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THURSDAY, SEPTEMBER 12, 1895.

President Dalton Faints Away While Reading His Address.

British Comments on the Yacht Race Decision.

The Statement That Canadian Cheese Is "Doctored" Denied.

Atlantic Liners Combine to Raise Steerage Rates-A Swiss Hamlet Buried by an Avalanche of Snow.

SALA INSOLVENT.

London, Sept. 12.-An order of court has been issued appointing a receiver for George Augustus Sala, the wellknown newspaper writer and author. THE AVALANCHE!

Berne, Sept. 12.—An avalanche from the Altels Glacier has fallen upon the hamlet of Spitalmatte, About two square miles of land has been covered: It is feared that six persons and 300 head of cattle have perished.

CHANGING AMBASSADORS. London, Sept 12.—The Post publishes a dispatch from St. Petersburg stating that Sir C. F. Lascelles, British ambassador to Russia, will succeed Sir Edward Malet (who will shortly retire),

as ambassador to Germany. TIRED OF FIGHTING.

Auckland and New Zealand, Sept. 12. -Advices from Samoa dated Sept. 5 state that ex-King Tamesese recently came to Apia and submitted overtures for permanent peace. to be considered by the British and German consuls and King Malietoa. The conditions of the ex-king's proposals have not been dis-

PRESIDENT OF THE W. C. T. U., BELGIUM. London, Sept. 11,-Madame Chan-

train, of Charleroi, Belgium, a lady of high accomplishments, and great zeal in the progressive work, has accepted the position of president of the World's Women's Christian Temperance Union

IN COOL QUARTERS London, Sept. 12.-Word has been received here that the yacht Windward, carrying the Jackson-Harmsworth polar expedition, which sailed from the Thames on July 11, 1894, has arrived at Verdo, on the north coast of Norway, in latitude 18 degrees north, and longitude 32 degrees east, after having broken out of an ice belt between Franz

Josef Land and Barents Sea. STEERAGE RATES GO UP, Liverpool, Sept. 11.-The British and foreign transatlantic steamship lines have agreed upon an immediate advance of steerage rates. It is announced that hereafter the fast liners will demand £5 10 shillings for steer-

boats 5 guineas. London, Sept. 11 .- A dispatch to the Central News from Hamburg says it is reported that a British and German steamship pool to raise Atlantic rates has been completed.

age passage to America and the slower

NO HOME RULE FOR CUBA. San Sebastian, Spain, Sept. 12,-Prime Minister Canovas del Castillo, who is sojourning at this watering place, states that the Government will not dissolve the Cortes nor assemble the Parliament in 1896 until the campaign in Cuba shall have taken a decided turn, which is expected to be

The Prime Minister informed the Queen Regent that it is necessary to suppress the insurrections before reforms in Cuba are attempted. The Government would never grant home rule on the lines enjoyed by the British col-

THAT DOCTORED CHEESE.

London, Sept. 12.—Several morning newspapers today contain an authorized statement from the Canadian Government that the statement published North British Agriculturist, that Canadian cheese shipped to the old country markets is made of oleomargarine, is absolutely without foundation. At Warrington, which imports one-fifth of the Canadian cheese sent to Great Britain, it is affirmed that they never found a box of "doctored" cheese in all their consignments. Importers here urge closer supervision of all through shipments of cheese from the United States, as the filled cheese to which the North British Agriculturist refers is supposed to have come from the United States via Canada.

ADVOCATES OF ADVANCED SCI-

ENCE. London, Sept. 12.-The 65th annual meeting of the British Association for the Advancement of Science opened last evening at Ipswich, Lord Kelvin introduced the new president, Sir Douglas Galton, Sir Douglas started to read a lengthy address. He eulogized the late Prof. Huxley and traced the history of the association from its inception, pointing out the benefits it had onferi upon students and the public n every ranch of science. After readaree quarters of an hour, Sir inted. He soon recovered, onn Evans read the rest of Dr. Percy Frankland, professor of chemistry in Mason College. Birmingham, delivered a lecture on the work of Prof. Pasteur, the distinguished French chemist. He traced Prof. Pasteur's work, and gave him a high meed of praise for all he had accomplished in his chosen fields of

The audience numbered 1,200 persons, including many distinguished scientists. The mayor of Toronto is expected to attend the meetings, in view of the probability of the association meeting in that city next year.

BRITISH COMMENT. Glasgow, Sept. 12.-The Herald says the decision of the committee will cause bitter disappointment in this country. We cannot, however, impeach

the fairness of the decision or question

their right to award the race to the yacht which they declared was fouled by the actual victor. The only question is whether it would not have been more sportsmanlike to have voided the race altogether; but that is a matter of opinion. We must, however, accept the decision with the best possible

Standard: The decision will be received with much regret in England. It is unlucky, to say the least, that the result deprives Lord Dunraven of what seemed to be a fairly won victory. We do not imply that there is the slightest reason to suspect the committee of par-tiality. We recognize the kindly spirit that prompted them to sound the competitors as to whether they would like to race again without a decision on the disputed point, Evidently the foul was a pure accident. We only express our belief, that, had the positions been reversed, Lord Dunraven would have cheerfully agreed to resail the race as a solution of the difficulty.

Chronicle: We confess we see no reason in the decision of the committee awarding the race to the Defender. The foul occurred before the starting gun was fired and before the line was crossed. The Defender might have backed out, but she elected to race. Had the Valkyrie wilfully fouled the Defender during the race the penalty could not have been greater. The committee's explanation does not improve matters.

Pest: Nothing can be done but to

accept the verdict, but even if the decision of the committee be acquiesced in unanimously by yachtsmen on both sides of the Atlantic, the 1895 contest will always be regarded as an unfortunate match. It would be a graceful and sportsmanlike course if Mr. Iselin should offer to resail the race, even if Lord Dunraven was unable to take advantage of the courtesy." The Post further says it would be a pity if another attempt should not be made to bring back the America's cup, suppos-ing the Defender wins the next race, but it may be taken for granted that this will be the last contest sailed in

New York waters. Daily News: The committee has not only taken Tuesday's, supposed victory from the British yacht, but has given It to the Americans. This seems to be rather sharp practice. If the umpire had done his duty he would have recalled the yachts and had a fresh start. The committee's severe award makes poor reciprocity for the generous treatment of the Cornell crew at Henley.

The Times says it is not quite clear whether the committee had the power to order a fresh race. The rules were drawn with special stringency, and may have compelled the committee to award the victory to one or to the other boat, yet most persons here would have desired that the race be resailed.

The Daily Graphic says the committee's decision will be accepted loyally. Lord Dunraven is not the man to throw way his now remote chance of winning the cup, because a committe American gentlemen have held that his yacht was in the wrong.

The Yachting World, in its first leader on the subject, written before the decision, says two races have been sailed. The Valkyrie lost one actually and the second virtually. Whatever may be the committee's verdict, it is impossible to doubt that the American champion achieved a moral victory.

Sparks From the Wire.

A dispatch from Madras states that the Rajah of the Indian state of Cochin, is dead. The laying of the corner-stone

the new Presbyterian Church in Blenheim took place yesterday. At Pickering, Ont., Chas. Andrews, aged 71, dropped dead yesterday morn-

ing while about his usual work. Mr. Laurier leaves Quebec on Friday morning to address meetings at Hebertville and Robervalle in the Lake St.

John region. The Ottawa Undertaker's Association eld its annual meeting yesterday in Toronto. The secretary's statement shows a membership of 436.

A young daughter of Mr. Frank Johnalong and cut one of her legs off. The other limb will have to be amputated. Perth was visited by a tremendous storm yesterday. The lightning and thunder could not be described. Hail fell fully as large as plums and rain flooded the streets for over two hours. Fred Hunt, a young man who drives

a baker's wagon, was probably fatalhurt by a trolley on Wednesday, at the corner of Roxborough avenue and Yonge street, Toronto. His horse was killed.

Wednesday evening Guyten Ferrano, four years old, was beheaded by an electric car at Sharpsburg, Pa. The boy's mother was so close that she was covered with blood that spurted from the mangled remains of her child. W. B. Palmer, traveling manager of Palmer & Farrett's Trilby Company, committed suicide Tuesday in the Southern Hotel, at St. Louis, Mo., by shooting himself through the head. Palmer had managed the Trilby Company ever since it started on the road.

He had been drinking heavily. Inspector De Barry, of Buffalo, interepted James Spurback, of Dunville, Ont., a farmer, aged 61 years, on his way from his home to Westfield, N.Y., where he had been engaged to take charge of a farm owned by a man named Hall. Spurback admitted that he was coming into this country under contract, and was promptly deported by the United States official.

SIR RIVERS-WILSON.

Windsor, Sept. 12.—Sir Charles Rivers-Wilson arrived here with his party at 2 p.m. today, and has taken up quarters at the Russell House, Detroit. THE TRAIN RECORD.

Buffalo, Sept. 12.-The official time of yesterday's run by the New York Central trains, as given by George H. Daniels, general passenger agent, is: Left Grand Central station, New York, 5:40:30 a.m.; arrived East Buffalo at 12:34:57 p.m.; elapsed time, 6 hours, 54 minutes, 27 seconds. The actual disthe actual running time, exclusive of stops to change engines, 6 hours and 47 minutes. This makes the average rate of traveling 64 1-3 miles an hour: The English record was 63 1-4 miles an hour. In addition, Mr. Daniels says that the weight of the English train was much lighter, being only 100 tons, while the weight of the New York Central flyer was the same as that of the

Empire State Express, 175 tons. Hot weather proves depressing to those whose blood is poor. Such people should enrich their blood with Hood's Sarsaparilla.

Of all parliamentary debaters of the day there is no man less dependent upon notes than the Marquis of Salisbury.

Opening of London's Electric Street Railway.

Mayor J. W. Little, Motorman, on the First Car.

A Number of Speeches at the Fair Grounds.

Mr. Carr Presents the Mayor With a Basket of Flowers.

Cars Will S'op on Near Crossings Cheaper Fares Now-The City Only a Tacit Consenter to the Operation of the Line.

Motor car No. 11, in charge of Motorman Mayor J. W. Little, made the first trip over the electric line this morning, and the road was officially opened by means of several speeches and many cheers.

It is just a week ago last Friday since the rails arrived from Scotland. Today the cars are making regular trips over four miles of completed road, selling seven tickets for a quarter during the day, and nine tickets for a quarter between 6:30 and 8 a.m., and 5 to 6:30 in the evening.

The official run was not the first run

of the day, but the other trips were merely trial trips, to make sure that no acident would happen from faults of construction to the precious car of invited guests, who were to follow later. The run was made from the corner of Dundas and Richmond streets. It was intended to start from the City Hall, but the east trolley wire on Richmond street was not completed intime. Scores of people stood around the corner to see the start. The invited guests occupied a reserve car, among them being noticed: Wm. Bowman, Sam Stirling, T. G. Fisher, R. M. C. Toothe, John Hunt, Ald. Pritchard, Albert White, Dan Blackwell. Sam Stewart, C. F. Dan Blackwell, Sam Stewart, C. Hanson, Sim Fax, Ald. Ardill, Sir John Carling, Sam Turner, S. J. T. Brown, Ald. Powell, C. A. Kingston, Ald. Armstrong, George Robinson, Moses Masu-

ret, J. S. Pearce, C. H. Ivey, T. R. Parker, T. H. Smallman, Col. Lewis, J. A. Nelles, Rev. E. B. Lanceley, ex-Mayor Spencer, Capt. A. W. Porte, John Garvey, W. J. Reid, C. B. Hunt, Engineer Graydon, George Burns, T. A. Browne, Engineer McKay, Ed Flock, Ald. Weld, Ald. Skinner, Thomas Mc-Cormick, George T. Brown, Wm. Saunders, C. W. Davis and others. Behind the official car were two trainloads of citizens, who were given

a free ride for the occasion.

THE START. At 22 minutes to ten Manager Carr asked the company's motorman, who was on the car, to give way to the controlling the current, gave it a slight twist and with a staccatto voluntary from the gong, played by means of the mayor's foot, the car untary moved off.

The mayor evidently believes in rapid transit, especially when controlling the metor. Before the length of the car was passed the pace was a hot one. Clang, clang, went the gong while the ress made. car rolled over the concrete foundason, of Seeley's Bay, was hidden in tion with a hollow grinding sound. the grain field when the reaper came Business along the street was suspended, and clerks and proprietors came minated wit broad smiles. Heads protruded fr ,n the upper windows of everybod; wanted to see the trolley. The way the mayor kept that gong going was a caution. He was evidently setting a good example to the regular motormen.

RESENTED THE INTRUSION. There was a vast difference in the manner in which the horses treated the trolley. The most scared horses were those attached to the bob-tailed herse cars that ran along the side of the street. To them the sight of a car propelled by a fish pole was nothing short of uncanny, and each and every one tried hard to bolt. One horse, just to show his resentment of the innovation, varied the programme by kick-The great majority of horses ing. took no notice whatever of the strange sight. Some followed it with their eyes and turned their heads with apparently as much curiosity as their drivers. But there were cases of genuine scare. One horse, near Burwell street, dragged a market gardener's wagon up on a grass plot, stood on its hind legs, and really tried to climb a shade tree to escape. Another horse would not stand easy on the street, but calmed down considerably when the rider allowed it to stand on the sidewalk.

At William street the car stopped for want of power. Manager Carr hurried to a corner store to telephone to the power house. "Why have we stopped?" asked a curious passenger from the rear of the

"Too Little electricity," answered Mr. Bowman, while his face perceptibly flushed with the know edge that he had been guilty of the crime of punning.

ANOTHER START. Like the cat, the electricity came back, and another run was made to Elizabeth street, where the cars were brought to a standstill in anticipation of a photographer being present to tance traversed was 436 1-2 miles, and photograph the cars. After waiting several minutes it was found that the photographer had gone on to the Fair grounds, and once more the mayor turned on the current. The car turned into the grounds, and by a strong twist on the brakes the mayor brought it to a standstill.

Three hearty cheers were given by the crowd, and Manager Carr presented the mayor with a basket of roses and congratulated him on his success-

MAYOR J. W. LITTLE. Speeches then became the order of the day. The mayor, standing on the car platform, took very great bleasure in congratulating the street railway company on the success of their initial

trip, and on the expeditious way in which the work had been carried on. He was sure that the citizens were satisfied that the work had been done in the best possible way, and that London would have one of the best services on the continent. Further, he was satisfied that the citizens would do their part, and patronize the road well, and add to the company's dividends. "It marks a new era in the progress

of our city," said the mayor. "And there are certainly other advantages that we will reap beyond cheap and rapid transit. It will increase the value of real estate, and place us on a par with other cities on the continent." (Ap-plause.)

SIR JOHN CARLING. After again congratulating the com-pany, Mayor Little called on Sir John Carling, "I must congratulate," said Mr. Carling, "this year's City Council for having at last succeeded in making satisfactory arrangements for the completion of the road, and I must also congratulate the president and directors of the street railway company for the energy with which they completed the track to the Fair grounds in time for the Fair."

1.Mr. Carling went back to the time was built in London, and reviewed the progress of the city since that time. He urged upon his hearers the necessity of making London a center, and making Springbank an attractive picnic resort. He concluded by again referring to the ability with which the council had handled the matter and the

energy of the company.
CAPT. A. W. PORTE.
Capt. Porte made a brief speech, in which he expressed his pleasure at being present at the inauguration of the electric street railway. He believed, with the previous speakers, that a new era was about to dawn in London. On behalf of the Fair Board he was glad to know that the road would be in operation during the Fair. Citizens would be able to make such good time out to the grounds that they would come

ALD. ARMSTRONG. In the absence of the chairman of No. 1 committee, Ald. Armstrong was called on. He re-echoed the sentiments already expressed. "The gentlemen present," said he, among other things, "have no idea as to the amount of work the mayor of the city has done in order to bring about the desired result." He felt that all must be gratified to know that the road was opened on the same day as the Fair, and in conclusion wished the company every prosperity

ALD. PRITCHARD. Ald. Skinner was absent when called upon, and Ald. Pritchard was asked to speak instead. "Why have they all skipped out?" asked Ald. Pritchard, as he climbed on

the car. "To get a drink," answered an irreverent bystander, and the crowd laughted.

Ald. Pritchard said that he did not had been called on. had been looked on as one of the "kickers" against the road. However, he congratulated the company, and was pleased to think that the work is so forward as it is now.

MANAGER CARR. On behalf of the company, Mr. Carr assured them that he appreciated very much the sentiments expressed by the previous speakers. He took that opportunity of thanking the men engaged in the work for the way in which they had co-operated to get the line run-ning by Fair time. Mr. Carr reviewed the rapid progress made, and said that it was unheard of in any city on the continent.

"We will give you a good service," said he, "and we are going to do what we can in every way to protect the lives and property of the citizens. We will use every precaution during the Mr. Little grasped the handle next few days to see that no fatal ac-

THOMAS H. SMALLMAN. Mr. Smallman said that it afforded the directors very much pleasure to be in the position they are in today. They had met with every encouragement and support from the council since the bill was passed, and to this was due in a great measure the prog-

"This is only a remnant of the old horse railway," said Mr. Smallman, pointing to the cars, "with electricity instead of horse cars. When we get our out to the s'dewalk, their faces illu- news cars, the streets paved, and everything in running order, we will give very good account of ourselves. We stores, dwe ing houses and factories will give you the best cars that are known today, and a track second to none in the country."

Mr. Smallman regretted that the Springbank Park was not thrown open to the company, and hoped they would e able to enter the park next spring. Concluding, he requested the support of the citizens in the enterprise.

WM. BOWMAN. Mr. Bowman emphasized the remarks of the preceding director as to the service the company was prepared to give. He had been called the father of the street railway, but could not assume the parentage, although he was connected with it in its early stages before dividends were declared. He was proud of the position the company occupied. In a reminiscent strain he described the entry of the first locomotive into the city. He was the driver on that occasion. He witnessed the first application of steam to shipping purposes, and was told that when electricity was discovered that it could not affect gas stocks, as the new light would not burn steady enough. He had seen so many of the great revolutionary inventions of the present day that he almost wished himself young again that he might see whether or not they would ever be improved upon.

CHAS. H. IVEY. Mr. Ivey thought Mr. Bowman should have been called the grandfather of the railroad and he the father. He originated the first electrical street railway cempany in London, and thus was entitled to the cognomen. He was also pleased with the progress of the work and referred to the times when electrical prospects had been very dark. Concluding he thanked the speakers on behalf of the company for their many kind words.

After cheers were given for the Queen the cars were photographed, the mayor, Sir John Carling and the aldermen standing in front. Mr. Carr then took charge of the leading motor, and the return trip to town was made without accident, NOTES.

The cars will stop on the near crossings. This is a wise measure and will insure slow progress over the cross-The cars will only stop on the corner of blocks or in such places as will be indicated by signboards.

The motormen look natty in their new un'forms. When Mr. S. J. T. Brown, manager of the Bell Telephone Company, heard the gong he went to the office to see what effect the cars had on the soundis quite perceptible, but when the the Hook. The English yachts had Spree......New York.......Bromer

streets are in a proper condition this will be remedied. The company did not have the city engineer's permission to run, as it would make the city liable for acci-dents in the present condition of the

streets. However, he agreed not to interfere, providing the company placed fenders on the cars and did not run at a greater speed than seven miles an hour. They also had to have their streets cleaned properly. "The city will not accept tse road in

its present share," said Mr. Graydon, "and only permits its operation owing to the Fair being in progress."

The mayor had his beautiful bouquet

photographed. Mr. and Mrs. Everett and Mr. Everett's father were in town yesterday, when Mr. Everett attended a meeting of the board. S. R. Break was also present, but left for Detroit last night.

Defender and Valkyrie Start, But the Latter Withdraws.

Said to Have Been Blanketed by a Pilot Boat.

Dunraven Refuses to Talk-What's the Matter?-A Disappointed Crowd.

Quarantine, S. I., Sept. 12—8:20 a.m.— The yacht Defender is now passing out. 8:20 a.m.—The yacht Valkyrie is pass-

Highlands of Navesink, 9 a.m.-If the wind holds as it does now, from a little south of west, the yachts will have a run of fifteen miles to leeward for the first leg, and the turning mark will be above Long Beach.

Towards 9 o'clock the wind fell off a few points and got around to the south-west. If it continues to hold there, the turning point will have to be shifted either out to sea or to a point on the New Jersey shore similar to that of last Saturday. There, however, is still a prospect that the wind will shift south, which will still keep the start at this point. The wind has dropped in velocity a trifle, and as it ceases to blow, the haze creeps back towards the horizon line. The breeze at 9:10 has died to a knot and a quarter, and the sea is

almost like glass. 9:45 a.m.—The committee boat Luckenbach has just passed Valkyrie on her way out to the start. The mempers of the committee doffed their caps to Lord Dunraven, who waved his hand in answer.

10:27 a.m.—The judge's boat has gone towards Valkyrie in order to find out whether Lord Dunraven is willing to sail the triangular race over again to-

10:39 a.m.—The com- tee boat has signalled that the yat ts are to sail the straight-away course, which will be a run of fifteen miles to leeward, towards Long Beach, and a beat back. The wind is now about west and blowing about six miles an hour. The mark toat has been displaced to fix the turning mark.

10:45 a.m.—The course has just been signalled as "D," "C," "G," meaning east by south. 10:57 a.m.—The yachts are now man-

euvering for the start.

DUNRAVEN'S WARNING. New York, Sept. 21.-Lord Dunraven's strong denunciation of the interference of steamers with the racers was looked upon this morning in quite a serious light, as there seems to be no doubt that he meant what he said when he threatened to withdraw from the race if interfered with today. His letter on the subject, written Tuesday, is as follows: "Gentlemen,-It is with great reluctance that I write to inform you that I decline to sail Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons: First-To attempt to start two such large vessels in such confined space and among moving steamers and tug boats, is, in my opinion, exceedingly dangerous, and I will not further risk the lives of my men or the ship. Second-At the start of the first race the crowding was so great that we could not see the mark ocat, and could not tell when we were near the lines, and we were much hampered by steamers, especially on the race home. Today on the reach home eight or nine steamers were to windward of me, and, what was worse, a block of steamers were steaming level with me and close under my lee. I sailed nearly the whole distance in tumbling, broken water, in the heavy swash of these steamers. To race under these conditions is, in my opinion, absurd, and I decline to submit myself to them again, I would remind your committee that foreseeing the trouble that might occur, I urged upon them the desirability of sailing off Marblehead, or some locality other than New York Bay, and that they refused to do so. At the same time, I would testify to my full belief that your committee have done everything in their power to prevent overcrowding."

THE START. 11:12-Defender as lowered her staysail and is now standing to westward on port tack. Something has evidently happened to delay the start, as Valkyrie has made no movement to hoist her slub topsail.

11:16-Valkyrie has just jibbed like a top, and seems to sail a trifle lower in the water than in her previous races. The third gun was fired at 11:20. They are off.

Defender had the best position, crossing the line at 11:20:20, with her spinnaker boom out. Valkyrie crossed the line at 11:20:50. It looks as if she had kept away until the room around the starting line was large enough to suit SOME TROUBLE.

Valkyrie has come around the lightship on the port tack and seems to be out of the race. She has not hoisted her club top-sail or set her spinnaker. She is going back to the starting line, but Defender is keeping on. There is evider 'y some trouble on board the English yacht.

11:30-Valkyrie is signalling the committee boat. 11:40 a.m.-Defender is going before the wind with all her sails set and her spinnaker drawing grandly. Valkyrle is shaking and pitching about the start,

and Lord Dunraven's tug is along side of her. 11:48 a.m.-Valkyrie seems to have her protest flag flying. She has lowered all her sails and has gone towards

steamers cheered her as she passed on her way towards the channel. The trouble seems to have been that Valkyrie was blanketed by a pilot boat right on the line. Defender is nearly six miles away. Valkyrie is now in tow of her tug, and it is understood that she has surrendered the race.

11:52 a.m-Valkyrie is in tow, and, accompanied by a few excursion boats, is bound back to New York. She has evidently protested against the manner in which she was blanketed at the start by a pilot boat, among other craft, from all appearances. Navaho is also headed back for New York. Valkyrie's main sail is now on deck. Disappointment reigns supreme here. There seems to be no doubt now that Valkyrie from the time she left her mooring this morning had no real intention of racing at all, but went across the line at the same time as Defender in order to establish a race.

Highlands, 12 noon.—Defender is flying along before the wind like a white swan, and the fleet following her is having a hard time to keep up with her.

12:30 p.m.-After Valkyrie had hoisted the ensign of the New York Yacht Club the Dunraven tender ran along side of her and threw her a line. As the English yacht started for home her sails were lowered, and as she passed the McKay Bennett she was heartily cheered by the latter's crew. The men of the Valkyrie returned the cheers, but all on board refused to answer questions. The only explanation of the affair obtainable here at this hour is contained in Lord Dunraven's letter and in the blanking she received from the pilot boat just before the start. On the other hand, it is claimed that Valkyrie never intended to start today, for she had not hoisted her club topsail nor got her spinnaker ready for crossing the line Just as she rounded for the start the tender of Lord Dunraven ran alongside and spoke her. From that time on she never prepared any further, so that possibly the blan-

keting of the pilot boat was not the cause of her withdrawal. 12:32 p.m.—The Associated Press tug has just arrived along side the cable ship, and reports that in reply to repeated inquiries as to his reason for giving up the race Lord Dunraven and his party made no attempt to answer and left Valkyrie's deck, taking refuge elow. Designer Watson and Sailmaker Ratzry sat on the British yacht's boom smoking their pipes complacently, but refusing to answer any questions and turning their backs on the interviewers. In the meanwhile the Yankee boat was sailing over the course before the light winds which prevailed and amid the exulting tooting of all the steam craft in sight. Mr. C. Oliver Iselin had asked the America's cup commitif they had any objection to his proposing to Lord Dunraven to resail the triangular race on Tuesday. Then rumor had it that he had received a favorable reply and that another race was in prospect in place of the one awarded to Defender on account of Valkyrie's foul, an outlook uld not fall to make a favorable impression upon all true sportsmen.

Whom Uncle Sam Says is a Firebug and Jailbreaker.

Wm. Stewart, New in Jail, Identified by a United States Marshal.

Alleged to Have Fired Two Stations-With Five Other Birds He Broke Jail.

Wm. Stewart, the young man arrested here on Monday by Detective Ricer on suspicion of being an escaped firebug from Clinton, Iowa, has been identified as the person for whom Uncle Sam's officials have been in quest since Aug. 28.

Deputy United States Marshal Woldenberg, of Clinton, arrived in the city last evening, and at the county jail he recogniz-ed Stewart as his man. Woldenberg will remain and escort the prisoner back to stand his trial on the serious charge. Stewart is about 30 years of age, and has

the appearance of a business man, but if all said is true, his detention behind iron bars is much better for the public than his liberty. He lived across the river from Clinton, in the State of Illinois, and is alleged to have worked a swindle on the Adams Express Company by sending goods to them for shipment at such an hour that they would have to lay over in the depot over night. On two different occasions, when Stewart's goods were awaiting transportation, the stations were destroyed by fire and the claims made against the company aroused suspicion and led to an investigation and Stewart's arrest.

He was in jail at Clinton awaiting trial, and among his occasional visitors in the day cell was a young women to whom he was engaged to be married. He was confined with five other prisoners, and on one of her visits the young lady is said to have smuggled in a small drill. With this the prisoners succeeded in removing a steel plate in the roof, and escaped together during the night about two weeks ago. All were in for serious offenses, and the authorities lost no time in setting about their recapture. Stewart is only the second of the men wanted to be run down. When the marshal and Stewart met at the jail yesterday they shook hands and

whether Stewart will fight extradition. HOT WEATHER ABROAD.

joked together. It is not known as yet

Paris, Sept. 12.—Paris has had a pne nomenal spell of hot weather for the early part of September, i and there is no sign of its changing. Soc ety is remaining away and the masses are going about in their shirt sleeves. No comfort is to be had indoors and the wind is nominal. This month the thermometer has twice reached 96 degrees Fahr, while the lowest maximum for any day was 82. The average of the maximum for the nine days of September was 90 degrees. Last year the highest temperature during the same period was 89 degrees, by the average maximum was only 68 degree and the mercury fell as low as 55. A notable feature of the present hot spell has been the high temperature at night, the mercury on several occasions having actually risen after sunset. Cases of sunstroke have

been rare. Steamship Arrivals.

Sept. 11. Massachusetts.... At Massachusetts. London New York Brazilian Fame Point Montrea