

YACHTS ARE READY

Columbia and Shamrock Sail First Race of Series Today.

AMERICAN CRAFT MUST ALLOW

Greatest Surprise for Yachtsmen Since Arrival of English Yacht.

SHAMROCK HAS SHORTER WATERLINE

Sir Thomas Lipton Gives Final Instructions to His Skippers.

HE ADMITS COLUMBIA IS A FAST BOAT

Says He Has a Swift Craft of His Own and It Only Remains for Coming Races to Determine Which Is the Better.

NEW YORK, Oct. 2.—The first race of the international series between the Columbia and the challenger Shamrock will be sailed tomorrow, weather permitting, over a course fifteen miles to windward or to leeward and return, off Sandy Hook.

One of the greatest surprises for yachtsmen since the arrival of the Shamrock in these waters was the announcement, officially made at the New York Yacht club tonight, that the Columbia would be allowed to sail a thirty-mile course. It was generally supposed by yachtsmen who have seen both yachts under sail and in the dry dock that the Shamrock, by reason of its greater sail area and apparently larger hull would have to give the Columbia something like a minute time allowance over the thirty-mile course which they are to sail.

It appears, however, that Designer Pile, while giving the Shamrock a larger sail plan than the Columbia has, at the same time so constructed its hull as to give it great forward, less displacement and consequently a shorter water line by almost two feet.

At 7 o'clock tonight two of the regulation measurers' certificates, one for the Columbia's measurements, the other the Shamrock's, were posted on the bulletin board of the New York Yacht club's house. They were signed by the club's official measurer, John Hyslop, and read as follows:

Dimensions of water line: Columbia, 38.66; Shamrock, 37.89. From after end of main boom to forward point of measurement: Columbia, 181.22 feet; Shamrock, 182.12.

From forefoot of foremast to forward point of measurement: Columbia, 73.36; Shamrock, 74.46.

Extreme depth of foremast: Columbia, 72.35; Shamrock, 73.46.

Top mast: Columbia, 61.60; Shamrock, 62.45.

Height upper side of main boom to top of sail, halyard block: Columbia, 131.97; Shamrock, 128.58.

Length of water line, as per rule: Columbia, 114.37; Shamrock, 116.15.

Sailing length, as per rule: Columbia, 392.85; Shamrock, 394.46.

The Columbia's top mast, length 64.50, is one-fifth, equals 37.50.

The Shamrock's top mast measures 58.36 feet, one-fifth of which equals 44.45 feet.

By these figures it will be seen that all of Shamrock's spars except the mast are longer than those of Columbia. For instance, the Columbia's main boom measures 108.27, while Shamrock's measurement is 109.67, making the latter spar 1.40 longer than that of Columbia's. The measurements of the gaff show 2.69 in favor of Shamrock. Shamrock's spinnaker boom is 11.11 longer than Columbia's, but its topmast is 6.40 shorter than that of the American boat.

Shamrock a Worthy Antagonist. Judging from the stability of Shamrock during its recent trial spins off Sandy Hook, Designer Pile has been able to give his boat a greater amount of lead ballast than that first proposed by the American's captain. It is generally supposed that he has predicted that Shamrock would not be able to carry its sail. These yachtsmen at the club tonight who heard of the measurements of the two yachts agree that Shamrock will really prove a worthy antagonist of the English defender of the America's cup.

It was 1:30 today before Shamrock was warped into the drydock where Columbia had been measured and the caisson closed, making the water smooth for the measurements. Just before going on board his yacht, Sir Thomas Lipton said: "I am extremely sorry that Mr. Pile is not present. It is very unfortunate that at this time he is unable to leave the hotel, but I hope he can be with us tomorrow during the race. We have done the best we could without him today."

Sir Thomas, Vice Commander Sherman Crawford and H. McGill Downey of the Royal Ulster Yacht club, with Henry F. Lippitt of the New York Yacht club, who will represent the latter club on the Shamrock during the racing, inspected the boat with Measurer Hyslop, his assistant and Captain Nathaniel Herreshoff, the designer of Columbia.

After the measurer's steel tape had been stretched from the topmast truck down the mast to the top of the main boom and the bowsprit and to the main boom end of all those who will sail in the Shamrock during the races, some fifty-three in all, including Sir Thomas Lipton, sat down on deck on each side amidships, while Measurer Hyslop, Captain Herreshoff and Henry F. Lippitt proceeded to measure the yacht's waterline. This work occupied two hours and a half. The yacht's waterline was marked in each side by a red letter V and on the bow by a broad white stripe across the stem.

At 4 o'clock Sir Thomas Lipton and his party left the yacht, the caisson was swung open, lines cast off and the Shamrock with hauled topmast was towed away from the navy yard by a tug. It arrived and made fast to its moorings in Sandy Hook bay at 6:10 p. m., receiving salutes as it passed down the East river and the upper bay from almost every passing steamer.

Sir Thomas Gives Instructions. Just before leaving the navy yard for his steam yacht Erin, Sir Thomas Lipton called his captains, Hogarth and Wringe, and gave them final instructions about the preparations for tomorrow's event, which means so much to him and to them. He had evidently gathered from what he had seen and heard while the yacht was being measured that it certainly would not have to give the Columbia any time allowance and he was correspondingly cheerful when he came to take leave of his two skippers.

dispatch received from the Monmouth

Beach life saving station at 10 o'clock tonight, there will be quite a heavy sea off Sandy Hook tomorrow unless the wind moderates or shifts to some other quarter.

The cup defender Columbia was the first boat of the two to be measured. When the telltale on the caisson showed that there was about twenty-one feet of water in the dock the Columbia floated, but in order to

that the ship was off the blocks the caisson was raised to flow in until there was about twenty-one feet of water. The official measurer of the New York Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

Then plans were made to measure the waterline and over all lengths of the boat. Mr. Oliver Iselin, secretary of the Royal Ulster Yacht club, who has put the tape on many cup challengers and defender in past years, performed the task again today. He arrived at the navy yard shortly before 8 o'clock and at once commenced work getting the length of the boom, mast, mainmast, spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatswain's chair to the top to carry the tape to the head of the topmast. In measuring the length of the spinnaker boom it was found that the pole was about three inches longer than the restrictions allowed, that is from the center of the bowsprit between the jib and the jibstay to the mainmast. The jib and the jibstay were about three inches too long. Captain Charley Barr called in regulation a fine-toothed saw and cut two inches from one end and one inch from the other of the spinnaker pole.

WAR DUE TO BEGIN TODAY

Outbreak of Hostilities in the Transvaal Billed for October Third.

BRITISH WILL BE ON THE DEFENSIVE

No Fear that Victoria's Troops Will Be Able to Hold Their Own Until Reinforcements Arrive.

(Copyright, 1899, by Press Publishing Co.) LONDON, Oct. 2.—(New York World Cablegram—Special Telegram.)—As frequently happens during the South African crisis, there is serious interruption of cables and news accordingly is scanty. So far no information has reached here of any outbreak of hostilities, but it is generally believed they will begin Tuesday. Military opinion is that there need be no fear of the British holding their own, even before reinforcements now on the way arrive, but they must adopt purely defensive tactics.

Associated Press Version. LONDON, Oct. 2.—The announced intention of the British cabinet to meet tomorrow has, apparently, been reconsidered. It is now said that the meeting depends largely on the developments in the Transvaal. The date for summoning Parliament has not been definitely settled, though it is expected to be about October 10.

General Harrison, who held a private conference at Balmoral at an early day, when the necessary proclamation will be signed. No confirmation is obtainable from any source of the report contained in a dispatch to the Exchange Telegraph company that the Boers have captured Delagoa.

No governmental activity was shown at the government offices today. Mr. Chamberlain and the earl of Selborne were absent from the colonial office, but Lord Lansdowne, General Lord Wolseley and General Sir Evelyn Wood were locally engaged at the War office. General Sir Redvers Buller called at the War office this afternoon and a special board meeting was held.

Naturally nothing of the discussion was made public, but it is understood that General Sir Redvers Buller will not proceed to the Cape until he receives approval in case of unforeseen developments.

Many members of Parliament are returning to town in anticipation of an early summons of the Houses of Parliament. It is the general impression although that, while the case of the speaker is not yet settled, approval of the government policy, few will go to the extreme of voting against the required credit. It is considered more probable that they will abstain from participating in a division.

Mr. William Verelst, the liberal leader, having in a speech at Trevoar said: "The first and last word of these gold hunters is war in order to lead to annexation." A correspondent wrote to Lord Salisbury asking if it were not true that the government would make every effort to avert war, and had no desire to see the Transvaal annexed, but it was noted that when the ballast had been added the Columbia sat lower in the water than it did before.

Then Mr. Hyslop measured the waterline of the boat, and found it to be 114.37 feet, which was 1.40 longer than that of Columbia's. The measurements of the gaff show 2.69 in favor of Shamrock. Shamrock's spinnaker boom is 11.11 longer than Columbia's, but its topmast is 6.40 shorter than that of the American boat.

Shamrock a Worthy Antagonist. Judging from the stability of Shamrock during its recent trial spins off Sandy Hook, Designer Pile has been able to give his boat a greater amount of lead ballast than that first proposed by the American's captain. It is generally supposed that he has predicted that Shamrock would not be able to carry its sail. These yachtsmen at the club tonight who heard of the measurements of the two yachts agree that Shamrock will really prove a worthy antagonist of the English defender of the America's cup.

It was 1:30 today before Shamrock was warped into the drydock where Columbia had been measured and the caisson closed, making the water smooth for the measurements. Just before going on board his yacht, Sir Thomas Lipton said: "I am extremely sorry that Mr. Pile is not present. It is very unfortunate that at this time he is unable to leave the hotel, but I hope he can be with us tomorrow during the race. We have done the best we could without him today."

Sir Thomas, Vice Commander Sherman Crawford and H. McGill Downey of the Royal Ulster Yacht club, with Henry F. Lippitt of the New York Yacht club, who will represent the latter club on the Shamrock during the racing, inspected the boat with Measurer Hyslop, his assistant and Captain Nathaniel Herreshoff, the designer of Columbia.

After the measurer's steel tape had been stretched from the topmast truck down the mast to the top of the main boom and the bowsprit and to the main boom end of all those who will sail in the Shamrock during the races, some fifty-three in all, including Sir Thomas Lipton, sat down on deck on each side amidships, while Measurer Hyslop, Captain Herreshoff and Henry F. Lippitt proceeded to measure the yacht's waterline. This work occupied two hours and a half. The yacht's waterline was marked in each side by a red letter V and on the bow by a broad white stripe across the stem.

At 4 o'clock Sir Thomas Lipton and his party left the yacht, the caisson was swung open, lines cast off and the Shamrock with hauled topmast was towed away from the navy yard by a tug. It arrived and made fast to its moorings in Sandy Hook bay at 6:10 p. m., receiving salutes as it passed down the East river and the upper bay from almost every passing steamer.

Sir Thomas Gives Instructions. Just before leaving the navy yard for his steam yacht Erin, Sir Thomas Lipton called his captains, Hogarth and Wringe, and gave them final instructions about the preparations for tomorrow's event, which means so much to him and to them. He had evidently gathered from what he had seen and heard while the yacht was being measured that it certainly would not have to give the Columbia any time allowance and he was correspondingly cheerful when he came to take leave of his two skippers.

The weather indications, according to the special forecast sent out from Washington, are that the wind will be fresh from the northeast. The yachts will start from Sandy Hook lightship and run almost dead before the wind down the Jersey coast to a point just beyond Long Branch. According to a

DESTROYS WHOLE VILLAGES

Estimated that 1,500 Persons Perished in the Earthquakes in Asia Minor Around Aidin.

KILL TWO AND WOUND EIGHT

Insurgents Attack the American Lines from Imus to Bacoor.

FOURTH INFANTRY DOES THE FIGHTING

Major Price Requests Rear Admiral Watson to Send Two Gunboats to His Assistance—Filipino Colonel Killed.

(Copyright, 1899, by Press Publishing Co.) MANILA, Oct. 2.—The Fourth Infantry, Major Price commanding, has had a series of encounters with the insurgents about Imus since Saturday. The natives were led, it is supposed, by a former mayor of Imus and made a general attack on the American lines from Imus to Bacoor.

A captain and a corporal of the American forces were killed and eight men were wounded. A Filipino colonel is known to have been killed. Major Price requested Rear Admiral Watson to send two gunboats to his support.

The fighting began on Saturday, when the Fourth Infantry, Major Price commanding, distinguished itself at Perez Das Marinas and Lieutenant Knabenshue's scouts against a large force of insurgents on the Perez Das Minas road and a general engagement followed. The soldiers lying in the rice fields kept up a fire for an hour and a half, when reinforcements were sent them. The insurgents retreated.

The fighting yesterday began with an attack by the insurgents on a party repairing the telephone line, one member of which was wounded. The Filipino envoys called on Major General Otis today and discussed matters with no result.

General Alejandro said to a representative of the Associated Press that he had no instructions except to deliver a letter, which was rejected. He will return to Tarlac tomorrow.

An expedition composed of an armored flatboat, armed with two three-pounders, with the gunboats Helena, Petrel and Minidoro escorting it, proceeded yesterday to Orem for the purpose of bombarding that place, landing 200 marines and bluejackets and raising the wrecked gunboat Urdaneta. The gunboats will approach to about 2,700 yards from Orem and the flatboat will enter the river. The expedition will return tomorrow.

DEATH REPORT FROM ARMY

Generals Otis and Brooke Send List of Fatalities Among Their Forces.

WASHINGTON, Oct. 2.—General Otis reports the following deaths since last report: Pulmonary tuberculosis, September 1, Clarence Anderson, E. Twentieth infantry; dysentery, chronic, 16th, Peter O. Olsen, C. Twenty-third infantry; 23d, Allyn B. Wilmot, A. Twelfth infantry; John M. Preston, G. Twelfth infantry; cirrhosis of liver, 24th, William H. B. Nineteenth infantry; nephritis, Stanislaus Stovon, D. Fourth infantry; typhoid fever, 23d, Corporal Ulysses Copley, F. Sixth artillery; Joseph P. O'Rourke, I. Fourth infantry; 27th, Richard E. Bayles, E. Sixth artillery; 27th, Robert Marshall, Thirtieth infantry; Christ Schwarz, A. Third infantry; meningitis, cerebral, 25th, Sidney Ryedick, F. Thirtieth infantry; splenic leucemia, Luther M. Ellett, A. Twenty-fourth infantry; atrophy of the liver, 20th, Henry Mann, F. Fifth artillery; Bright's disease, chronic, Corporal Edward B. Fourth cavalry; gunshot wound, accidental, 26th, Saul Copes, C. Twenty-fourth infantry; diarrhoea, chronic, 29th, John Moran, E. First artillery.

General Brooks reports from Havana civilians as follows: Havana military hospital, Ray K. Murray, civilian employe quartermaster's department, consumption, died 29th; Puerto Principe, Edwin E. Blouch, H. Fifteenth infantry, appendicitis, died 29th.

WORKING FOR RECOGNITION

Interviews with Otis Show the Motive of Recent Filipino Actions to Be This.

WASHINGTON, Oct. 2.—A dispatch from General Otis was received at the War department this morning giving an account of his meeting with the insurgent envoy General Otis and the interview with Aguinaldo's representatives indicated the leaders were maneuvering solely with a view to secure recognition of the insurgent government. All such overtures were rejected and the envoys were informed that the only thing which would be recognized was a white flag and the grounding of arms.

ANDREE CROSSES THE POLE

Boat Picked Up by a Sailing Proves to Be Expected.

STOCKHOLM, Sweden, Oct. 2.—The boat marked "Andree Polar Expedition," which, with an anchor attached, was found September 9 on the north coast of King Charles Island by the master of the Norwegian cutter Martha Larsaak, was opened yesterday in the presence of a number of experts and members of the cabinet. It was found to be the so-called north pole boat which Andree had arranged to drop if he succeeded in passing the pole.