from Mexican ports. W. A. Child, the purchaser of the steamer, walked to Redondo City this morning bringing the news that the vessel was wrecked on the rocks at Point Vincent, ten miles south of Redondo, at three o'clock this morning. The Newbern was bought from Mexican ports to San Francisco, loaded with bullion, oranges, bark and 17 passengers. No lives were lost, and it is thought the main part of the cargo will be saved. The wreck is a bad one. A heavy fog prevailed all night causing the vessel to lose her bearings. Carriages have left to bring the passengers, three of whom are ladies, into Redondo. Two divers have been engaged and will be sent to Point Vincent at once to save the bullion and as much of the cargo as possible.

American Senate. Washington, Oct. 14.—The first half hour of to-day's session was occupied by Mr. Morgan, Democrat, in personal explanation defending himself against the charge of ignorance of scripture, as made by a newspaper, and from strictures by the Montgomery, Ala., Advertiser, for opposition to the unconditional repeal of the Sherman act. He denied that he intended his intention to vote against the unconditional repeal as proposed in the Voorhees substitute, which was a more injurious and cowardly makeshift than the original one. No less than three notices of resolutions to amend rules were given, and Mr. Hill, Democrat, proposed to amend the rule in New York which provided that no one who had heretofore given notice as to the counting of senators who are in their seats and are paired, and not to make a quorum on an actual vote but only by roll call. The Western Union and Postal Telegraph Companies suffered greatly by the storm. Both companies were obliged to refuse business to all points. The United Press lost control of all its leased wires between six and seven o'clock in the evening. Wrecked at Redondo. San Francisco, Oct. 14.—The steamer Newbern ran ashore near Redondo on the southern California coast early this morning. The vessel was in a bad position, the passengers and crew are safe. The Newbern is owned by the Pacific Coast steamship company, Goodall, Perkins & Co., and was due here to-morrow from Mexican ports. W. A. Child, the purchaser of the steamer, walked to Redondo City this morning bringing the news that the vessel was wrecked on the rocks at Point Vincent, ten miles south of Redondo, at three o'clock this morning. The Newbern was bought from Mexican ports to San Francisco, loaded with bullion, oranges, bark and 17 passengers. No lives were lost, and it is thought the main part of the cargo will be saved. The wreck is a bad one. A heavy fog prevailed all night causing the vessel to lose her bearings. Carriages have left to bring the passengers, three of whom are ladies, into Redondo. Two divers have been engaged and will be sent to Point Vincent at once to save the bullion and as much of the cargo as possible.

AMERICAN SENATE

Morgan Charged With Being Ignorant of Scripture.

TAKES OCCASION TO DEFEND HIMSELF

He is Against Conditional Repeal of the Sherman Act.

The Voorhees Proposition Denounced as Injurious and Cowardly—Senator Hill of New York Offers a Resolution—Big Electric Works Burned in Baltimore With Heavy Damage.

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AMERICAN NEWS NOTES

Daily Chronicle of Events in the Great Republic.

New York, Oct. 14.—The stock market opened quiet and lower. The decline in prices ranged from 1.8 to 1.2 per cent. Union Pacific declined from 16 1/8 to 15 3/4. Hocking valley rose 2/8 to 22 on the decision of the court in favor of the company in the Stevenson Burke case.

Tacoma, Oct. 13.—Don M. Dickinson is creating some interest among local lawyers because of the fact that he is to be here Nov. 16th to represent the Canadian Pacific railway in the suit growing out of the alleged violation of the interstate-commerce law by selling a ticket to Mrs. Nellis from this city to Boston for less than \$70. It is not believed that President Van Hornes will be present, although he may come. If not he will probably be represented by Mr. Dickinson. General Western Passenger Agent George McL. Brown of Vancouver is expected here at the trial, together with the Tacoma representative of the company, W. R. Thomson, and his assistant, Arthur B. Calder.

Boston, Mass., Oct. 14.—The Union Pacific's statement for August over the whole system is: Gross earnings, \$2,658,115; decrease, \$417,175; net, \$743,080; decrease, \$870,719. For eight months the loss is \$24,680,790; decrease, \$3,122,914; net, \$7,144,904; decrease, \$2,561,377.

New York, Oct. 14.—The Cunarder Lucania, which sailed for Liverpool to-day, had an unusually large number on the sailing list. Among them were Lord Wolverton, the Marquis of Ormonde, and the Marquis of Alisa. San Francisco, Oct. 14.—Judge Dan-gerfield to-day put off for three weeks the sentence of murderer McNulty until the return of Judge Murphy, who had tried the case. Blew Great Guns. Long Branch, N. J., Oct. 14.—A terrible storm passed over this place last night. The wind, which had been blowing strong all afternoon, increased to a perfect gale by nightfall, and was accompanied by heavy rain. The patrol men of the life saving stations were unable to make much progress along the beach during the night. All that remained of the wrecked schooner Thomas Havens was demolished. Union Pacific Receivership. Washington, Oct. 14.—In the house this morning Mr. Riley (Dem., Pennsylvania) asked for the present consideration of a resolution calling on the attorney general as to the propriety of a receivership of the Union Pacific railway, and whether the United States had any advice of such proceeding. Agreed to. New York, Oct. 14.—George J. Gould said today that the placing of the Union Pacific in the hands of a receiver was a very good thing for the stockholders, as it would keep the property together by providing that the system remain intact. If there was a general scramble by every one, each one looking out for himself, the result must necessarily be bad for the stockholders. He thought the stock was in a much stronger position to-day than before the receiver was appointed. To cure nervousness your nerves must be fed by pure blood. Hood's Sarsaparilla makes pure blood. Take it now.

Wrecked at Redondo. San Francisco, Oct. 14.—The steamer Newbern ran ashore near Redondo on the southern California coast early this morning. The vessel was in a bad position, the passengers and crew are safe. The Newbern is owned by the Pacific Coast steamship company, Goodall, Perkins & Co., and was due here to-morrow from Mexican ports. W. A. Child, the purchaser of the steamer, walked to Redondo City this morning bringing the news that the vessel was wrecked on the rocks at Point Vincent, ten miles south of Redondo, at three o'clock this morning. The Newbern was bought from Mexican ports to San Francisco, loaded with bullion, oranges, bark and 17 passengers. No lives were lost, and it is thought the main part of the cargo will be saved. The wreck is a bad one. A heavy fog prevailed all night causing the vessel to lose her bearings. Carriages have left to bring the passengers, three of whom are ladies, into Redondo. Two divers have been engaged and will be sent to Point Vincent at once to save the bullion and as much of the cargo as possible.

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AMERICAN NEWS NOTES

Daily Chronicle of Events in the Great Republic.

New York, Oct. 14.—The stock market opened quiet and lower. The decline in prices ranged from 1.8 to 1.2 per cent. Union Pacific declined from 16 1/8 to 15 3/4. Hocking valley rose 2/8 to 22 on the decision of the court in favor of the company in the Stevenson Burke case.

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