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## **DUNRAVEN'S DEFENSE**

Smalley Takes Up the Cudgel in Behalf of the English Yachtsman.

ALL THE BAD FEATURES OF THE AFFAIR

Points Which May Not Prove Palatable to

Patriotic Americans.

Rulings that Might Have Been More Elastic or Liberal.

HURTS THE INTERNATIONAL FEELING

Withdrawal of Dunraven from the Contest for America's Cup Will Leave Great Bitterness Behind and Increase Wrangling.

JEW YORK, Sept. 14 .- (Special Telegram.) -There is but one international topic to which anybody can be expected to pay attention today, and that is the international yacht race. That is a subject on which there is great need of an impartial statement, and I will try to make one. I know very well the dangers attending such an attempt, still I think it worth making, and especially so to an audience some distance from New York. This city, like other cities, is very apt to be governed by local feelings and influences. The New York Yacht club, moreover, is a very powerful body socially, with very wide-reaching connections, and the reputation of the New York Yacht club is very deeply concerned in this business. There is the jingo sentiment also-a sentiment very accurately expressed in the old motto, "Our country, right or wrong." If you adopt that the whole question becomes very simple. You no longer wish to find out who is right or who is wrong. Mr. Iselin is an American, Lord Dunraven is an Englishman, so down with the

I do not believe that to be good Americanism nor to represent the best American feel-

ing, nor the feeling of the majority. To clear the ground still further, let us make a supposition. Let us suppose all the acts of the New York Yacht club committee and of the America's cup committee to be technically defensible. Suppose they were right on all the contested points and Lord Dunrayen wrong. Are we satisfied with the result? Do we take much pride or pleasure in keeping the America's cup in this way? Does our success add to our reputation abroad?

WHEREIN AMERICA SUFFERS. I fear it must be admitted that it does not. The judgment against us may be harsh or wrong, but it is a judgment, and it is no answer to say that all the fault is Lord Dunraven's. Lord Dunraven is not the keeper of the honor or reputation of the United States. Nothing that he has done or omitted to do could compromise it or us. If we are compromised we shall have to admit, ultimately, if not today, that for the acts which have brought reproach upon us we and no foreigner are responsible

I will put the matter broadly. We hold the America's cup. Lord Dunrayen challenged for it, built a yacht to compete for it, crossed the seas to race for it, and then withdrew on the express ground that a fair race could not be had on account of the excursion steamers. Is there anything in that statement which can be denied? If there is not, can we wonder that the reputation of the country abroad suffers. The only point in the statement which anybody will pretend to contest is the assertion that a fair race could not be had on account of the excur on Lord Dunraven's authority. The testimony of the New York press was unanimous They have denounced the conduct of these steamboat captains ever since last Saturday in the most energetic language. They have admitted and asserted that both yachts were interfered with. They now blame Lord Dunraven for acting on the views they them-

selves have expressed. CLEAR COURSE IMPOSSIBLE.

Nobody can say that there was any guaran tee, whatever, that the course would be kept clear last Thursday. It was crowded at the start. The committee postponed the start to get the steamers out of the way. They succeeded. Does anybody believe they could have kept it clear during the race? Nobody professes they could. They do not themselves ray they could. Inasmuch, then, as Lord Dunrayen had notified the committee he would not again sail over an obstructed course, can he be blamed for acting on his notice? I assume all through that both sides are acting in good faith. There is no evidence of bad faith on either side. There are however, papers which suggest that Lord Dunraven had a base motive for withdrawing. They say he knew he should be beaten. One New York paper of large circulation headlines its report on Friday with the words "Dunraven Flunks." There could not be a more offensive insult nor a charge less founded. The fact is that Lord Dunrayen still believes Valkyrle faster than Defender. He lost the first race partly by the hauling of the wind to the southward. That is his view, and it is also the view of a good many competent American yachtsmen who were there The wash of the steamers did the rest.

The second race, on which the foul occurred at starting, was won by Valkyrie by fortyseven seconds. Lord Dunraven is confident he should have won by five or six minutes more if the steamers would have let him. He may be right or wrong. All I mean to

say is that such is his belief. COMMITTEE ALWAYS WRONG. That disposes of the suggestion, which ought never to have been made, that he withdrew on Thursday because he knew he should be beaten. It is equally well disposed of by his proposal to the committee to sail the race somewhere else, or at an hour when the steamers could not get at the yachts, or that the committee should declare the race void if there was interference. The committee declined these proposals, and why? They have never explained why. They simply say it was impossible, which is no answer and no explanation. They said it was 'impossible" take too limited a view of their powers. This Dunraven wished. They said that was impossible. Why? There is no answer. There is nothing in the deed of gift which makes it impossible. They knew what had happened at previous races. The excursion steamers then, as now, had been an intolerable nuisance and mischief. The committee knew they

New York? Did they feel bound to provide a spectacle for their New York friends? Was the club feeling paramount? Did social in fluences and comradeship and local interests weigh with the committee more than the to sail this great international contest? I am far from affirming that.

The true motive, however, has never, s quite time that it should be. CONDITIONS NOT THE SAME.

But, says one New York paper, which dislinguished itself by unadulte ated jingolsm, Lord Dunraven had accepted the conditions and ought to have sailed the last race at any UNBENDING ATTITUDE OF THE COMMITTEE risk. The answer is that the danger had increased. The conditions were not the same and Lord Dunraven has frankly said that he did not think he had a right to risk his yacht Editorial Utterances, However Virulent, Do and the lives of his crew in circumstances

which had become of imminent and vi ible

To say that Defender ran the same risk is

only to say that the contest was a gamble. Can we really desire to put the questions of international superiority in yachting to mere hazard? Is it to depend on luck? Are we content to keep or lose the cup at the caprice of an excursion steamboat captain? Should we be satisfied if Valkyrie was swamped or impeded? Should we be satisfied if Defender lost the race for similar reasons? If not, I think we might cease chiding Lord Dunraven for not caring to accept the very chances which we should reject. It is no answer to say that Defender was ready to accept these possibilities. They had been provided for her by her own friends, and reject them she could not. I think, too, we ought to remember that in all these matters the representatives of one of the parties interested are deciding for both. The committee are all Americans, They have done their best, I repeat, to be impartial, but, after all, they are not only Americans, but human. Why should we never have thought of giving the

It is hard to explain the ferocity of the attacks on Lord Dunraven in certain papers except on one theory. The writers in those journals feel that the Englishman has committed the inexpiable crime of putting them in the wrong, and their only way out of it is to revile the man guilty of this offense. OUTRAGES INTERNATIONAL FEELING.

Englishmen a voice on the committee?

consider that Lord Dunraven, as a yachtsman, was justified in withdrawing his boat, I none the less think that as a representative of England he made a deplorable mislations between England and America are a Hanley. thousand times more important to both countries than the America's cup. This dispute has to some extent embittered them. Hard things are said on both sides. It is firmly believed abroad that a fair race cannot be ful criticisms. The sporting papers write after their kind. They think of nothing but sport, and expect everybody to accept English lews of sport, and upbraid us if we prefer

to have views of our own. Among the non-sporting papers the radicals are, as usual, by far the most anti- we are glad to see, is fairer than others, but ational considerations into account. I heart ily wish he had, even at much risk to his yacht. But he, a yachtsman, did not feel is what every yacht skipper tries to do on warranted in taking other than a yachting view. We, too, base our condemnation of him on yachting views, and there I wish it might end. It will so end in one sense, for the prospect of another international yacht race in American waters and under the jurisdiction of the New York Yacht club is remote in the extreme.

GEORGE W. SMALLEY. NOTES FROM THE MEXICAN CAPITAL

Important Gold Discoveries Attracting the Attention of Capitalists. CITY OF MEXICO, Sept. 14.—It is believed he Icache Indians, long friendly to Mexico. while bitter foes of the Chan, a Santa Cruz tribe, and also of the British colonists in Belize, will renew more intimate commercial relationship with the people here. The Mexican government will guarantee them peaceful possession of their lands where they cut nahogany and other precious woods and

An important mining company for working cold properties has been formed in London with a capital of £160,000.

Gold discoveries in the state of Guerrero where 180 claims have been taken up, attract great attention.

Dr. Miguel Silva has been appointed by President Diaz a delegate on the part of the state of Michoacan to the hygienic convention

The wife of President Diaz has opened popular subscription for the victims of the cyclone at Matamoras. Colonel Erastus H. Hawks, president of the international Sweeping Machine company of the United States, has arrived, having sold

the machines to the new company which has undertaken the work of cleaning the city. MEXICO'S PROMISED PAPAL ENVOY.

Coming Viewed in Different Lights by Leading Papers. CITY OF MEXICO, Sept. 14.-Partido, lib eral, today says the papal envoy can only be received here in his ecclesiastical and not in any diplomatic capacity. He will be made much of by the ignorant clericals who dis-

play most astounding inability to comprehend

that modern Mexico is not the Mexico of the Romanist domination. El Democrat, also a liberal paper, thinks the clericals have been entirely shorn of their power to harm and that the government acts wisely in employing the church to build up and conserve the social fabric, for the great danger of the country is its real and fundamental lack of religious unity, the people in power being amongst the lower class of In dians and fetich worshipers. Thus it is important for Mexico that Catholicism should be made the bond of national unity.

Reinforcements Came in Time. HAVANA, Sept. 14 .- Sections of the Span ish infantry and cavalry were surrounded by 400 insurgents near Puerto Principe. government troops broke through the circle and just at the opportune moment reinforce ments arrived. The insurgents broke up into small scouting parties and hurried away. to order Tuesday's race to be resailed. It is leaving six killed and twelve wounded. Two now admitted that they had the power. They of the Spaniards were killed and six wounded. The insurgents have burned the plantation carries us back to their original refusal to of Yndio Sagua and the small villages of sail the cup races at Marblehead, as Lord Medias, Maria, Rodrigue and Potrerillo. The loss at Potrerillo alone is estimated at

Steerage Rates Go Up Monday. BERLIN, Sept. 14 .- The Hamburg Boer senhalle announces that all of the transatlantic companies which joined the pool announced two days ago by the Associated could not control them. Why should they not press have decided to raise steerage rates have selected an open course away from | 25 per cent after Monday,

obligation to secure c'ear waters in which British Public Finds it Impossible to Rest Easy Under Defeat.

far as I know, been avowed, and I think it MANY RANCOROUS EXPRESSIONS OF WRATH

America and American Methods Damned High and Low in England.

TONE OF THE PRESS NOT A CRITERION

Not Express Popular Feeling.

PRIDE AND PURSE BOTH TOUCHED

John Bull Hard Hit in His Most Vulnerable Spots and Unable to Do More Than Squirm and Squeal.

Copyrighted, 1895, by Press Publishing Company. LONDON, Sept. 14 .- (New York World Cable.-Special Telegram.)-Not a single English newspaper daily or sporting, that I have seen, has maintained that Valkyrie was better boat than Defender. Wherever any authority has discussed this point it has been invariably admitted from the facts at hand that Defender clearly showed her superiority. The Saturday Review today, a historically unfriendly critic of all things American, says: "The account of the first race was depressing in the extreme to all who had hoped Valkyrie might hold her own with the best American sloop. Captain Haff seemed to have outmaneuvered Captain Cranfield at the start, and Defender outsailed Valkyrie, both in going to windward and in the run home. In fact the superiority of Defender over Valkyrie appeared to be even more marked than the superiority of Vigilant over Valkyrie II. We cannot see that the second race altered this inference in the slightest. Having said this much, I add that although that Defender lost a couple of minutes at To say nothing about the foul, all are agreed the start and was only beaten by forty-seven seconds in spite of the fact that she could never carry her large topsail. If we discuss the foul we have at once to acknowledge that take. This had become an issue of something so far as our information goes Americans more than yacht racing. It had stirred na- have given us an example of the sportsmantional and international feelings. Good re- like conduct which we preached to them after

IT WAS OF THE SAME PIECE. "The English press was unanimous in conthe course and scoring a win when their ophad off Sandy Hook. We know what is said post. Now a British yacht gets an advantage here. A portion of the English press, though in the start and instead of returning and won £307 in stakes and three cups. The not the best portion, has printed some shame- sailing the race over again goes on and tries prince of Wales' Britannia of the big yachts to score a win. Under these circumstances we should have expected all the English papers to condemn Lord Dunrayen for unthis, they have tried to condemn the committee of the New York Yacht club. The Times, American and fling out imputations with even that paper, while loyally accepting the Valkyrie into a difficult position and succeeded in doing so.' This is undoubtedly true, but it did not need to be stated, for it every such occasion. The Chronicle asserts that there is no equity in the decision to give the race to the loser, but the dear old Chronicle evidently knows more about the dictates of the nonconformist conscience than it does about the equities of yacht racing. The Pall Mall Gazette, as was to be expected, parrots the Chronicle with an added shade of unreason in it. The decision is hardly equitable, but it is the rule of the game.'

DEFENDER THE BETTER FORM. The article, I understand, was written by noted yachting expert, who adds: "The measurements of the two yachts disclose the difference which may well be the true cause of the superiority of Defender. Her mast we hear, is stepped some five feet and a half shows that the point of greatest breadth in her must be four or five feet nearer the bows than it is in Valkyrie, and thus Defender has a much longer run than Valkyrie. The importance of this can be gauged from the fact known to every sailor that if in a rowboat you seek to tow a mast it is better to tow it with the thick end near your boat. A bluff bow and a long run are better than a fine entrance and a bad run. It looks as if the long run on Defender is the chief outward sign of Mr. Herreschoff's superiority as a yacht builder."

Only a few leading English yachtsmen are ivailable in or around London, the rest being scattered just now at country houses all over England or at resorts on the continent, and it has been possible to reach only few of these by telegram or letter since the test. To requests for an opinion on the action, the un'form answer has been that until further details were received they must decline to give their names to public ex-

pressions of their views. FAITH IN THE COMMITTEE.

One of the leading yachtsmen said today, owever, that he was personally acquainted with the members of the committee and he feels sure they would be inclined to give the verdict to the English visitor if it had been in any way possible under the rules. Another yachtsman said: "If as reported here Valkyrie was to windward at the time of the collision, any sailor would laugh at the contention that she could not have avoided fouling, even if the committee boat was, as claimed, close aboard on her weather bow or ahead. The least touch of her helm at he last moment would have cleared her end." I am bound to add that among experienced yachtsmen the opinion has several times been expressed to me that Lord Dunraven is a man of such quick and obstinate temper that his good judgment at a critical moment is by no means to be relied upon.

JOHNNY BULL FEELS SORE. These favorable expressions to the Americans are, however, exceptional. The vast majority of opinions at clubs and places of public resort are brutally denunciatory of our committee, of the Defender syndicate and the American public. The generally impartial editorials in the newspapers do not in the least express the prevalent public opinion. In fact, one hears the London Times and other newspapers almost as often denounced for "their cowardly time-serving articles," as in America for alleged unsportsmanlike conduct. An American resident in London for thirty-five years said today his temper had not been so sorely tried at social gatherings, his clubs or even in rallway carriages, since Mason and Slidell were taken off the Trent, so bitter and unreasoning is this almost universal sentiment, that the ap- tion without delay.

parent good feeling of England toward America would seem to be only on the surface and that underlying it there is real hatred of us, possibly for our success in national progress, in manufactures and enterprize generally when in competition with Demonstrated the German Army is Ready British interests. When that success is shown in sporting contests the intolerant hatred is intensified. However, it may be as between Englishmen and Englishmen, the Briton is not a good loser when the successful competitor is an alien, even if one of his own colonists. When it seemed likely the All-Australia eleven would beat All-England last year, there were laughably virulent expressions of opinion against the antipodean brethren. When Vigilant came in first at the special match with Britannia last season at SOCIALIST PAPERS SUPPRESSED DAILY Cowes not a single salute was given her by attendant steamers, or even by private yachts gathered in numbers at the finish.

ALWAYS LEAVE BITTERNESS.

The bald statement may indeed be made that all international contests between England and the United States, with perhaps the single exception of Lieutenant Henn's visit, and including boating, intercollegiate and other athletic encounters, have left the bitterest memories behind them. These have not always found their way into public press, but if the World is able to secure the frank statement of their experiences from surviving members of the Harvard crew of 1869 from Lon Myers, the once champion American sprinter, from Royal Carroll of the Navahoe, from members of the Yale team and the Cornell crew, and George Gould as to last season's racing in British waters, the result would no more conduce to international amity than the upshot of the present contest. The suggestion is made in the Yachting World and several London pacup seeming now hopeless an American Victoria gold cup next year, or for the cup now held by Britannia. "Then," says even 'we will see whether racing yachts can be designed in America to successfully brave Atlantic storms." This is the stock argument over here, the fact never being alluded to that both Navahoe and Vigilant crossed the ocean without the least injury from straining.

WINNERS OF THE YEAR. Little, by the way, has been said in the English press, about the great success of Howard Gould's Niagara, but from official records of this season's racing published today it appears she crossed the line twentysix times first out of fifty starts, second six times, third twice and had five sails over. She has won stakes to the value of £593, besides two cups and the gold medal. The next successful competitor in the same class was the Inyoni with sixteen wins and twelve secdemning the Cornell crew for rowing over onds out of forty starts, with stakes to the amount of £320 and two cups. Lord Dunponents through a mistake were left at the raven's twenty-rater Audrey comes next with sixteen wins out of thirty-five starts. He won thirty-two firsts, one second and seven sails over out of fifty starts, £2,900 in stakes and a variety of cups and Herreschoff's fifsportsmanlike conduct, but, far from coing teen-rater Dakotah leads her class with fifteen firsts, seven seconds out of thirty starts,

and £740 in stakes. Mr. Clarke, the prince of Wales' foremost meted out this year to Andrew Walker, the owner of Ailsa. He is the son of a brewer, and Clarke's fortune also came from trade. The London Times today claims the English West Coast line still holds the record for speed. A correspondent says: "Taking the times of stoppages included in the West Coast's 540 miles in 512 minutes it was only 510 minutes to the ticket platform, where the journey practically ended. This is fractionally superior to the New York Central 4361/2 miles in 4141/2 minutes. The further claim of the latter company that the Empire express is the fastest regular passenger train

in the world as today cabled by Reuter, is less capable of support. The West Coast now runs to Perth in eight hours and forty minutes. Curiously enough this is the exact time taken by the Empire State express in completing its course of 440 miles, but Perth is so journey of 450 miles. The corfurther forward than that of Valkyrle, which responding east coast train from King's Cross to Dundee, 452 miles in eight hours, fortyseven minutes, also eclipses the American BALLARD SMITH."

ALWAYS LED IN YACHT BUILDING.

Jonathan's Superiority. (Copyrighted, 1895, by the Agroclated Press.) LONDON, Sept. 14.—The newspapers have not ceased to comment upon the flasco of the races for the America's cup. The press is practically unanimous in the expression of the opinion that there will be no more chalenges to sail for the famous trophy during the present generation at least. The National Observer says that the topic has become a disgusting rather than an interesting one. The Spectator's article dwelt at considerable length on the manner in which America has always led the way in yacht building unfortunate result of the international con- and compliments what it characterizes as the astonishing ability of the Herreschoffs in the merits of the decision of the New York re- building of yachts, which, it is added, is all gatta committe and Lord Dunraven's final the more noteworthy, because one of the brothers has lost his sight. The Spectator thinks that the public is firing of the system which requires that expensive boats shall be built yearly for the special purpose of competing for the America's cup, and predicts that the small raters will soon be restored to favor, unless there shall be some radicai change in yacht designing which will insure undoubted superiority.

Criticism of Vigilant's career in English waters and of the right of her owner, Mr. George J. Gould, to be considered a true sportsman, has been revived here by the Defender-Valkyrie flasco, Vanity Fair says that it does not think Mr. Gould at the Cowes regatta reached the highest standard of sportsmanship and the story is reteld of how, when the prince of Wales was introduced to Mrs. Gould on the club lawn at Cowes, she did not arise from her seat, as under the rules she should have done when conversing with royal personage.

Nothing is known by the Royal Yacht or Southampton Yacht squadron concerning a challenge from Dunraven to Defender to race in Mediterranean waters.

DEFENDER INVITED TO ENGLAND.

May Challenge Valkyrle to a Race for a British Cup. LONDON, Sept. 14.—The Pall Mall Gazette this afternoon contains an article on the subject of international yacht racing, in the course of which it is observed that if the rules prevented the New York committee from declaring void the race of last Tuesday between Valkyrie and Defender, it is high time that the rules should be revised. In the same article the owners of Defender are reminded that there is an international cup offered by the Royal Victoria club of Ryde awaiting a challenger, and it is auggested that if the Americans have any fault to find with the conditions under which competition for that trophy is to be conducted, they would better state the objec-

for Active Work at Any Time.

COUNT OF TURIN RECEIVED COLDLY

Emperor Displeased that the Crown Prince Was Not Sent to Stettin.

Chancellor May Resign if More Repressive Measures Are Adopted.

COUNT WALDERSEE MADE FIELD MARSHAL

Generally Conceded to Be the Ablest Pupil of Von Moltke-His Corps Shows Up Well in the Recent Maneuvers.

(Copyrighted, 1835, by the Associated Press.) BERLIN, Sept. 14 .- According to military experts the army maneuvers in the vicinity of Stettin this week have been a great success, and have demonstrated amply the excellent discipline, and showing it to be ready for the initiative of their commanders. It has also been shown, according to the same authorities, that the days of the usefulness fruit will be opened next week in the old pers today that future contests for America's of cavalry are by no means ended, as has been asserted in some quarters. Both Ger- Joseph Schurts, yacht or yachts shall challenge for the royal man and foreign experts are loud in their praises of the skill displayed by Emperor won in American waters by Genesta, and William in handling the troops in Thursday's action, which followed the plan which he had our most generous critic in the English press, personally designated. A new system of field telegraphy, which was introduced in

this engagement, proved most satisfactory. Perhaps the only thing in connection with the army maneuvers which has left any ill feeling is the fact that the count of Turin, nephew of King Humbert of Italy, was treated with decided coolness at Stettin. It is alleged Emperor William was greatly annoyed that the count, instead of Crown Prince Victor, was delegated to represent Italy The past season has been extremely disamong the royal guests at the maneuvers. It is understood King Humbert did not send the crown prince to Germany for fear that by so doing he would give offense to France.

The squadron of evolution maneuvering at sea off Dantzic put into the roads today accompanied by the royal yacht Hohenzollern, with Emperor William on board.

NEWSPAPER SUPPRESSIONS COMMON.

Since the emperor's denunciation of socialists the seizure of socialist papers and the arrest of their editors have been incidents of almost daily occurrence. Among the papers subjected to this treatment are the Magdeburg Volkstimme, the Breslau Volkswacht, the Hanover Volks Wille, the Eisen Arbeiter Zeitung and the Kiel Volks Zeitung, whilst the solzure of presses at Leipsic. Furth, Nuremburg and other places prove the Saxon and Bavarian governments are prepared in the anti-socialist campaign. The Vosscompetitor last year, has sold Satanita in ische Zeitung of this city warns the governtrue radical recklessness. We are stung into decision, says: 'So far as we can gather from disgust because "pilled" for membership ment against ill-advised attacks upon the replying and so the wrangle goes on. Lord telegraphic accounts, Defender manuevered in the Royal Yacht squadron, the fate also liberty of the press. The ministers are all taking their holidays and it is impossible that any decided anti-socialist measure will be adopted at once. It is known, however, with having great influence with Emperor sovereign toward more rigorous repressive en-

A Hamburg newspaper declares the imperial chancellor, Prince Hohenlohe, will reign his office if the emperor should insist upon the introduction of any such measure. Seeing the lengths to which the local authorities will go, now that the emperor has given the word, the press is becoming much more guarded in its comments. Many journals counsel the government to seek the causes of discontent which feed the socialist flame rather than hastily endeavor to sup press agitation, persecution having only served to increase the zeal of its prop-

agandists. VON MOLTKE'S ABLEST PUPIL The promotion of Count Von Waldersee to be a field marshal has directed attention anew to a man who is destined to play leading part in the next great war in which Germany is engaged. Von Walderste is regarded as Von Moltke's ablest pupil. His handling of the Ninth army corps at the Stettin maneuvers proved him to be a capable strategist, while his corps was shown to be one of the best drilled in the Prussian

army. It is now admitted at the foreign office that the visit of Prince Hohenlohe, the im- has arranged for a matine to give a send-off perial chancellor, to St. Petersburg, has a semi-official character. Prince Hohenlohe went in the first place to seek a private favor at the hand of the czar, namely, that his wife might retain possession of the vast estates in Russia which she inherited a few years ago from her brother, Say-Wittgenstein, but he had a further mission, which was to confer with Prince Lobanoff, the Russian minister of foreign affairs, with regard to the Russo-German entente in the event of further troubles in the far east and to effect a general understanding on the political situation. It is understood the official mission of Prince Hohenlohe was measurably successful, the czar readily granting Princess Hohenlohe permission to retain her Russlan estates, which are said to be worth 50,000, 000 marks. The late czar rigorously enforced the law which forbids foreigners to own land in Russia, and if he had lived Princess Hohenlohe would have been obliged to sell her estates for whatever they would fetch It is not improbable one of the youngest sons of Prince Hohenlohe will remove to Russia to reside permanently, and so qualify himself for the Wittgenstein estates.

ATTACKS MET WITH VIGOR

The conservatives are meeting the attacks of Baron Von Hammerstein, impugning their collical integrity, with characteristic vigor. committee representing the Kreuz Zeltung publishes a statement today, which is signed by Count Von Finckenstein, to the effect that Baron Von Hammerstein was suspended from the position of chief editor of that paper on July 4, and that since then facts have been brought to light which have compelled the committee to finally break off al relations with the baron, and that the matte has been placed in the hands of the public prosecutor. In addition, the Kreuz Zeitung states that it is informed upon competent authority that Von Hammerstein resigned his seat in the Reichstag and Unterhaus on the 11th inst.

A caterpillar plague is destroying all the green crops in the vicinity of Berlin and in Silesia.

The first Berlin electric car line opened for business on Tuesday last. Julia Bulkley of the University of Chicago has obtained the degree of doctor of philosophy at the University of Zurich.

### THE BEE BULLETIN.

Weather Forecast for Nebraska-Cooler; Probable Showers; Northerly Wind

1. Dunraven's Course Defended. Feeling in England Very Bitter. German Army Ready for War. Liberals Run Short of Funds. 2. Demands of Nebraska Industries.

Several Saturday Conventions. New Track Record at Council Bluffs. Another Yacht Situation Explained. 3. Ranchman Murdered by Squatters.

Promise to Produce Hillmo Spain Round to Crush Cuba. 4. Last Week in Local Society.

Beethoven's Last Musical Work. 5. Reform Movement Grows in Omaha.

6. Council Bluffs Local Matters. Iowa Methodists Favor Women.

7. Parades for the Coming Week,

Attractions for Visitors to the City. 8. May Be Another Bond Issue,

Mora Claim Finally Settled. 10. Idaho and Its Resources.

In the Field of Electricity.

11. Trolley Power in Danger. 12. Editorial and Comment.

13, Prehistorie Man in Nebraska. 14. Amusement Notes and Gossip. 15. Commercial and Financial.

18, "In a Hollow of the Hills."

19. Woman: Her Ways and Her World.

20. Weekly Grist of Sporting Gossip. 21. 'Round the World on Wheels,

22. Epidemic of Suicide Discussed.

23. A Terrible Sacrifice. Echoes from the Ante Rooms. 24. Chicago's Great Drainage Canal.

Reichstag building, under the management of Prof. S. G. Brow, Mr. and Mrs. T. Proctor

Coming Concatenation of Caterwanter

Connecticut, Mrs. Ames and daughters of of the party toward extreme radicalism. As San Francisco and Colonel Richard Henry a result the radicals are only able to look to Savage are here.

THEATRICAL GOSSIP IN LONDON. Augustin Daly in Financial Difficulties-Coming Tour of Henry Irving.

LONDON, Sept. 14.-The rumor has been current in theatrical circles for some time that Augustin Daly was in danger of losing his London theater. astrous from a financial standpoint, and the rent of the theater, \$25,000, is a large one for the limited season in which it is occupied by Daly's company. However, George Edwards has arranged to take the house in Leicester square off Mr. Daly's hands for a portion of the season and will revive the nost of the original cast.

Wilfred Clarke was obliged to discontinue the run of the "New York Divorce" on the 11th inst. When the season began August national bibliographical bureau at Zurich. 11 it was scarcely believed the run would be long. Mr. Clarke has been so successful in his venture that he will probably soon again embark in London management.

During his American tour Sir Henry Irving will produce a little fairy tale of Christmas time, which has been translated from a French play by his youngest son, Laurence Irving.

After a long and diligent search Weedon Grosmith has at last found a play which predicted that the bimetallist agitaton would he considers suitable for himself and the public. The new farce will be placed in rehearsal at once and produced as soon as possible at the Vaudeville. The resumption by Mr. Grosmith of managerial functions at that Count Von Eulenburg, who is credited this theater involves the departure of his present tenant, Fred Kerr, who, however William, has been strongly advising his has made arrangements for taking "The Strange Adventures of Miss Brown" to Terry's theater at the conclusion of "The Prude's Progress," now running there. The Trafalgar theater, rechristened th "Duke of York's," will reopen on Thursday evening under the management of Charles

> Cartwright and Henry Dana. The play will be a new comedy by Walter Frith, entitled "The Advecate." Sir Augustus Har is has made one important engagement for the opera season of 1896. H has arranged that Mme. Albini shall be the Isolde to Jein de Reszke's Tristan when the

in German at Covent Garden. Charles Coghlan has been busy during the past three weeks assisting Forbes Robertson in the rehearsals of "Romeo and Juliet," which will have its first production one week

from tonight. Dr. Josehim has fust declined an offer from an American manager for a tour in the United States this winter. He has already accepted and especially in its comments on the inarrangements for Germany in the autumn and for England and Scotland in the spring and he will not break them.

closed tonight, and Mr. Morton, the manager. to the celebrated mimic of the day on her departure for the provinces. Lottie Collins still remains at the Palace and

Cissy Loftus' engagement at the Palace

has been extremely popular in her new songs, "Gerty, the Gaiety Girl," "The Little Widow and "I Went to Paris With Papa."

DIE BY SCOURGE AND SWORD. Cholera Takes Ten Moors and tle Two More.

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TANGIER, Morocco, Sept. 14 .- (New York World Cable-Special Telegram.)-Ten deaths from cholera are reported today. The Rifflans made a great fight today at occo, Tangiers. Three men were killed and

wo wounded. Comments on Sumner's Case SOUTHAMPTON, Sept. 14.-Captain Shep rd of the flagship San Francisco, in the course of an interview today with a repre sentative of the Associated press, said the injuries received by the cruiser Columbia in the docks of the London and Southwestern company, where she was placed on July 18, were due to the culpable neglect of the company, and that Captain Sumner was in no way blamable therefor. The dock company, according to Captain Shepard, had plans of the dock, showing the blocks, and that Captain Sumner was unable to examine the blocks, as they were submerged. The error of Captain Sumner, Captain Shepard says was in paying the dock company after the

Arrested an American Citizen. CONSTANTINOPLE, Sept. 14 .- Muradian, naturalized citizen of the United States was arrested upon his arrival here on rus picion of being connected with a revolutionary movement. Mr. Alexander W. Terrell, United States minister to Turkey, demanded and has obtained the release of Muradian upon the condition that the latter onsent to be expelled from Turkey.

Says Waller's Case is Lost PARIS, Sept. 14 .- The Siecle says that the

injury to the cruiser had been done.

Inited States has received a complete ex planation from the French authorities in th ase of ex-Consul Waller, who is imprisoned under sentence of twenty years for having been, as alleged, in correspondence with ene mies of France in Madagascar, and that bis A great exhibition of southern California cause is irretrievably lost.

# FUNDS ARE SCARCE

Former Contributors to Liberal Campaign Expenses Abandon Them.

MUST SEEK OTHER SOURCES OF SUPPLY

Scientific Association Disappointed at Lord Salisbury's Absence.

SIR EDWARD MALET REFUSES A PEERAGE

Acceptance Would Have Entailed Loss of Rank to His Wife.

TROUBLE ON BOARD THE ST. LOUIS

German Firemen Resent the Introduction of Englishmen-Hot Wenther Detracts from Interest in Theatrical Matters.

(Copyrighted, 1895, by the Associated Press.) LONDON, Sept. 14.—With the advent of a cool northwesterly wind, succeeding the torrid weather which prevailed the earlier part of the week, political questions have begun to attract attention again in London, Just now the difficult problems of the raising of party funds and the perfection of party organizations are troubling the leaders of the liberal party. Most of the old fashloned and wealthy liberals, who had been acustomed to support the party, have been driven into the of Williamston, Mass., Rev. J. T. Nichols of ranks of the liberal-unionists by the veering successful tradesmen and others of that class who are willing to take peerages and other honors in return for money required to de-

fray the necessary party expenses. The British Scientific association, the annual session of which began at Ipswich on Wednesday, was greatly disappointed at the absence of Lord Salisbury, the retiring president of the association, who had been expected to attend, but whose physician forbade him to participate in the sitting of the soclety. There was much interest in a paper, which was read by Mr. Borchgrevink, giving on account of his recent visit to the Antarcitic, but neither the paper nor the discussion, which followed, in which the veterap explorer, Sir Joseph Dalton Hooker, particlsuccessful play, "The Artist's Model," with pated, carried the question much further. Dr. Haviland Field of New York described the arrangements, which he said are nearly completed, for the establishment of an inter-

There was a rather academic discussion of the bimetallists' proposition. Mr. George Bell, secretary of the Gold Standard Defense association, spoke for the monometallists and read to the association the letter from Mr. Gladstone, which was cabled exclusively to the Associated press on Thursday, in which the venerable statesman declared his adherence to the opinion which he expressed in Parliament two and a half years ago, and be short lived. Little interest was shown in

The members of the association are devotng themselves to excursions and pleasure

DECLINED A PEERAGE. Sir Edward Malet, the retiring ambanasas dor to Germany, has declined a peerage because his wife would lose rank by his elevation. The wife of this diplomat now takes precedence of countesses by virtue of being the daughter of a duke, (Bedford), but if her

husband should become a peer she would rank

as his wife. The belief seems to be generally accepted that the earl of Dufferin will soon retire from the position of British ambassador at Parl and speculation as to who his successor will be is active. Opinion is divided between Siz Julian Pauncefote, the British ambassador at Washington, and Lord Cremer, the minister opera of "Tristan and Iso'de" is first produced to Egypt, but at the foreign office a represent ative of the Associated press was assure that there was no question of Sir Julian'

leaving at present. Mr. Waldorf Astor has evidently been shake ing up the editors of the Pall Mall Gazette as the anti-American sentiment which has hitherto distinguished that paper has been succeeded by universal praise of Americans

ternational yacht races. Mr. Astor's peculiar office building on the Thames embankment has just been come pleted. It is surrounded with a wrought trot palisade of intricate workmanship and its internal fittings are still more lavish, making it the most sumptuous place of business

in London. There are rumors of the marriage of the marquis of Worcester. Should they prove true the event might have a vital bearing on the fortunes of the son of Lady Henry Somerset, the nephew of the marquis of Worcester, who, in view of the celibacy of his uncle up to this time, had come to be re-

garded as the future duke of Bedford. The news of the death of Mr. William Henry Hurlburt, formerly of New York and later of London, was received with surprise by his friends here. The papers generally have been printing stories of the great ability of the American journalist and of his formel great popularity. Truth says Mr. Hurlburt was assisted to leave England by his friend, late premier of Great Britain.

GERMAN FIREMEN BECOME JEALOUS. The German firemen on board the Amer lean line steamship St. Louis were in a condition of semi-mutiny during the time the vessel was at Southampton this week. They are a motley and dangerous lot and for the most part unable to speak English. They appear to be jealous of the presence of Englishmen among them. They engaged in general fight on Wednesday, in the course of which an English trimmer was stabbed and thrown overboard, the German firemen threatening to kill him if he should return The trimmer appealed to the local magistrate for release from his engagement, but the ship's agent refused to discharge him, and instead warned the engineers of the St. Loui that they would be held responsible for hi

Hot weather has doubtless done its share in subduing public interest in the drama in England thus far in the season. London has seen the success of one new play and the failure of another this week and professes to find more occasion for cheerfulness than for disheartenment. The general prediction is that the threatrical season will be a prosperou one. Reports of large business come from the various companies touring in the province There is particular interest displayed in Beer bohm Tree's venture with Paul Potter's drama "Triiby," which has been received

with great favor at Manchester. The will of the socialist, Fred Engles leaves the bulk of his property, values as \$125,000, to his two daughters.