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See, Sept. 26, 1901.

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Black Silk Ruffs at \$1.50, \$1.75, \$2.50, \$2.75, \$3.50, \$4.00 up to \$8.50 each.

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THOMPSON, BELDEN & CO.

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blue peter went up and the preparatory signal for the race had been given. Then began the jockeying behind the line, of which Charlie Barr, the American skipper, has proved himself so many times a grand master. And the skill he displayed today was enough to warm the cockles of those who say it. He got into the windward berth and, as the Englishman would, he could not shake him off. As the red ball, which marked the warning signal, was hoisted ten minutes later the English skipper in despair put up his tiller, crossed the line and tacked about the lightship, but Columbia hung to him as if one tiller was answering for both, and when they again raced for the line it was like two thorough-bred horses, neck and neck.

But Barr was still to windward. The fascinating game the two skippers were fighting was so intense that both miscalculated the time and crossed the line thirty seconds before the starting gun was fired.

Three blasts of the whistle sounded the recall. The two big canvas-clothed racers were around as if turning on their heels and coming up again in the smoke of the gun fired again at the line. Barr was on the starboard tack, but Columbia half a length in the lead and a length to windward. Both carried the same sails, main, clubtopsail, stay, jib and baby jib.

Columbia's Splendid Get-Away.

The right made the pulses of the spectators throb with delight. Then for ten miles down the long, straight stretch of water the people there, the two big single stickers smashed into the head seas, sending sprays smoking to the crossrees. Strain as Shamrock would it could not hold its white rival even. Slowly, but surely, Columbia forged ahead, the windward and footing faster. Shamrock tacked and tacked again, but Columbia went about with it each time and appeared to be the more nimble. Timed and timed again by experts, it was quicker in stays by ten seconds. Then down Long Island Sound made a beautiful marine spectacle. The patrol fleet, under the direction of Captain Walker of the revenue cutter service, maintained a perfectly clear field. Half a mile of revenue cutters and yachts at an angle of four points from each side of the course formed a right-angle, changing direction as the yachts tacked. In the hollow of this angle there was no more interference with the yachts than if they had been sailing in the middle of the Atlantic, while behind on either side were the towering lines of masts, masts making a black wall above them. Into the backing seas the yachts went, spurring great geysers from their shark-like bows. The American was undoubtedly the prettier boat, but the Englishman was the Yankee in hand.

Yankee is Handiest, Too.

His skyscraper club topsail was not so high by eight feet as that of its rival, but it appeared more stately and graceful. It seemed a picture of life, piercing the sea with less fuss, while the heavier breasted Shamrock shivered them with the force of its impact. The tenacious grip of the sails looked too frail to carry the canvas which towered over them. Over 100 feet above the water line a height equal to a modern ten-story building the slender topmast yard of Shamrock lifted a mainmast of canvas, but its 533 square feet more of canvas than Columbia carried could not make it overtake the white beauty.

Lipton's Momentary Front.

It was directly off Long Beach hotel, with its crowded piazzas, that Shamrock showed in front for the first and only time during the race. As the wind had backed more to the southward and had died down somewhat Charlie Barr headed Columbia off shore in the hope of meeting it. Instead he poked his nose into a dead calm and for some minutes Columbia lay with its sails flapping, while Shamrock, catching a slant of wind nearer shore, drew rapidly ahead. But the victory was short-lived. The cent of the wind to the southward held and freshened to about six miles an hour from this point a close-hauled reach to the mark. Columbia rapidly overtook its adversary and Captain Sycamore in desperation concluded to press on more canvas by trying a larger jib topsail. When the sailors went out on the bowsprit, taking in the old and bending on the larger sails Columbia went by Shamrock as if it had been moored to the dock, making two feet to its front. From that point the outer mark Columbia gained steadily. The challenger approached the turning point the excursion fleet, going at full speed, circled out and passed alongside, leaving the mark on the starboard, and Barr put his helm hard down and luffed the topsail. The wind died away. Its great balloon jib broke out like a puff of smoke, its boom was eased off and it was away for home on a broad reach.

And the Band Played.

The bands crashed, the whistles blew and the crowds aboard the excursion fleet cheered. The fleet courteously waited until Shamrock rounded the mark a second time and gave it a cordial reception. From that time on it was a procession, not a race. The Englishman tried half a dozen head sails in the hope of improving his position, but the American forced steadily ahead. Then the wind which had been seven knots at the stake boat gradually died down and an hour before the time limit expired it was evident that the yacht could not finish in time. When the committee boat finally hoisted its signals declaring "No race" the race was over. The canvas back for New York as fast as steam and coal could carry them. Only the steam yacht Lrin, with Sir Thomas and his party aboard, remained alongside the challenger and escorted it to its anchorage.

No Race as They Look.

At 2 o'clock Shamrock took in the jib topsail and set one slightly larger and of more stylish cut. It was a cause of wonder to the yachting experts why the splendid sails of Shamrock, with their great area of surface, were not more effective. The canvas set on Columbia had considerably less spread, but it did excellent work. At 2:45 the mark was in plain sight of the naked eyes and Columbia, increasing its lead every minute, was heading straight for it. When close to it the little jib topsail was hauled down and a big balloon sent up in steps to replace it. At 3:05:52 Columbia tacked around the stake boat and easing away its main sheet and breaking out its balloon jib topsail was steered on the homeward course for Sandy Hook lightship. It made the head of the steam wind and was perfectly trimmed steered for the goal.

Shamrock Made a Good Turn, but was Lost in Setting its Jibtopsail, which was one of

the variety known as "reaching" sails and set a balloon. It was excellent judgment on the part of the expert on Shamrock to set this sail, for the wind headed Columbia soon after, making it a rather close reach to the home mark and rendering it necessary to take in the balloon and replace it with one similar to that on Shamrock. The official time at the outer mark follows: Columbia, 3:05:52; Shamrock, 3:12:47.

Race Declared On.

The wind continued so light and with no signs of backing up that it became clear that the race could not be concluded within the time limit of five hours. No incident worth noting occurred until 4:40, when the regatta committee declared the race off. Columbia was at that time about five miles distant from the Sandy Hook lightship. Shamrock was a good three-quarters of a mile astern. To sum up the performance of the two yachts it may be said that in such light weather as prevailed today Shamrock proved no match for Columbia. It was, however, accomplished with a good wind remains to be seen.

LIPTON CONFIDENT AS EVER

Declares He is Still Absolutely Sure of Lifting Cup—Barr Just Says Wood.

NEW YORK, Sept. 26.—When seen on board Erin after the race Sir Thomas Lipton, said: "I was not a satisfactory race, because the wind was so erratic. I hope we shall have better luck next time. A race, sailed on such a day, if it can be finished at all depends upon the lucky chance position as to wind of one boat or the other. I was never more than a few minutes ahead. I am confident I shall get the cup. I have never seen any more skillful handling of a boat than was shown by Captain Barr of Columbia today. Shamrock, too, was well managed."

All Made Ready.

The ocean tug Navigator, which carried S. N. Kane, Chester Griswold and Newberry D. Lawton, the regatta committee, anchored to the southward of the lightship, making the extremity of the line, and soon a string of signals was displayed, signifying that the course would be east by north fifteen miles to windward and return. The preparatory gun was fired and from that moment the yachts were amenable to the rules of the New York Yacht club.

The Wind was Eight Knots.

The yacht was eight knots. The weather was cool and the atmosphere clear. Ten minutes later the warning gun was fired and it was then that the two racers first came into close proximity and began to jockey for the weather berth at the start. Baby jibtopsails were hoisted in steps on both.

Captain Sycamore Held the Tiller of Shamrock with William Jameson beside him.

Barr was at the wheel of Columbia. He took the cup defender's position. In spite of his opponent's efforts to get clear, Columbia, on the port tack, crossed the bow of Shamrock and then tacked and stood for the line.

False Start.

Both skippers were in such a hurry that they crossed before the starting gun was fired. They were recalled by a short burst from the whistle of the committee boat. Both then were round and immediately after the gun had sounded Columbia on the starboard tack crossed the line ahead. Columbia was to windward of Shamrock, 11:11:01.

The Challenger went on the port tack just

after crossing and the defender followed his example. In order to get free from the back wind of its antagonist, which was retarding it considerably, Shamrock worked clear of the wind and it speedily worked clear of its rival, going through the water very fast. Columbia held its luff and it was noticed that when the two were close hauled the American yacht was higher than Shamrock. At this point the wind freshened a little. Shamrock went about on the starboard tack at 11:25. Columbia also tacked. The American boat is quicker in stays and gathers way faster than Shamrock.

Renounces the Yankee.

At 11:35 Columbia went on the port tack and crossed the bows of Shamrock a good 200 yards in the lead. The time was cut down to the whistle of the committee boat. Both then were round and immediately after the gun had sounded Columbia on the starboard tack crossed the line ahead. Columbia was to windward of Shamrock, 11:11:01.

Shamrock's Only Lead.

But instead of a breeze Columbia fell into the faster of the calm, while Shamrock was enjoying the advantage of a gentle air which had a good deal of propulsive power. Thus, for the first and only time in the race, Shamrock was the leading boat. At 1 o'clock both yachts were again on the port tack, with Columbia a good eighth of a mile to leeward. The breeze freshened and under its influence Columbia luffed on to its rival and, after a few more tacks, was once more ahead of the Scotch-built boat. It was a great piece of sea jockeying on the part of Barr to make up this leeway and it was generally regarded as being admirably done. About 1:20 the wind shifted from east by north to east-southward, which enabled the yachts to point up pretty nearly their due course to the outer mark, which was anchored about five miles south of Jones inlet, near East Rockaway. At 1:23 both craft took the luff to starboard. At 1:31 they were on the port tack, and again on the starboard tack at 1:37, standing on this leg about twenty minutes, when they went about until they made sure of fetching the mark on the starboard tack.

Not as Good as They Look.

At 2 o'clock Shamrock took in the jib topsail and set one slightly larger and of more stylish cut. It was a cause of wonder to the yachting experts why the splendid sails of Shamrock, with their great area of surface, were not more effective. The canvas set on Columbia had considerably less spread, but it did excellent work. At 2:45 the mark was in plain sight of the naked eyes and Columbia, increasing its lead every minute, was heading straight for it. When close to it the little jib topsail was hauled down and a big balloon sent up in steps to replace it. At 3:05:52 Columbia tacked around the stake boat and easing away its main sheet and breaking out its balloon jib topsail was steered on the homeward course for Sandy Hook lightship. It made the head of the steam wind and was perfectly trimmed steered for the goal.

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VENEZUELA IS RECRUITING

Reported to Be Preparing to Send 3,000 Armed Guards to Panama.

CASTRO IS ASKED TO ADOPT DEFENSIVE

Venezuelan Official Wishes Him to Content Himself with Preparations for Repelling Attacks and Sends a Messenger.

WILLEMSTADT, Island of Curacao, Sept. 26.—(Via Haysian Cable).—The Venezuelan gunboat Restaurador, formerly the American yacht Atlanta, arrived here last night, cooled and returned to Maracaibo today. An emissary to President Castro, from an influential Venezuelan official, Mr. Macabeo, passed through here yesterday and is due at Caracas tonight. The emissary is charged to persuade President Castro to refrain from taking aggressive action on the frontier, but to hold the troops on the Venezuelan side, ready to repel a Colombian advance should it be made. This plan is strongly indorsed by certain conservative Venezuelan officers at Maracaibo and Guayana, where hopes are entertained that President Castro will be persuaded to adopt the suggestions made.

Venezuela Beats Bushes for Men.

It is reported that Venezuela is actively recruiting in the state of Carabobo and that the Venezuelan authorities intend sending 3,000 men with arms and ammunition to guard the frontier on the Laguna peninsula. Further details received from a Colombian official regarding the Guayana engagements are to the effect that the battalion of Venezuelan troops forced to fight against their will deserted from the Venezuelan side, and the Colombian troops during the fight at Corozco, September 14, and began fighting on the side of the Colombians. The official also says that Colombia had 1,200 men in the Guayana engagement. Reports received here said that 300 Venezuelans and four cannons were captured and the rest of the Venezuelans wounded or are missing. It is said also that a brother of President Castro was wounded.

AWAIT REPUBLICAN PRIMARY

(Continued from First Page.)

cart in the Ninth ward. This ticket is headed by Tom Blackburn, who, after trying for five years to be elected to the convention from the Fourth ward, pulled up his domicile in disgust and moved a few weeks ago into the Ninth to find more congenial quarters. Though Blackburn used to be the most rampant backslider of the day, in a small clubtopail race, Shamrock would make a much better showing. Today was one of the worst you could have put the boat out.

E. D. Morgan of Columbia said: "It was

a poor day for the country, but Columbia did very well under the circumstances. We made a good start, but of course the other boat may be more fortunate the next time."

Charles Barr of Columbia was non-committal.

When asked what he thought of the race he said: "I had no time to think."

MOURNING ALONG THE CLYDE

Shamrock's Performance Causes Deep Depression Among Scottish and English Yachtsmen.

(Copyright, 1901, by Press Publishing Co.) GLASGOW, Sept. 26.—(New York World Cablegram.—Special Telegram).—There is mourning all along the Clyde. Allowing for possibly fuky air and bad luck, still Shamrock's performance caused a deep depression among yachtsmen. Major Duncan Scott, one of the leading members of the Royal Clyde Yacht club and one of the shrewdest yachtsmen in these waters, who took part in the trial races, said:

"I am not surprised at Shamrock's display. A fatal mistake was made in altering its trim in New York. I blame Lipton's advisers. As a witness of the trials, I know Shamrock is a form, but it never beat Shamrock I, which had its old sails and was never turned up. If British yachtsmen want the country, they must get down the displacement and reduce the weight. They cannot speak too highly in praise of Lipton, but on form today I see no hope of the cup coming back."

The World correspondent saw W. Fife, designer of the Scotch boat, and told him the result of the race. Fife said that the Scotch boat was not in the best of form and when asked his opinion on the moral of today's race, answered: "I can make no statement and I absolutely refuse to discuss the race at all, as I have no comments to make."

Disgust in London.

(Copyright, 1901, by Press Publishing Co.) LONDON, Sept. 26.—(New York World Cablegram.—Special Telegram).—Unutterable disgust and disappointment are the universal feelings arising from the result of the first race for America's cup. Confidence in Shamrock II had been raised to a high point by American dispatches, depicting American yachtsmen as at last really seaworthy and able to contend with the crowds watching the newspaper bulletins in Fleet street and the transparency displays showing the progress of the race. That Columbia should have left Shamrock so far behind in her own water, and that she should have increased despair.

Consternation in Southampton.

(Copyright, 1901, by Press Publishing Co.) SOUTHAMPTON, Sept. 26.—(New York World Cablegram.—Special Telegram).—Filled with disappointment at the abortiveness of the race, the Solent yachting people expressed the utmost surprise and not a little consternation at the fact that Columbia held the lead in the light test of breezes, in which some anticipated that Shamrock would have a decided advantage. In view of the performance the general opinion is that Shamrock's chances of lifting the cup are none too hopeful.

Chagrin in Belfast.

(Copyright, 1901, by Press Publishing Co.) BELFAST, Sept. 26.—(New York World Cablegram.—Special Telegram).—Chagrin reigns at the Ulster Yacht club. All were disappointed with the result and with Shamrock's performance.

WOOD FENCES IN HIS CLAIM

Man Who Drove Claim Number One and Spread It Out Tries Different Tact.

GUTHRIE, Okl., Sept. 26.—J. R. Wood, the man who drove claim No. 1, adjoining the city of Lawton, is now attempting to fence his farm, on which are located 500 squatters. The squatters refuse to move. To fence the land Wood has planted over 100,000 wooden posts, and has a big line of tents, stores and shacks. He will appeal to the United States court to remove the intruders.

Wood Reaches Havana.

HAVANA, Sept. 26.—General Wood has arrived here from Tampa on Kanawha. Kanawha was obliged to put in at Dry Tortugas yesterday on account of bad weather, but it reached this morning and had a pleasant run to Havana.

republicans by the machine. The party

must free itself from bosses and nominate men who are in favor with a majority of the republicans in the county. Members of the party are tired of being slaves in the hands of a few lenders."

James Allen, one of the candidates on the

same ticket, spoke briefly and asked for support. Fred Smith, H. C. Brome and C. L. Harris were the other speakers.

CIRCULAR IS OFFENSIVE

Seventh Ward Republicans Are Indignant Over Primary Campaign Literature.

"This reads like a democratic document," exclaimed S. A. Searle at the meeting of the Seventh Ward Republican club last night, as he displayed a copy of a circular that had been distributed throughout the ward early in the evening by the so-called "Republican" delegation. The circular, which was headed "The Republican Party of the Seventh Ward," was signed by George S. Ambler, had been selected by the republicans of the ward who "are opposed to the domination of an unscrupulous partisan machine," and insinuated in strong language that the other ticket had been put into the field "ostensibly in favor of a real issue, who seems not to be able to believe that he is being duped" by the republicans.

"The purpose of this circular, which is distributed on the eve of the primary election," said Mr. Searle, "is to convey to the voters of the ward the impression that the fifteen gentlemen who compose the 'Republican' delegation are the dupes of the machine. There is no foundation whatever for the publication of such a base insinuation against reputable citizens of this ward who have seen fit to support the candidacy of one of their friends and neighbors. And this circular is issued and circulated by the republicans against the interests of the republicans and the interests of the ward."

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