

# THE NORFOLK WEEKLY NEWS-JOURNAL.

NORFOLK, NEBRASKA, FRIDAY, SEPTEMBER 27, 1901.

## FIRST YACHT RACE A FLUKE

Columbia and Shamrock Fail to Finish in Time Limit.

### DEFENDER MAKES BEST SHOWING

Is Nearly a Mile in Lead When Race Is Called Off—Shamrock Holds the Lead Only Five Short Minutes—Is Second at All Other Stages.

New York, Sept. 27.—One of the biggest crowds that ever put to sea went down to the Sandy Hook lightship yesterday to witness Sir Thomas Lipton's second challenger, Shamrock II, and the white flyer, Columbia, which successfully defended the old America's cup against his first trophy hunter two years ago, struggle for the yachting supremacy of the world in the first of the cup races of 1901. But the excursion fleet returned disappointed. The great single stickers went out early, but the wind was not strong enough. The wind, as low as three knots, was too light to carry the contestants over the 30-mile course in the time allotted by the rules. At the end of the five and a half allotted hours, the race was declared off and the yachts were towed back to their berths inside the Hook. When the gun aboard the committee's boat was fired to call attention to the signal declaring the race off, the American yacht was still five miles from the finish. The Englishman was still hull down from her, the experts estimating her distance behind the Columbia at over three-quarters of a mile. Americans will have reason to congratulate themselves on the result of the first trial. The yacht which carried J. P. Morgan's private signal, a black pennant with a yellow Maltese cross, to victory two years ago, was headed but once in the 25 miles covered and then the Englishman showed the way for only five minutes.

In windward work the American beat the foreigner seven minutes and fifteen seconds to the outer mark and increased her lead somewhat in the broad reach for home. While the test was unsatisfactory, the yachting sharps who have been skeptical up to this time as to the ability of the Columbia to successfully defend the cup, are more confident that it will remain on this side of the Atlantic yet a while longer. Certainly Columbia's superiority in light airs appears to have been demonstrated. The Shamrock II did not, in fact, make as good a showing as did Lipton's first challenger in the half dozen flukes that preceded the actual races two years ago. What the Shamrock may be able to do in heavy weather is, of course, problematical, but the Columbia has been tried and all her admirers insist that she is distinctively a heavy weather boat. Two years ago Sir Thomas' prayer was for wind, but when he got a smashing 25-knot gale in the last race, Columbia's victory was even more decisive than in the first. Since then Columbia's ability in heavy weather has been proven again and again. The harder it blows, the faster she goes and the better she behaves. It is not strange, therefore, that the patriotic skippers and spectators who went down to Sandy Hook yesterday morning with misgivings, returned last night reassured and strongly disposed to wager that the pretty wreath of shamrocks and white heather from the oldest yacht club in the world, which Sir Thomas is treasuring in the cabin of his champion, will prove no mascot after all.

**Strong Wind at Start.**  
The day had promised well at first. A strong northeast wind had been blowing for two days and the weather prophets had offered assurance that it would hold.

It had piled up what sailors call a nasty lump of sea outside, and before the race began was whipping the foam off the crests of the waves. The procession that sailed out of New York harbor anticipated a fine day's sport. So numerous were the various kinds of craft that they seemed to fill the broad expanse of ocean between the Long Island and Jersey shores with a countless fleet.

The course was 15 miles straight into the eye of the wind and return. Barr proved to be the better sailor and secured advantage of position. For ten miles down the Long Island shore, in plain view of the people there, the two big single stickers smashed into the head seas, sending sprays smoking to the cross trees. Strain as the Shamrock would she could not hold her white rival even. Slowly, but surely, the Columbia forged ahead, pointing higher and footing faster. The Shamrock tacked and tacked again, but the Columbia went about with her each time, and appeared to be the more nimble. Timed and timed again by the experts, she was quicker in stays by ten seconds. It was directly off Long Beach hotel, with its crowded piazzas, that the Shamrock showed in front for the first and only time during the race. As the wind had hauled more to the southward and had died down somewhat Charlie Barr headed the Columbia off shore in the hope of meeting it. Instead, he poked his nose into a dead calm, and for some minutes the Columbia lay with her sails flapping, while the Shamrock, catching a slant of wind nearer shore, drew rapidly ahead. But the victory was short lived. The slant of the wind to the

southward held and freshened to about six knots. The Columbia rapidly overtook her adversary and went by the Shamrock as if she had been moored to the dock, making two feet to her one.

From that time to the outer mark the Columbia gained steadily. As she approached the turning point, the excursion fleet, going at full speed, circled out and passed beyond the mark to witness the turn. As she came alongside, the bands crashed, the whistles blew and the crowd aboard the excursion fleet cheered. The fleet courteously waited until the Shamrock rounded seven minutes and four seconds later, and gave her a cordial reception. From that time on it was a procession, not a race. The Englishman tried half a dozen head sails in the hope of improving his position, but the American forged steadily ahead. Then the wind, which had been seven knots at the stake boat, gradually died down, and an hour before the time limit expired it was evident that the yachts could not finish in time. When the committee boat finally hoisted her signals declaring "no race," the big excursion fleet headed back for New York.

Under the rules the unfinished race will be resailed on Saturday and the course will be again 15 miles to windward and leeward and return.

When seen on board the Erin after the race Sir Thomas Lipton said: "It was not a satisfactory race, because the wind was so erratic. I hope we shall have better luck next time. A race, sailed on such a day, if it can be finished at all, depends upon the lucky chance position, as to wind, of one boat or the other. I was never more hopeful of the Shamrock than I am now. I am confident I shall get the cup. I have never seen any more skillful handling of a boat than was shown by Captain Barr of the Columbia. The Shamrock, too, was well managed."

### Disappointment in England.

London, Sept. 27.—The failure of the yachts to cover the course in time to constitute a race has created general disappointment in Great Britain, but chagrin at the apparent poor showing of the Shamrock II overshadows all other expressions of feeling. The great suburban population of London was kept advised of the progress of events by pyrotechnics at the Alexandra and Crystal palaces.

### SCHLEY COURT QUITS EARLY.

Holds but One Session Because of Judge Wilson's Funeral.

Washington, Sept. 27.—The Schley court of inquiry was in session for only an hour and three-quarters yesterday, adjourning at 12:45 in order to permit its members and others engaged there to attend the funeral of Admiral Schley, late chief counsel for Admiral Cervera. Captain Wise concluded his testimony. Admiral Cotton made a brief statement on recall, and Lieutenant Spencer S. Wood, who commanded the dispatch boat Dupont during the Spanish war, began his testimony.

Machinist Gary, who was in charge of the starboard engines on the day of the battle off Santiago, also testified briefly. He said that on the day of the battle the starboard engines were stopped and the machinery reversed.

Captain Wise was questioned at considerable length as to what he had done before the arrival of the flying squadron off Santiago toward locating Cervera's fleet in the harbor. He said that while he had satisfied himself of the presence of the Spanish fleet, he had been content to communicate his knowledge to Admiral Schley through Captain Sigbee, not considering it necessary to make direct communication with the commander-in-chief. He concluded his narration of the retrograde movement and denied informing Admiral Schley that he knew nothing of the whereabouts of Cervera's fleet.

Lieutenant Wood gave the particulars of his delivery of dispatches from Admiral Sampson to Admiral Schley on the 22d of May, while the admiral lay off Cienfuegos. He said that Schley seemed very nervous and especially anxious to know what Sampson's intentions were. He had not concluded his testimony when the court adjourned for the day.

### Armour Somewhat Improved.

Kansas City, Sept. 27.—The condition of Kirk B. Armour, the packer, who is seriously ill at his home here, was somewhat improved yesterday.

### SPARKS FROM THE WIRES.

Fire broke out Thursday in the Elba mine at McKinley, Minn., and one life was lost, as well as large damage done to the mining property.

Deputy Marshal Poe was shot and killed Thursday on a Frisco train near Bavia, I. T., by one of four men he had arrested for fighting.

Bud Taylor, the baseball player, who shot and killed Ruth Nollard, a former sweetheart, in Kansas City, March 2, was placed on trial Thursday.

The signal office of the war department now has direct telegraphic communication with Fort Egbert, Alaska. The lines were completed on the 24th. Benny Yanger of Chicago gained the decision over George Dixon, formerly featherweight champion of the world, after 15 rounds of fast fighting at St. Louis Thursday.

It is reported that Turkish and Albanian troops have come into collision at Belopolje, old Serbia, with the result that 54 were killed and wounded.

## CZOLGOSZ TO DIE IN CHAIR

Assassin to Be Executed in Week Beginning Oct. 28.

### SECRETLY HURRIED TO AUBURN.

Condemned Man Declares Again That He Was Alone in Perpetrating Assassination of President—Prisoner Calm, but Under High Tension.

Buffalo, Sept. 27.—Leon F. Czolgosz, the assassin of President McKinley, was yesterday afternoon sentenced to be electrocuted in Auburn state prison during the week beginning Oct. 28, 1901. Before sentence was passed the assassin evinced a desire to speak, but he could not get his voice above a whisper, and his words were repeated to the court by his counsel.

"There was no one else but me," the prisoner said, in a whisper. "No one else told me to do it and no one paid me to do it. I was not told anything about the crime and I never thought anything about that until a couple of days before I committed the crime."

Czolgosz sat down. He was quite calm, but it was evident that his mind was flooded with thoughts of his own distress. His eyes were dilated, making them appear very bright. His cheeks were a trifle pale and his outstretched hand trembled. The guards put the handcuffs on his wrists. He looked at one of the officers. There was an expression of profoundest fear and helplessness in his eyes. He glanced about at the people who crowded the room in efforts to get a look at him. The prisoner's eyelids fell and rose tremulously and then he fixed his gaze on the floor in front of him.

At this point Judge Titus came over to the prisoner and bade him goodbye. Czolgosz replied very faintly, letting his eye rest on the man who has been his counsel.

"Good-bye," he said, weakly.

Czolgosz was then hurried down stairs and through the tunnel to the jail, where he remained until removed to Auburn to pay the penalty for his crime.

### Justice White Passes Sentence.

Justice White passed sentence as follows:

"In taking the life of our beloved president you committed a crime which shocked and outraged the moral sense of the civilized world. You have confessed that guilt, and after learning all that at this time can be learned from the facts and circumstances of the case, twelve good jurors have pronounced you guilty and have found you guilty of murder in the first degree. You have said, according to the testimony of credible witnesses and yourself, that no other person aided or abetted you in the commission of this terrible act. God grant it may be so. The penalty for the crime for which you stand convicted is fixed by this statute and it now becomes my duty to pronounce this judgment against you: The sentence of the court is that in the week beginning Oct. 28, 1901, at the place, in the manner and means prescribed by law, you suffer the punishment of death."

The death warrant signed by Justice White is addressed to the agent and warden of Auburn state prison and directs him to execute the sentence of the court within the walls of the prison on some day during the week beginning Oct. 28, next, by causing "to pass through the body of the said Leon F. Czolgosz a current of electricity of sufficient intensity to cause death, and that the application of the said current of electricity be continued until he, the said Leon F. Czolgosz, be dead."

### Record of the Assassin.

Clerk Fisher swore the prisoner and his record was taken by the district attorney as follows:

Age, 28; nativity, Detroit; residence, Broadway, Nowak's, Buffalo; occupation, laborer; married or single, single; degree of education, common school and parochial; religious instruction, Catholic; parents, father living, mother dead; temperate or intemperate, temperate; former conviction of crime, none.

Sheriff Caldwell and 16 men left for Auburn at 10:06 p. m. with Czolgosz in a special car attached to the rear of the second section of the 9:30 train on the New York Central.

Czolgosz was "sneaked" out the back entrance of the Erie county jail, escorted by 17 men, and was hustled into the special car which had been backed down on the terrace tracks, a few rods from the rear of the jail a minute before. Just before the train pulled out a representative of the Associated Press saw Czolgosz seated easily in a seat and smoking a cigar.

In the seat with the prisoner was Jailer Mitchell and in the opposite seat facing them were the keeper of the penitentiary and Deputy Sheriff Hugh Sloan. The other guards were seated in front and back of him, and on the other side of the car directly opposite his seat. These precautions were taken because the authorities received word from some source that the sheriff might encounter considerable difficulty in getting the prisoner to Auburn. Just what trouble was feared was not learned, but great care was taken that no advance news of the departure of the train was telegraphed along the line.

## SENATOR DIETRICH AT HOME.

Returns to Hastings After Ten Weeks' Tour of the Philippines.

Hastings, Neb., Sept. 27.—Senator Dietrich and daughter, Miss Gertrude, returned home yesterday from a ten weeks' sojourn in the Philippines, where the senator went for the purpose of making a study of the islands and their present conditions. Senator Dietrich was agreeably surprised with everything he saw and investigated in the Philippines. It is a very rich country, practically undeveloped, and it can be brought up to as high a state of cultivation as now exists in Japan. Thirty to forty millions of people can easily be supported in these islands. Mr. Dietrich was more than surprised by the great advancement made in the establishment of our civil government there. Peace and order prevail and good feeling exists in general toward the Americans for what they have done and for what they are still doing.

Mr. Dietrich had a personal interview with Aguinaldo, who told the senator that if the islands had to be governed by any other nation, he was now satisfied that he would rather have the Philippine islands under the control of the United States than any other nation, and that all he had heard from his people since he has been in captivity, was to the same effect.

### SHAFFER ACCEPTS CHALLENGE.

Proposes to Name Arbitrators to Decide Who Has Told the Truth.

Pittsburg, Sept. 27.—When President Shaffer of the Amalgamated Association of Iron and Steel Workers was shown the open letter of Samuel Gompers of the American Federation of Labor and John Mitchell, president of the United Mine Workers, issued last night, in reply to his statement charging them with the responsibility for the failure of the great steel strike, he said he would accept their challenge and was ready to submit to an investigation as to the truth of his charge.

"I have no objections," said he, "to the men named by Mr. Gompers to act as a committee of investigation, but as he always looks to arbitration, that is what I will agree to. I desire to go to the root of this matter and will select as my man Simon Burns, president of the Knights of Labor, and the National Window Glass Workers' association. Mr. Burns can choose a second man, and Gompers and Mitchell the third party."

"The meeting should take place in Pittsburg. Gompers and Mitchell gave us three hours to accept the proposition of the United States Steel corporation, and in demanding my acceptance to their terms, they now limit me to three days."

### LINCOLN'S BODY IS MOVED.

State Officials View Remains Before Placing Casket in New Vault.

Springfield, Ill., Sept. 27.—Acting Governor Breinholt officiated yesterday as chief executive of the state at what is intended to be the final removal of the remains of Abraham Lincoln. The casket was taken from its resting place in the monument to Memorial hall, where it was opened and the remains viewed by state officers, who are members of the Lincoln Monument association, and some members of the old Lincoln guard of honor and the contractor. After reviewing the remains the casket was closed and removed to the new vault. The body now rests east and west, the head being toward the west. The location of the new resting place is immediately beneath where the sarcophagus formerly rested. The remains were not in a very good state of preservation, but were easily identified. The removal was conducted with great secrecy, no newspaper representatives having knowledge of the action until after it had been accomplished.

### J. W. ELLIS MAJOR GENERAL.

Maquoketa Veteran Heads the Union for Department of Iowa.

Clinton, Ia., Sept. 27.—The annual reunion and encampment of the Union Veterans' union, Department of Iowa, closed at Maquoketa yesterday. Old veterans were present from all parts of the state. A big banquet was held Wednesday night. Plates were laid for over 600. These officers were elected: Major general, J. W. Ellis of Maquoketa; first deputy commander, Charles Ovington of Clinton; second deputy commander, Colonel McKenzie of Des Moines. Clinton was selected as the next place of meeting.

### TELEGRAMS TERSELY TOLD.

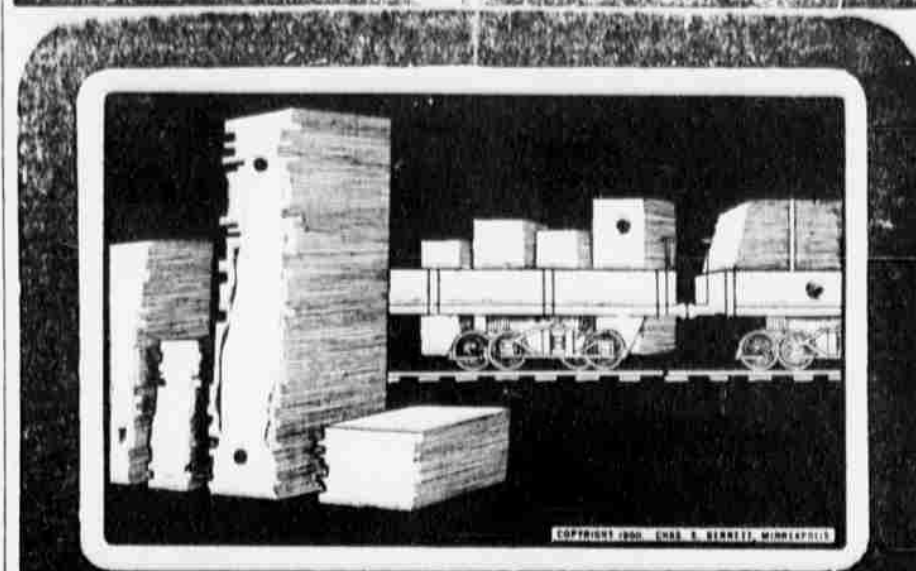
Creseus failed to break the record at Philadelphia Thursday, making the mile in 2:04 1/2.

Zeno Crider was killed Thursday in a wreck between Missouri Pacific and Kansas City Southern freight trains just east of Kansas City.

The new Danish ministry has resumed negotiations with Minister Swenson for the sale of the Danish West Indies to the United States.

John George Nicolay, private secretary to President Lincoln and widely known as the author of several works on the life of the great war president, died Thursday at his residence in Washington, aged 70 years.

The department of agriculture has issued an order that Canadian cattle may be imported for exhibition at the International Live Stock exposition, at Chicago, without being subject to the tuberculin test.



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This machine has unlimited capacity, weighing 6,000 pounds; will handle all the corn that can be delivered to it. It shreds the fodder perfectly, leaving the ear unharmed. It has 232 knives on the shredder-head which pass the shredding space 2,000 times each minute. This machine will be on exhibition at the Plano headquarters west of the Creighton depot in Norfolk, Nebr., on and after September 30th.

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