## THE YACHT RACE.

### "Valkyrie" Comes in First — The Result Protested by the "Defender."

### Decision Given Against the British Champion—The Boats Will Race To-day.

NEW YORK, Sept. 10.—Early in the morning the racers leisurely made their way down to the Hook from Bay Ridge, white winged and beautiful. They circled in great rings about the red lightship until signals went up for the course, and then the skippers took a tighter grip of the wheel. Capt. Hank Haff had made a record in seamanship on Saturday, and the English skipper prepared to regain the fame which had preceded him. The committee boat, Walter A. Luckenbach, was down on the ground in good season to-day and promptly hung up the signal which told the racers that the course for the America's cup would be over a triangle of ten miles to the angle, the first leg being to windward south, the second northeast to north, the third northwest by west, half west. As the committee boat made known the directions to those in charge, the wind dropped to the speed of about five miles an hour from a force of something like eight miles. There was no kind of a sea on, nor swell. The surface of the ocean was most favorable to the Valkyrie. It was noticed while the contestants were sailing around about the line that was to be made, that their sails set equally as well as they did on Saturday. This was especially the case with the Defender's white club-top-sail.

The preparatory gun was fired from the committee boat sharp on the appointed time of 10:50. Just before this the Valkyrie had signalled to the Associated Press tug that her topsails yard had been lost overboard and she asked that the Associated Press tug should notify her tow boat, the Lewis Pulver, to pick it up, and the spar was recovered from the water. Both yachts had baby jib-topsails set, when, after some very clever manœuvring about the line, which had been drawn between the Luckenbach, to the westward of Sandy Hook lightship, and the lightship, the boats stood down the to line. After the skippers had performed all the "monkeying" that they could do above the line, they finally made their way down to the start. Coming to the first station the Valkyrie was to windward and the Defender something like two lengths astern and to leeward. It was at this point, about half a minute before the starting signal should be given, that the Defender overhauled the Valkyrie in a very rapid manner and had her nose almost up to the Valkyrie's beam when the latter cast off and blanketed the American boat so thoroughly that the Defender's baby jib-topsail and jib shook in the wind.

Captain Haff, when he saw his head sails shaking and the movement of the Englishman in the way of an attempt to blanket him, threw the Defender high up as though about to tack, or at least to pass under the Valkyrie's stern and get to windward of the Briton. The Valkyrie was very promptly aware of this move and luffed up well into the wind. They were then both almost on the line. As the Valkyrie luffed her boom went smash against the jib-topsail and stay of the Defender, and that concussion was the cause of the protest that came later. Of course the Valkyrie went over the line first and to windward. The Defender was close after her, but she had barely got over the line when the sheet of her jib-topsail parted. Both boats were on the starboard tack at the time so both claimed that they had the right of way. It was a question among the experts who were looking on whether or not the Defender was at that moment the overhauling boat. If she had been, it was, according to the rules, her place to give way.

The fine point came in among the discussions of the sharps whether the Defender, which had been blanketed, and had then fallen back in speed because of her luff, was the overhauling vessel. All the same, with the parting of the baby jib-topsail halyard the sail flapped in the wind and assisted in the loosening of its own stay—the top stay on the starboard side. The slack of the topmast stay allowed the topmast to bend far over toward the water on the port side, so far that it looked for a moment as though the mast was about to be carried away. Capt. Haff instantly eased off his vessel. He probably felt that had he come up to the wind and met its full strength with his club topsail going, the entire upper outfit would have been carried away, so he eased off to find out what real damage had been done. He discovered that the topmast had been sprung

The Defender had held up the red protest flag when the Valkyrie's boom interfered so much with her progress, but still she went on her journey not very much worsted by the collision, but still gaining. After crossing the line she came around in about a minute and a half before tacking and then sagged to leeward so far, because of Captain Haff's apprehension that her upper starboard rigging would not hold that a good many people said that she was out of the race, that she had given it up. Others who knew better, remarked that the Defender people would be curs if they dared quit before they got a decision from the committee in charge and it proved that the latter party were right.

After the yachts came about to the port tack, soon after crossing the line, the Valkyrie was a good eighth of a mile to windward and several lengths ahead. As they stood away on the port tack the wind increased to eight or nine miles an hour. During the tack the Valkyrie plainly outfooted and outpointed the Defender, which dip not dare to run up any sail on the jib topsail stay. At 11:25 the Defender came about to starboard and the Valkyrie followed. On this tack the Defender pointed up pretty well and went pretty fast, but the Valkyrie did better. At 12:54 the Defender was the first to come about and she did it in a very slow, slovenly, careless manner, occupying no less than 27 seconds. The Valkyrie followed her opponent's example, but started to race as a boat out for a cup should race. The Valkyrie took in her balloon jib topsail and replaced it with a baby. She also set a balloon staysail, but the Defender gained on the English boat so fast that when the finish was reached the Valkyrie was only two minutes and eighteen seconds ahead.

On the second leg the Defender overhauled the Briton by 17 seconds. The last leg was by compass direction northwest by west, half west, and sheets were hauled aft, so that the vessels would meet the wind abeam.

The official time table is as follows:

| | *Valkyrie.* | *Defender* |
|---|---|---|
| Start | 11:00:13 | 11:01:15 |
| First mark | 12:17:44 | 1:01:35 |
| Second mark | 1:58:10 | 2:01:45 |
| Finish | 2:55:22 | 2:57:40 |
| Elapsed time | 3:55:09 | 3:56:25 |
| Corrected time | 3:55.09 | 3:55:56 |

Thus it will be seen the Valkyrie won by 1 min. 16 sec. on elapsed time and after deducting 29 seconds, which she allows the Defender, by 47 sec.

NEW YORK, Sept 11.—At 4:40 the America's cup committee gave its decision on the protest of the Defender against the Valkyrie's action in yesterday's race. The decision sustains the Defender's protest and awards the race to the American boat. The letter of the regatta committee sustaining the protest is as follows:

"New York Yacht Club, Sept. 11, 1895
C. Oliver Iselin, Esq. Dear Sir,—We beg to acknowledge the receipt of your letter of yesterday, protesting the Valkyrie. We have the matter under our careful consideration and believe that the foul occurred through the miscalculation of the distance between the two yachts at a critical moment. From our observation, sustained by that of others who were in a good position to see, we find that the Valkyrie, in contravention of section 2 of racing rule 16, bore down upon the Defender and fouled her by the swing of her mast boom when luffing to straighten her course. We also consider that the Defender allowed the Valkyrie sufficient room to windward to pass clear of the committee boat. Your protest is therefore sustained."

It was nearly 6 o'clock this evening when the following was posted upon the bulletin board at the New York yacht club house. "New York Yacht Club, Sept. 11, 1895. To the members of the New York yacht club.—Your committee beg to state that before arriving at a decision on the Defender's protest they endeavored to bring about a mutual agreement between the respective yachts to re-sail yesterday's race, but each preferred that the committee should pass judgment on the protest. Regatta Committee, N.Y. Y.C."

The races for the America's cup of 1895 will remain in history as the most exciting that ever took place up to date. A larger fleet of excursion boats and a greater number of people witnessed the two races that have come off than ever before gathered to see a race. The interest was further shown by the over anxiety of the captains of several boats to allow their passengers to remain close to the racers and thereby incommode the contestants. It is true, that there has not been very much betting on the event, but there was too much uncertainty on both sides and after one trial the friends of the yacht that was beaten demanded too great odds.

At no time since the Valkyrie arrived in this country has the excitement approached the degree to which it rose to-day, excepting the times when the winner had crossed the finish line or rounded a mark. The unfortunate collision of yesterday and its attendant incidents have kept the public in a fever, so to speak. Everybody was anxious to know what the regatta committee of the N.Y.Y.C. would do about the Defender's protest, and having learned that the decision was in the Defender's favor, they were further stirred up by a further report that Lord Dunraven, considering that he had been unjustly treated, had determined to withdraw his boat and go home without another race. That the English party hold the sincere opinion that they have been badly treated there can be no doubt.

If any testimony on this point was needed, it could have been found to-night over in the Erie basin, where the two yachts were being measured for the third time under the electric lights. The feeling between the respective crews of the two vessels manifested itself in various ways. Lord Dunraven's friends and advisers on the City of Bridgeport, the Valkyrie's tender, were all curt in manner and reserved in word. They seemed to desire to let their American callers know that they were deeply hurt.

It might be mentioned incidentally that one of the things done to lighten the Valkyrie was to remove the eighteen pigs of lead that were taken aboard of her on the day before the first race. This lead weighed in the neighborhood of a ton. The excitement among yachtsmen was at fever heat all day. Everybody had an opinion to express. Most persons upheld the committee from patriotic motives, if nothing else. There were a good many, however, who championed the Valkyrie and her cause. There were others who thought the committee should have given the race to the Valkyrie because the Defender had beaten her anyhow, and a verdict favorable to the Englishman would have had no other effect than to make one more race necessary. Lord Dunraven has shown in this case that he is not the quitter that some persons have tried to make him out to be, saying to-night, at the Waldorf hotel, that he would certainly be on hand to race to-morrow.

For a long time Commodore Arthur Glennie, who has gained the reputation since he has been on this side of being a genial and exceptionally merry fellow, refused to give the newspapers the slightest hope that there might be a race to-morrow. He would only say that he was waiting for orders from Lord Dunraven. He did warm up a trifle, however, about 3 o'clock, and admitted that the Valkyrie would start tomorrow certainly. This fact had been discounted before Mr. Glennie's admission because of the presence of Measurer Hyslop, the general activity of the Valkyrie's sailors and the very plain purpose of the English boat's managers to lighten her and thus decrease the load water line length.

The Yachting World will say: "Two races have been lost, one actually and the second virtually. Whatever may be the verdict about the result we cannot possibly doubt that the Defender was the moral victor. We must console ourselves by admitting that the Herreschoff boat is exceptionally well adapted for its purpose.

It is stated here that after dinner on Monday night Lord Dunraven called the captain and the crew of the Valkyrie together and said: "While I feel satisfied that every man will do his duty," I am anxious to encourage you to exert yourselves to the utmost to win the remaining races of the series. With that end in view, I desire to say that if the cup goes back to England by reason of your seamanship, I will pension every man for life, and pay each of you 30 shillings a week as long as each one of you lives. The 28 men of the crew broke out into cheers for Lord Dunraven, who again impressed them with his ambition to gain a victory, and retired. The men afterwards held an informal meeting and discussed the offer. It is the ambition of Lord Dunraven's life to place in the hands of the Queen the trophy that passed out of the possession of Great Britain into that of one of her former dependencies nearly half a century ago.

**A Timely Reminder.**

Each season forces upon our consideration its own peculiar perils to health. The advent of fall finds many reduced in strength and vigor poorly prepared to continue the business of life. The stomach and bowels, the great highway of animal economy, is especially liable to disorder in the fall. The nervous system has also suffered in the struggle. Typhoid fever and malaria in particular find in the fall that combination of earth, air and water that mark this season as especially dangerous. The falling leaves, the decaying vegetables contribute their share of contamination. Hood's Sarsaparilla furnishes a most valuable safeguard at these important points, and should be used in the fall before serious sickness has laid you low.

## CABLE NEWS.

### William and Francis Joseph at Stettin—A Third Army Corps for Cuba.

### Balfour on Bimetallism — Another Jack the Ripper—Gold in Griqualand.

LONDON, Sept. 10.—The Emperor William and the Emperor Francis Joseph of Austria attended the army manœuvres at Stettin to-day, which embraced a realistic representation of a battle, which lasted several hours.

A third army corps of 20,000 is to be organized ready to sail from Madrid for Cuba in November in case of necessity. Advices have been received from Cuba that the Spanish defeated the insurgents at Seboroul on Friday. The insurgents had ten killed and three of the Spanish were wounded. A Spanish deserter was captured and shot. The Imperial's Havana dispatch says that the troops under Col. Oliveria defeated a strong band of insurgents at Sitoo Grande after a hand-to hand fight in which fifteen insurgents were killed by machetes. At Guiana the rebels surprised the soldiers, who were out foraging. The latter beat off the insurgents, losing three of their number, while the insurgents lost six.

The Daily News says Mr. Balfour's letter on bimetallism "is one of the most extraordinary documents that was ever signed by a British minister. Mr. Balfour is now the authorized exponent of the government's financial policy. What he says, the treasury does. Is it to be endured that the first lord of the treasury should treat the gold standard as a mere subject of academic debate? He does not seem to grasp the mono-metallists' view of the situation. A Mohammedan archbishop of Canterbury would not be more incongruous than a bi-metallist first lord of the treasury." The substance of Mr. Balfour's letter was that his views on bi-metallism had undergone no change, and that he was and always had been in favor of an international agreement, but he did not believe that an international conference at this time would effect such an agreement.

Prince Von Hohenlohe, the German chancellor, will arrive at St. Petersburg on Tuesday next and dine with Prince Radolin, the German ambassador to Russia.

Senor Canovas Del Castillo, minister of foreign affairs, utters a denial of the representations of the United States with reference to the language of the Spanish newspapers in regard to the Allianca incident.

Another supposed Jack the Ripper murder has been in evidence at Kensel Green. The victim was an unfortunate woman of the outcast class; her throat was cut from ear to ear and her head fearfully battered with a stone. No trace has been discovered of the murderer.

The committee of Nicaragua ministers sent to Costa Rica with reference to the boundary question, visited Port Limon with President Iglesias. The city is en fete in honor of the visitors.

A Cape Town dispatch to the Times says the discoveries of gold in Griqualand are genuine.

Rev. John Jenkins, colored, president of an orphanage, accompanied by 14 negroes, ranging in age from 5 to 10, has made application to the Bow street police court for assistance to return to Charleston, S.C. He said the boys formed an orphanage band, and he had been told by a committee of the orphanage to bring them to London, where they could perform and thus raise money. He found that the laws would not permit children under 11 to perform in public, and they were now stranded without money, and he feared that they would starve.

The steamer Belgic, of the Occidental and Oriental steamship line, bound from San Francisco for Yokohama, went ashore on Monday morning at Susaka, Japan.

The Echo de Paris, in speaking of the Waller case, says that ex-Consul Waller was convicted in the regular form and the clamorings of his friends will only retard his pardon.

LONDON, Sept. 11.—The German ministry of finance has decided to immediately convert the outstanding 4 per cent. loans into 3 per cents. This is expected to have a favorable effect politically for the government, it is represented, would not be likely to undertake such an operation unless diplomats were looking forward to a period of unbroken peace. The 4 per cents. outstanding aggregate $1,000,000,000, of which sum Prussia stands for $900,000,000.

A receiving order has been issued against George Augustus Sala, the well known newspaper writer and author.

The steamer Lady Wolsey, of Dublin, bound for London with one hundred passengers on board, has been stranded on Goodwin Sands. The passengers and crews were rescued.

James Aubrey, who took the yachts Cambria and Livonia to America in 1870 and 1871 respectively to compete for the America's cub, is dead.

A plot against the life of Prince Ferdinand of Bulgaria, has been discovered at Rustchuk. Twenty persons have been arrested upon the charge of complicity in the conspiracy.

Word has been received here that the yacht Windward, carrying the Jackson-Harmsworth polar expedition, which sailed from the Thames on July 11, 1894, arrived at Vardo, 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 Josefland and Barent's sea.

The St. James Gazette publishes an article in its issue this afternoon replying at length to the American newspaper criticisms of its article on the Nicaragua canal question. The Gazette takes the position that both Great Britain and the United States should have equal control over the canal, and adds: "It will be more the fault of our government than the American if we do not get it. Let us join with America in guaranteeing the capital of the Canal Company."

## PEACE OVERTURES.

AUCKLAND, New Zealand, Sept. 11.—Advices from Samoa, dated Sept. 5, state that ex-King Tamehese 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 disclosed.

Oscar Wilde went to prison owing debts amounting to $17,955, against which there were practically no assets. He was not able to pay the costs of the suit which were assessed against him, and consequently the Marquis of Queensberry will have to settle this item.

Druggists say that their sales of Hood's Sarsaparilla exceed those of all others. There is no substitute for Hood's.

## DOOMED CHRISTIANS.

### Turkish Troops Let Loose in Asia Minor to Kill, Outrage and Destroy.

### Stoppage of the Circulation of Bibles by the Government Authorities.

LONDON, Sept. 10.—A dispatch to the Daily News from Kars, Russian Armenia, says the entire district of Kenacks is surrounded by Turkish troops dispatched by Zekki Pasha, under the plea of arresting Armenian revolutionists. The villages of Karni, Tirigugener, Tortan, Boropul and Mariga are reported to be completely sacked, and the population, aggregating 5,000 people, foully dealt with. The men were tortured and the women and children ravished. The four monasteries of Aukwauk, Sourphop, Thervoritohoga and Souppkagop were sacked and the altars and images were destroyed. The excitement and alarm are universal.

Authentic information from Moosh is to the effect that an anti-Christian society of Turkish officials has been formed there and at Bitlis, with the avowed intention to slaughter the Christians in the event of the acceptance by the Porte of the scheme of reforms presented by the powers It is declared that Consul Hampson is to be the first victim.

NEW YORK, Sept. 10.—Herrant M. Kiretchjian, secretary of the Armenian Relief Association, has given the following to the press, containing a direct communication from the valley of Moosh, being an extract from a private letter, dated in August, not written for publication:

"The remnant of the people from the Sassoun region have returned to their villages. They are rebuilding the ruins, but the government is raising obstacles, so that the rebuilding may be retarded. The government has let loose the Bakransi Kurds over the hills of Sassoun. Our people who have returned to their ruined villages are in terror and dismay. Kurds who are friendly with our villages have sent us word, saying: 'For the love of God, arise and flee that you may save your lives. The government has brought the Bakransi Kurds for the purpose of exterminating what is left of your people.'

"This has thrown the people into great anguish. Last year they had some arms with which to defend themselves. This year they have not that means of protection. We see no hope of assistance from God or man."

This will help to explain, also, the meaning of a dispatch to the London Daily Telegraph, to the effect that the horrors of the present famine around the whole region of the massacre are aggravated by the fact that the peasants of a portion of the Sassoun district, not having enough land to raise wheat sufficient for their sustenance, were in the habit of buying the remainder from Diarbekir, in exchange for fruit and other products. But now, with the hostile Kurdish tribes that were the leaders of the massacres of last year infesting the country, the Armenians dare not venture out of their villages for fear of being attacked.

CONSTANTINOPLE, Sept. 10.—The Turkish authorities at various ports of Asia Minor, notably at Beyrout and Sassoun, are again subjecting packages sent by the American Bible House of this city for the mission stations to fresh examinations and delays at the port of arrival, notwithstanding the fact that all packages are carefully examined by the customs authorities at Constantinople. Not only are such cases of frequent occurrence, but the customs officials at Beyrout have stopped a consignment of 16,000 Bibles and other books duly authorized to circulate in the empire, on the pretext that each book has to bear the stamp of the ministry of public instruction, this being quite contrary to the contract existing on the subject between the United States and the Porte. Mr. Terrill, the American minister, has addressed a note to the Porte protesting against this violation of contract and demanding the release of the consignment in question.

The dragomans of the British, French and Russian embassies have received the decision of the porte with reference to Armenia. The porte's proposed concession entitles the dragomans of the three powers to deal with the Turkish committee of control, which is to superintend the application of the reform. No Christian valinor mutessaria will be appointed in the administrative offices, but will be chosen in proportion to the population. The mutessaria will be elected to the councils of the elders, and a constabulary will be established. It is not believed that the concessions will satisfy the powers. It is pointed out that owing to the persecution the Christian population is so diminished in many districts that it is now in the minority. The officials thereof would always be Mohammedans.

## THE YACHT RACE.

LONDON, Sept. 11.—The evening papers to-day exhibit a generous and sportsmanlike spirit in commenting upon the outcome of the second race of the series between the Valkyrie and the Defender for the America's cup, and all express the wish that the race be not given to Valkyrie III on a technicality, or as the result of an accident. The same spirit characterizes the talk among yachtsmen. The fear is expressed that the excellent showing made by the Defender in her crippled condition has practically settled the contest against the British yacht.

The Sun says: "There is so very little true sportsmanlike feeling in America that yesterday's cheering of the winner is charming."

The Evening News says: "Englishmen cannot stomach victory tainted with an unfair condition and would rather see the Valkyrie return home without a single race than flying a flag unfairly earned."

The Star says: "Neither Lord Dunraven nor any other Englishman would wish to receive an advantage by mishap. From yesterday's race it seems clear we cannot gain the cup this year."

The Pall Mall Gazette says: "If the Defender was put at a disadvantage by the accident, we shall find little satisfaction if the decision favors the Valkyrie."

The St. James Gazette: "It is a good thing the race was not sailed here; it might be difficult to persuade Americans it was a mere accident. If the Defender was on the port tack, the invariable rule that port vessels give way was not followed."

The Chronicle says of the race: "We cannot consider it a clear win and it will always be open to the Americans to say it was not a fair win; and we are sure that Lord Dunraven would rather sail it over again than have that believed by the western world. Line for line, despite the accident, the Defender showed herself to be the faster boat."

The Times, in its comments, says: "Everybody will deeply regret the accident. Whatever the technicalities of the matter, the accounts seem to show that the Defender sailed in a more or less crippled condition. The victory, therefore, if awarded, will not be one upon which we can look with satisfaction. If no mishap had occurred, the situation would have been almost ideal from the standpoint of all who love sport. What we would all wish would be to see the remaining races won alternately and the whole contest decided by a neck and neck finish in consequence. This disposition on both sides is only an example, as applied to sports, of that inborn generosity and love of fair play which come down to both nations alike from common ancestors. Englishmen wish to see Lord Dunraven bring the cup, but the last thing they would desire would be to see it gained by a technicality. This sentiment, we are sure, is fully understood and sympathised with by the Americans.'

## RAINS IN KANSAS.

TOPEKA, Kansas, Sept. 11.—A special from Burlington says that the storm that did so much damage in Gridley extended from the north to the south end of Coffey county, destroying houses, barns and granaries and greatly damaging orchards and crops. A boy in Key West township, near Gridley, was killed. G. O. Rodman, his wife and three children were seriously injured. Mrs. James and daughter were badly hurt at Strawn. Many others were slightly injured. A special from Yates Centre says that during the terrible storm which prevailed in that section on Sunday night Miss Riley, living near Piqua, was killed by lightning. A house was struck at Yates Centre and five persons badly injured. At Verona, in the same county, three persons were stunned by a bolt of lightning. The report is that the storm was the severest that has visited Woodson county in twenty years. Another special from Independence says that Elk city, 15 miles west of that place, is entirely under water, and the inhabitants have been forced to flee for their lives. Many houses have been washed away and hundreds of persons rendered homeless.

PITTSBURG, Kan., Sept. 11.—Never have such rains been known here as have fallen for the past three days. The whole country is flooded, and the tracks of all the railroads leading into the city are washed away and trains delayed.

WEBB CITY, Mo., Sept. 11.—On Tuesday rain poured down for hours, until many people took refuge on second floors. The streets were sheets of water. Basements were filled and general confusion prevailed. A careful estimate shows the damage to be from $70,000 to $100,000. To-day the water is slowly subsiding.

KANSAS CITY, Sept. 11.—At Fredonia, Kan., the storm on Monday was the heaviest ever known. The town of Neosho Rapids, near Emporia, suffered severely, as did Emporia. Two business houses at Neosho Rapids were destroyed, and a number of dwellings carried away. The Neosho river is higher than it has been for years. At Fort Scott the lower part of the city is submerged with water from the Marmatron river and Mill creek, which are out of their banks, and the water is rising with alarming rapidity. A train on the Kansas City, Pittsburg & Gulf railroad ran into a washout five miles south of Neosho, Mo., and Engineer John Fore and Fireman William Fitzgerald were killed. Thousands of rabbits and small game are congregated on portions of the Missouri, Kansas & Texas tracks above high water mark. Many are run over by the cars while others take to the water. The railroad track is under water at places never before known to be. At Hartford Mrs. Elizabeth Henry was badly injured by a house she was in blowing down.

OTTAWA, Kan., Sept. 11.—Gridley, a town of 400 people on the Santa Fe road, 50 miles southwest of here, suffered the total destruction of many of its best buildings by last night's storm, while hardly a structure in the place escaped injury. At 3 o'clock Monday a storm of wind and rain burst on the town from the northwest. The wind was what was known as a straight blow, and its mischief was mainly confined to the unroofing of buildings. A downpour of rain immediately followed, and amounted to a deluge, twelve inches of water falling in an incredibly short time. The rain completed the destruction that had not been accomplished by the wind, and in a few minutes every stock of goods had been soaked, and the household possessions of most of the inhabitants were in the same condition. Strange to say, with all the falling roofs and walls and flying debris that broke windows far and near, not a person of the town reported more than the merest personal injury. A great deal of damage is feared in the contiguous country. One farm house, half a mile from town, was completely destroyed, and one inmate, supposed to be Mrs. Clara Hassie, was fatally hurt.

## SANTIAGO IN DANGER.

NEW YORK, Sept. 11.—Advices by special courier from Cuba received at the offices of the Cuban junta in this city are to the effect that the city of Santiago de Cuba is completely surrounded by the insurgents, and that an attack is expected at any time. General Antonio Maceo is personally conducting the siege. For two weeks he has completely cut off communication with the interior. From the shore can be seen scores of camp fires belonging to the insurgent soldiers on the hillsides. With a field glass persons on board ships in the harbor can readily see the Cuban pickets and sentries. Advices have been received by the patriot representatives in New York city that an effort will be made to storm the defences some time this week. It is expected that the assault will be made at night. The objective points will be the eastern portion of the city, where the main arsenal is. In this arsenal is contained a large quantity of arms and ammunition, which General Maceo will endeavor to capture. The arsenal is strongly guarded by the Spanish troops, and in addition to being under the protection of the guns of Moro castle there is a strong battery on the shore.

HAVANA, Sept. 11.—The insurgents have burned the village of San Juan de Amaro, in the province of Santa Clara, 24 kilometers from Sagua de la Grande, a handsome summer resort, celebrated for its mineral waters, and have destroyed the railway. The insurgent chief Lazo told the commander of the garrison that death awaited him if he did not at once surrender. The answer of the Spaniard was that the civil guard did not know the meaning of the word surrender. The fighting then began and lasted four hours, incendiaries adding their work to the horror of the scene and soon destroying the whole village. The Spanish troops were not driven from their position, though the insurgents numbered 500, commanded by Lazo, Antonio and Julian Lague. The inhabitants fled from their ruined homes.

Ayer's Hair Vigor tones up the weak hair roots, stimulates the vessels and tissues which supply the hair with nutrition, strengthens the hair itself, and adds the oil which keeps the shafts soft, lustrous and silky. The most popular and valuable toilet preparation in the world.

## CAPITAL NOTES.

### Departure of Professor Robertson for the Northwest and British Columbia.

### His Movements in This Province—To Arrange for Storage of Dairy Products.

(From Our Own Correspondent.)

OTTAWA, Sept. 11.—Prof. Robertson left this evening for the Northwest and British Columbia. He will arrive at Victoria on Wednesday evening and address the farmers at the agricultural exhibition on Friday, September 20. One of the Dominion travelling dairies will also give illustrations of butter making at the exhibition during the week. After spending some days on Vancouver Island with the travelling dairy, Prof. Robertson will return to the Mainland and visit different districts, including the Okanagan valley. He will go over the Calgary district and will then return to attend the exhibition of the Royal Industrial Society at New Westminster. While in the West the dairy commissioner will endeavor also to make arrangements for cold storage for butter and other perishable food products at Vancouver, Calgary and Winnipeg.

## CANADIAN NEWS.

(Special to the COLONIST.)

MONTREAL, Sept. 10.—E Frank Moseley & Co., leather merchants and tanners, of Montreal and St. Hyacinthe, Que., one of the largest and oldest firms in Canada, are in financial difficulties, and a demand for their assignment has been made. The liabilities are said to be in the vicinity of $400,000, while it is understood that the assets will make but a poor showing.

FRANKFORD, Sept. 11.—A disastrous fire took place here yesterday morning. About $10,000 will be the loss caused. It broke out in Foster's block, on the south side of Mill street.

ST. THOMAS, Sept. 11.—Norman P. Macdonald, of the firm of Robinson & Macdonald, barristers, was found dead in his bed. The deceased had gained a wide reputation through his clever defence of the murderers Weller and Hendershott.

TORONTO, Sept. 11.—At a meeting attended by forty representatives of manufacturers and dealers in bicycles from all over the Dominion, a Canadian cycle board of trade was organized. The members deny that the organization is a combine to keep up prices, but say that the object of the board is to promote trade.

WOODSTOCK, Sept. 11.—A disastrous fire occurred at an early hour this morning, starting in the Leighton building on King street. It continued to Snow's laundry, Townsend's grocery and Breton Bros'. shoe store. The building is a complete wreck.

TORONTO, Sept. 11.—The city council has unanimously decided to tunnel under the bar to secure a supply of lake water, at a cost of $450,000, in preference to the scheme to get water by gravitation from a lake in the north.

LONDON, Sept. 11. — Peter Stewart, a laborer, living near Hamilton, was seriously injured, and Assistant Superintendent Reyer of the C.P.R. was slightly injured, by the breaking of the crawl chain of an unloading truck.

OTTAWA, Sept. 10. — The International convention of the Catholic Order of Foresters of America opened here to-day with almost one hundred delegates in attendance. The financial statement for the year shows $233,380 70 as receipts for the endowment fund, with an expenditure of $225,333 33. The several fund receipts totalled $43,772 57, with an expenditure of $46,989.66. The high secretary reports 72 new courts, making a total of 494 courts, with a total membership of 30,409. The death rate has been very low.

## WINNIPEG WIRINGS.

WINNIPEG, Sept. 11—(Special)—Premier Sir Mackenzie Bowell and party reached Brandon and were entertained to-day by the members of the city council and prominent gentlemen of the Conservative association. At about half past ten the visitors were taken for a drive through the country to see some of the wheat fields. The experimental farm was visited. In the evening an address was presented by the council and Conservative association.

Express messenger Kershaw of this city was one of the victims in the railway accident on the Great Northern near St. Paul, Minn., this morning. Messenger Betzner, also of this city, was seriously injured.

Lord Haddo and Hon. Dudley Gordon, sons of the Governor-General, passed through the city to-day en route to Scotland.

Hayter Reed and Comptroller White passed through to-day for Ottawa. They had been accompanying Premier Bowell and party on their Western tour.

Several city cigar dealers were fined to-day for selling cigars without licenses.

## ELECTRICITY IN PERU.

PHILADELPHIA, Sept. 11.—A representative from the Baldwin Locomotive Works, with an expert electrician from the Westinghouse company, together with Sir Henry Tyler, ex-president of the Grank Trunk railway, will depart to-morrow for Peru, where it is said a test of the possibility and feasibility of the electric locomotive is to be made upon a railroad 1,500 feet above the sea level. Sir Henry Tyler has been in the city several days in conference with members of the Baldwin firm. It was decided last night to make the experiment and to-morrow the party leaves for South America. The name of the company proposing to do the work cannot be learned. It is said that should the report of the Baldwin-Westinghouse experts be favorable it will probably lead to the placing of the first large order for electric locomotives. The Baldwin company is to be represented by Arthur Church of this city, and J. Blunt of Pittsburg will look after the interests of the Westinghouse company.

Lieutenant Martingale (showing her over the warship)—A man never realizes what a dreadful thing war is until he gets behind one of these great guns.

Miss Landers—Mercy! I should think it would be a million times worse to be in front of one of them.—New York World.