

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: length of water line: Columbia, 89.65; Shamrock, 87.89. From aft to forward point of measurement: Columbia, 181.52 feet; Shamrock, 182.12.

From foredeck of foremast to forward point of measurement: Columbia, 73.35; Shamrock, 74.46.

Extreme of spinnaker boom: Columbia, 23.35; Shamrock, 23.99. From aft to mainmast: Columbia, 63.96; Shamrock, 64.45.

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 main boom, as per rule: Columbia, 114.37; Shamrock, 116.15.

Sailing length, as per rule: Columbia, 102.85; Shamrock, 104.63.

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 104.67, making the latter spar 1.40 longer than that of Columbia's. The measurements of the gaff show 2.60 in favor of Shamrock. Shamrock's spinnaker boom is 1.11 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 until there was about twenty-one feet of water in the dock. 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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, and, next an spinnaker pole. The crew rendered all the assistance they could and a man was hoisted in a boatman'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 top of the spinnaker boom. Captain Charley Barr called in requisition 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.

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 present. 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 news of any 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 throughout 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. Chamberlain, Mr. Harcourt, 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 that they would not accept in case of unforeseen developments.

Lord Salisbury replied, answering affirmatively. A letter from an outlander received in Birmingham was published today. It reflects the general feeling of the British residents in Johannesburg they must be in an awful fright.

The writer says that he believes the Boers will make a massacre of it, blow Johannesburg to bits and shoot us on sight. In fact, I have been told so by one in office."

Reports from various arsenals and garrisons in Great Britain testify to the active continuance of military preparations. The reserve of rifles, the preliminary notices to be prepared and several commands have been notified to hold themselves in readiness for active service.

The remarkable absence of news from South Africa this morning leads to the belief that there has been a widespread outbreak of telegraphic strikes. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.

Had the hanging of James H. Easton, the British side, were, in spite of the newspaper and war office talk of the mobilization of an army corps, the work is apparently proceeding in a curiously leisurely manner. The departure of General Buller, the commander of the British forces in South Africa, has been postponed from week to week, and when the members of the cabinet talk in public their assurances of Great Britain's goodwill toward the Transvaal are regarded as almost empty promises. The Transvaal telegraph has been established. There is no Transvaal news yet today, so there is nothing to soften the extreme hostility of yesterday's dispatches. Neither is there anything to indicate the authorities at Pretoria have the slightest desire to announce terms peacefully with Great Britain. Had the Boers not determined to fight it out, or if they were not prepared for hostilities, they would, it is thought, have sent some temporary reply to Great Britain's dispatch.