

Columbia Leading

Second Day's Racing for the America Cup Proves Another Failure

Both Yachts Made a Fine Start and Had the Lead Alternately

Race Declared Off When the Boats Were About Five Miles From the Finish

(Associated Press.)

New York, Oct. 5.—When yachting New York arose this morning the first glances out of the window caused a feeling of disappointment. Hardly a breath of air was stirring and a blanket of mist hung over the bay.

As the sun peeped up on the horizon and gave color to the buildings, the mists began to lift, the sky showed clear, and for a time a glorious blue, while the wind, at first a faint flutter from the south, began to veer to the westward and freshen with the sun.

At the yacht's anchorage off the bay, Long Island ridge and Tompkinsville, S. I., pretty fleets of steam yachts intermingled with stately sailing yachts, which were anchored or moored in their placid waters of the upper bay.

The Wind.—Long Branch, 8:45 p.m.—The wind is northeast, but is working to the north, velocity 5 miles per hour. The weather bureau man says the indications are that it will come in from the northeast by noon, and that there will be a piping breeze from that quarter.

Passing Sandy Hook.—Sandy Hook, 9 a.m.—The Shamrock, in tow, is passing out. The Columbia, in tow, is following a few lengths astern. Both have mainsails up. In that of the Shamrock the cloth runs the regular way. The Columbia's sail has the cloth running from leech to luff.

All the pleasure craft were hustling, scrubbing and burnishing, rolling and varnishing preparatory to taking part in the parade. The amateur sailors, however, had a downcast air as they gazed on the smooth waters and glanced at the lifeless bunting; but old shellbacks consoled them, pointing to the ripple, while the cloudless sky in the southward and westward gave indications of more wind.

The mist had been almost melted away by the sun by 7 o'clock, only a pleasant haze remaining over the blue waters.

The wind also began to take part in the raising hopes of those of yachting bent. It shifted westward and freshened considerably. Quite a ripple swept over the waters of the upper bay, and sailing craft hoisted sails and headed for the Hook, and the early birds of the steam craft began the journey to the scene of combat between the Shamrock and Columbia for the most coveted cup, while all afloat and ashore breathed fervent hopes for a sparkling breeze and a rattling race, coupled with the hearty wish that the best boat might win, whether it was the pride of America or the hope of Great Britain.

Highlands, Oct. 5.—Both yachts are being towed out with mainsails and club topsails set. The wind west-southwest about 9 miles an hour, and the haze is clearing slightly.

Shamrock's Smart Crew.—Cable Boat, Oct. 5.—The start was beautiful. The Shamrock at the preparatory signal made ready her spinnaker, and as the gun was fired broke it out. She had been timed so well that in a second after the gun was fired she was over the line, her spinnaker drawing well and full.

At the same time the Columbia had gybed and was endeavoring to get out her spinnaker, but she was not as quick as the Shamrock, and had gone over the line before it was up, and then some few seconds before it drew well. The wind is blowing not more than three knots.

Race Bulletin.—No. 1.—Highlands, of Navasink, 7:35 a.m.—The wind is about west, blowing eight miles.

No. 2.—10:04.—The Columbia has, for some unknown cause, hauled down her club topsail. The Shamrock is heading back to the lights. At 10:30 the Columbia is alongside the Columbia. The Western Union cable boat, with the committee, at 10:30 set signals "southeast by east."

No. 3.—Long Branch, 10:11.—The weather bureau report that the wind registers nine miles an hour from the southwest.

The Course.—No. 4.—Highlands, 10:25.—Indications now are that the course of the race will be to the southwest. The wind may freshen to the southwest, and should this happen, the course will be south.

No. 5.—10:50.—The preliminary whistle began to blow and the yachts are headed in the direction of the Jersey shore on the starboard side. The Shamrock is together with considerable distance from the shore, makes it difficult to distinguish the contestants. The yachts are jockeying for position. The Columbia is leading, the Shamrock is second, her usual place, apparently, is ahead. Attention of starting bell. The Shamrock, both crews are endeavoring to get off spinnakers, as the sun will be out before the wind.

No. 6.—10:55.—The Shamrock is swinging around on the starboard tack, well to the windward of her rival. It looks as if the Shamrock would cross first.

No. 7.—Mackay-Bennett cable boat, 10:55.—Two red balls are set. Boats will start in 5 minutes.

No. 8.—Highlands, 10:59.—The Columbia broke out her spinnaker and balloon. The Shamrock followed about 5 seconds later. The wind seems to be light and the boats will be slow in crossing the line.

The Start.—No. 9.—11.—The boats started with the Shamrock in the lead by about a hundred yards, but they are going so slowly that she is probably 20 or 30 seconds ahead. Both boats are carrying spinnakers, balloon jibs, mainsails and club topsails.

First Across the Line.—No. 10.—(No time.)—From this point the Shamrock appears to have crossed the line at 11:01, and the Columbia at 11:01:45. The excursion fleet is keeping well astern, which is very fortunate, as the wind is so light that any crowding would affect the race, materially.

No. 11.—Mackay-Bennett, 11:02.—The Shamrock crossed the line at 11:01, the Columbia at 11:01:45. The excursion fleet is keeping well astern, which is very fortunate, as the wind is so light that any crowding would affect the race, materially.

No. 12.—Highlands, 11:02.—The fleet closed in slightly on the racers, but the patrol fleet is doing good work in holding the steamers off.

No. 13.—11:14.—The Shamrock appears to be drawing away from the Columbia, but the haze renders observation extremely difficult.

Sailing From the Columbia.—No. 14.—11:17.—The Shamrock leads and still seems to be pulling out a bit on her rival. From this point she looks to be 100 yards ahead.

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No. 15.—11:20.—The boats have now sailed about two miles of the course, and are about ten miles due east from this point.

No. 16.—Mackay-Bennett boat, 11:25.—The yachts are apparently on even terms, about 2 miles from line.

No. 17.—Long Beach, 11:32.—It is extremely hazy. Observation not over six miles.

No. 18.—Mackay cable boat, 11:35.—The yachts are about 5 miles away. It looks as if the Columbia had made a gain and was somewhat ahead of the Shamrock, but a hardly appreciable lead. The boats will be out of sight in the haze in ten minutes.

No. 19.—Sandy Hook Lightship, 11:35.—The yachts are about 5 miles away. It looks as if the Columbia had made a gain and was somewhat ahead of the Shamrock, but a hardly appreciable lead. The boats will be out of sight in the haze in ten minutes.

Columbia Leads.—No. 20.—11:41.—It is now almost a dead calm.

No. 21.—Mackay-Bennett, cable boat, 11:39.—The yachts are now about 3 miles off, but can hardly be seen. They appear to be on very even terms, lying with about 10 ship's lengths of water between them.

Unfavorable Conditions.—No. 22.—11:45.—The conditions at this time are decidedly unfavorable for the race.

No. 23.—Sandy Hook Lightship, 11:50.—When the last sight of the yachts was obtained, the Columbia seemed to be slightly ahead. While the wind here was nearly entirely dead, all the sails of the yachts seem to be drawing well, the indications being that there is more wind where they are than here.

No. 24.—Highland, 11:55.—The wind is about west northwest and blowing six miles an hour.

No. 25.—Farrockaway, 12:10 p.m.—The yachts are in sight, but it is impossible to distinguish one from the other. Observation about 7 miles.

No. 26.—Highlands, 12:15 p.m.—Very light wind here.

No. 27.—Long Branch, 12:25.—The yachts are just made out from here. The Shamrock appears to have the lead. Both are on the port tack. It is hazy outside. The wind is varying and appears to be shifting southward.

No. 28.—Long Branch, 12:30.—The wind is blowing about six miles. It is hazy.

Shamrock Again Ahead.—No. 29.—12:31.—The weather bureau reports the wind veering to southwest, velocity 10 miles an hour. The Shamrock seems to have increased her lead. As near as can be seen from here, the Shamrock is carrying balloon jib, topsail, fore staysail, mainsail and topsail.

No. 30.—Long Beach, 12:41.—It is now so hazy that the yachts cannot be distinguished from here.

No. 31.—Long Beach, 12:57.—The entire fleet has passed east of this station. The two yachts are dimly discernible from here, but it is impossible to say which is in the lead.

Columbia Increases Her Lead.—No. 32.—12:55.—From 12:20 to 12:50 the Columbia increased her lead over the Shamrock from half a mile to nearly a mile.

No. 33.—Mackay-Bennett cable boat, 1:27.—Both yachts have covered ten miles of the course.

No. 34.—Highlands, 1:39.—The south-east breeze shows signs of gaining strength.

Both yachts made a fine start and had the lead alternately. The Shamrock crossed the line at 11:01, the Columbia at 11:01:45.

The Shamrock leads and still seems to be pulling out a bit on her rival. From this point she looks to be 100 yards ahead.

The boats have now sailed about two miles of the course, and are about ten miles due east from this point.

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Reported Boer Advance

A Telegram From Newcastle Says They Have Occupied Laing's Nek

Preparations Are Being Made to Abandon the Frontier of Natal

To-day's News From South Africa Regarding the Situation Is Very Contradictory

(Associated Press.)

London, Oct. 5.—The Daily Telegraph publishes a second edition this morning containing a dispatch from Newcastle, Natal, dated yesterday, announcing that the Boer advance began yesterday with a general movement of artillery.

The Boers are occupying Laing's Nek and now hold the mountains southwest of Volksrust.

There are no British troops nearer than Ladysmith, and preparations are being made to abandon Natal from the frontier to Glencoe.

The inhabitants of Newcastle met today and decided to defend the town in the event of a Boer advance in force.

General Symons is prepared to evacuate within twenty-four hours.

People are crowding the trains for Ladysmith.

Contradictory Telegrams.—Later—Although today's news from South Africa is unmistakably grave, advocates of peace still derive a glimpse of hope from some dispatches stating that negotiations have not yet finally terminated.

The news is contradictory. Side by side with the announcement that the Boers have occupied Laing's Nek, are printed dispatches from Pretoria stating that the Transvaal government has issued strict injunctions to commandants that British territory must not be invaded, and that the British must be allowed to shoot any man who crossed the boundary.

Boers Will Not Recede.—Sincerely had the advocates of peace exchanged congratulations over the announcement from Pretoria that Mr. J. H. Hofmeester, the Afrikaner leader and Mr. W. P. Schreiner, the Cape premier, high mission and had actually started for Pretoria, where they are expected to arrive last evening, when later messages from the Transvaal capital declared that the Boer government knew nothing of this alleged mission, and that, in any event, nothing could proceed peace but the withdrawal of the British demands. While it is not necessary to accept all the sensational statements regarding the advance of the Boers, there is not a jot of evidence to show the burghers contemplate receding.

Up to two o'clock this afternoon nothing had arrived to confirm the dispatch from Newcastle to the Daily Telegraph announcing that a general advance of the Boer forces had begun yesterday.

The war office and colonial office profess entire ignorance of the matter.

THE PLAGUE

(Associated Press.)

Oporet, Oct. 4.—Four new cases of bubonic plague and one death were reported on Tuesday.

Of all the bereavements which are possible to a home, the loss of a child is perhaps the most disappointing, and the hardest to bear. During the summer in New York City as many as a thousand babies have died in a week.

Of course in a crowded city, with its unsanitary districts, many of these deaths would occur in any way. The fact remains that this tremendous mortality was to a great extent due to the lack of inherent strength in the victims. These babies when born had in their bodies the seeds of disease. The deadly heated germ only shortened the period of their sufferings.

If a woman wishes her babies to be healthy and strong and able to resist the disease during the period of gestation, she must take proper care of herself in a womanly way. A woman who suffers from weakness and disease of the organs distinctly feminine is unfitted for wifehood and motherhood. Dr. Pierce's Favorite Prescription is a wonderful medicine for ailing women. It acts directly on the delicate and important organs concerned. It makes them well and strong. It allays inflammation, heals ulceration, soothes pain, stops exhausting drains and gives rest and tone to the tortured nerves. Thousands of women have testified to its almost miraculous merits. Many of them have permitted their names, addresses, experiences and photographs to be reproduced in Dr. Pierce's Common Sense Medical Adviser. This great book used to sell for 50 cents, now it is absolutely free. It tells all about the home-treatment of ordinary diseases. It contains 1008 pages, and over 50 illustrations. Several chapters are devoted to the diseases of women. For a paper-covered copy, send 31 one-cent stamps to cover cost of customs and mailing only, to the World's Dispensary Medical Association, Buffalo, N. Y. Cloth binding, \$1.00. "Favorite Prescription" is sold by all druggists.

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Foreign Coal Shipments

Following are the foreign coal shipments for the month ending 30th of Sept., 1899:

Table with columns: Date, Vessel, Destination, Tons. Includes entries for New Vancouver Coal Co's Shipping, 2-SS. Titania, San Francisco, 5,000; 4-SS. San Mateo, Pt. Los Angeles, 4,450; 7-SS. Robt. Adamson, 'Frisco, 4,522; 9-SS. Mincola, Pt. Los Angeles, 3,462; 9-SS. Wigwag, San Francisco, 18; 14-SS. Titania, San Francisco, 5,106; 19-SS. San Mateo, San Francisco, 4,410; 21-SS. Robt. Adamson, 'Frisco, 4,580; 23-SS. Mincola, Pt. Los Angeles, 3,465; 25-SS. New England, Alaska, 42; 26-Bk. Theobald, Honolulu, 1,488; 28-SS. Titania, San Francisco, 5,105.

Table with columns: Date, Vessel, Destination, Tons. Includes entries for Wellington Shipping, 2-SS. Wilanmette, San Francisco, 3,290; 5-SS. Bristol, Dutch Harbor, 2,900; 11-Gloria of the Seas, San Francisco, 3,450; 14-Signal, San Francisco, 670; 15-SS. Wellington, San Francisco, 2,550; 22-Columbia, Alaska, 1,700; 24-SS. Bristol, San Francisco, 1,220; 28-SS. Wellington, San Francisco, 2,850; 28-Tellus, San Francisco, 3,800.

Table with columns: Date, Vessel, Destination, Tons. Includes entries for New Vancouver Coal Co., 9-SS. Wellington, San Francisco, 1,440; 9-SS. Bristol, San Francisco, 290; 28-SS. Bristol, San Francisco, 1,180.

Table with columns: Six months ending June 30, July, August, September, Total for 9 months. Includes entries for New Vancouver Coal Co. and Wellington Colliery.

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Table with columns: Hon. A. E. Smith, United States consul, furnishes the following report of the exports from the Victoria consular district for the quarter ending September 30: Gold bullion and gold dust, \$158,075.84; Hemp and paper stuff, 618.82; Hides, 37,829.26; Household goods, 2,727.50; Junk, 1,900.10; Liquors, 31,882.11; Out-hulls, 110.70; Ore (gold, silver and copper), 14,595.30; Plaster casts (Indian masks), 602.50; Sacks, 252.50; Salmon, 183.50; Yellow sheathing, 1,298.33.

FALSIFIED INVOICES

Seattle and Tacoma Merchants Said to Have Been Caught Red Handed in the Act.

(Special to the Times.)

Seattle, Oct. 5.—A big scandal, which vitally concerns Seattle and Tacoma merchants shipping goods to Klondike, has been unearthed by Canadian Customs Collector Davis at Dawson. Davis alleges that a number of the heaviest shippers on Puget Sound have been sending out two different sets of invoices in order to evade the Canadian officers. He received one of the falsified invoices for \$22,000, the real value of the goods being \$28,000. The discovery was quite accidental, being due to the ignorance of the consignee of the existence of a false invoice. He presented the bona fide invoice and Davis at once saw through the attempted fraud. Roy M. Pike, a customs broker, at Dawson, brought news of the alleged frauds to Seattle yesterday. He says that Collector Davis has sent copies of the false invoices, with a voluminous report and the names of the firms concerned, to Ottawa, and that the Canadian government has ordered an investigation. Pike made the statement that thousands of dollars worth of American goods escaped duties at Dawson in this way, since the goods have been bonded through to Klondike on July 15 last. The news of big seizures of goods sent North on falsified invoices will, he says, come down on the next northern steamers.

NOTES FROM OTTAWA

Fifth Regiment's Annual Drill and Training—Thanksgiving Day October 10th.

Ottawa, Oct. 4.—Father Neville has been dismissed from the position of chaplain at Kingston penitentiary, and Father Macdonald appointed in his place.

A general order issued today gives permission to the 5th British Columbia Regiment, to do annual drill and training at headquarters.

ANOTHER OLD-TIMER DEAD

(Special to the Times.)

Nanaimo, Oct. 4.—John Kenny, who has resided in Nanaimo for 60 years, died in the hospital today. He was educated for the priesthood, and was a splendid Greek and Latin scholar, but earned his living here by manual labor. Deceased never confided in anyone where he came from. He was about 75 years of age.

CASTORIA

For Infants and Children.

Dr. J. C. Hutchins.

Dr. J. C. Hutchins.

Orphanage Destroyed

The New Westminster Home for Orphans Burned to the Ground

Over One Hundred Children Are Left Homeless—Damage Is Over \$13,000.

(From a Staff Correspondent.)

New Westminster, Oct. 5.—Last evening New Westminster suffered again at the hands of the fire fiend. At 12:00 the orphanage, conducted by Our Lady of Charity Sisters, was destroyed.

The brigade was quickly on the scene, but the fire had proved insuperable, and in the delay in getting to another, the flames got beyond control.

The ferry steamer, which is also a fire boat, moved up to the scene, but had not sufficient hose to make connections. The building was burned to the ground.

In the building at the time there were over a hundred orphans, and eighteen nuns. With the assistance of all hands these and most of the contents were removed.

The fire originated in a break in a gasoline engine just installed to operate the machinery of the steam laundry. The building was erected in 1890, and was valued at \$13,000. The insurance is \$9,000.

It will be rebuilt at once. The children have been temporarily accommodated in the hospital and public halls.

Permission was granted to accommodate children in the exhibition building as soon as the fair is over.

COLQUHOUN GETS FIVE YEARS

Glasgow's Former City Treasurer Pleads Guilty to Embezzlement.

(Associated Press.)

Glasgow, Oct. 4.—James Colquhoun, former city treasurer of Glasgow and a former representative of the city corporation on the University Court, who was arrested on August 1st on a charge of embezzling the funds of the city and of estates committed to his charge, in amounts aggregating nearly £100,000, pleaded guilty today before the High Court and was sentenced to five years' penal servitude.

A MILITARY KITE

(Associated Press.)

Berlin, Oct. 4.—Brigadier-General A. W. Greely, honorary vice-president of the International Geographical Congress, accompanied by Major H. T. Allen, military attaché of the United States embassy in Berlin, today ascended at Potsdam in a military kite, the invention of Mr. Percival Siegfried, Emperor William granted General Greely a special permit to make the ascent. Greely has purchased a similar balloon for his government.

"DRUNKARDS AND GAMBLERS"

(Associated Press.)

New York, Oct. 4.—Army Secretary Peyton, of the Brotherhood of St. Andrew, who has just returned from the Philippines, declares that the United States has 50,000 "drunkards, rakes and gamblers" in and around Manila, and that "religious progress is quite out of the question while American soldiers are there."

Steamer Aorangi arrived at the outer wharf at 5:30 p.m. yesterday afternoon. She left Sydney on September 12 and encountered strong N.E. winds to Brisbane, which port she left on September 15. She passed the Albatross twice en route from the Queensland port. After leaving Brisbane the steamer encountered five days of heavy weather. Strong E.S.E. winds blew and the seas were very rough. After crossing the equator the weather became finer and fine weather with fresh N.E. east winds were experienced to Honolulu, which port was reached on September 26. She sailed on the 27, with Capt. Mortimer in charge. Capt. J. D. S. Phillips having returned to Honolulu and Mr. C. Callaghan to Honolulu. The steamer Elini Thompson, a freighter running between Seattle and Honolulu, was met on October 3 bound southwest. Her cargo was not as heavy as usual, about eleven tons only were landed here. There were about 80 saloon passengers, including Lord Elbank, an English nobleman, formerly connected with the navy, who is touring around the world for pleasure. Those who debarked here were: Mr. and Mrs. Blow, Mr. A. Mirrieux, Mr. T. May, Dr. Humphris, Mr. and Mrs. C. J. Jones, Mr. H. A. Vivian, Mr. G. B. Moore, Mrs. J. Baxter, Mr. Curzon, Mr. and Mrs. A. S. Kay, Mr. C.