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THE COLUMBIA HOLDS THE CUP

The Race Won on Time Allowance, Shamrock Crossing the Line First by Two Seconds.

SIR THOMAS CHEERS FOR THE COLUMBIA

"She is the Better Boat," He Cries.

THE CLOSEST CUP RACES EVER SAILED

The Excursion Boats Crowd Around Columbia With Loud Huzzas, Then Run Alongside Shamrock and Erin to Cheer the Vanquished.

(By the Associated Press.)
New York, Oct. 4.—With victory flags flying from her towering mastsheads and the ends of her spinnakers in honor of her concluding triumph in the Cup Races of 1901, the gallant sloop Columbia returned to her anchorage tonight under the escort of the entire excursion fleet. She today completed her defence of the honored trophy in another stirring race with the Shamrock II, over a leeward and windward race of thirty miles, crossing the finish line two seconds behind her antagonist but winning on the time allowance conceded by Lipton's boat, by 41 seconds.

For the second time she has successfully foiled the attempt of the Irish Knight to wrest from our possession the cup that means the yachting supremacy of the world. And plucky Sir Thomas Lipton, standing on the bridge of the Erin led his guests in three hearty hurrahs for the successful defender.

"She is the better boat," he said, "and she deserves to be cheered."

CLOSEST RACES EVER SAILED.

The series of races just closed will always be memorable as the closest ever sailed for the cup and Sir Thomas although defeated will go home with the satisfaction of knowing that his golden yacht is the ablest foreign boat that ever crossed the western ocean.

During both series of races not an untoward incident has occurred and Sir Thomas will return to England by far the most popular of all the foreigners who have challenged for the America's trophy.

The racers were sent away before the wind, each carrying a penalty for crossing the line after the handicap gun. No official record is kept of the time after that gun is fired, but the experts with stop watches estimated Columbia's handicap at fifteen seconds and Shamrock's at 36 seconds.

The contest of the yachts feeling before the wind was picturesque but not exciting. Their crews were gathered aft to keep the heads of the boats up and thereafter until the outer mark was reached it was merely a question of holding on to all the canvas and letting the wind do the rest.

THE SHAMROCK'S VICTORY.

Notwithstanding the fact that the Columbia beat the Shamrock before the wind last Saturday the Challenger today gained slowly, but steadily all the way out and rounded forty-nine seconds before the Defender, having actually gained one minute and four seconds.

Immediately after the yachts turned their noses into the wind for the beat home the breeze moderated and turned fluky. The skippers split tacks, each searching for wind, with the result that first one would get a lift and then the other.

At one time Columbia seemed a mile ahead when a sudden cant of the wind allowed the Shamrock to point nearer the mark, and a mile from home the Challenger appeared to be leading by fully half a mile.

The talent began to feel nervous, but as the yachts approached the finish, the Yankee skipper by some miraculous legerdemain shoved his boat into the light air like a phantom ship and one hundred yards from home the two racers were almost on even terms.

CROSSING RAIL TO RAIL.

It was a pretty sight and one seldom witnessed when they crossed rail to rail, the white yacht's bowsprit just lapping the golden boat's mast. The usual pandemonium that attends the final Yankee victory in a cup contest followed. Whistles, sirens, bells, bands, and cheers united in a grand chorus of jubilation and J. P. Morgan's steam yacht Corsair added to the terrific din by firing a national salute of twenty-one guns.

After the Columbia had hauled down her sails and set her victory flag the excursion boats crowded alongside to cheer the Yankee sailors and the winning skipper.

Nor did they forget either Lipton or his gallant craft. In turn the crowded steamers ran alongside the Shamrock and Erin and the vanquished received almost as much honor as the victor. And thus with felicitations all around the twelfth series of races for the old cup which the schooner America

brought over fifty years ago ended with the best of feeling.

The Official Story

At the preparatory signal at 10:45 both boats were far up to the windward and came down toward the light ship and just before the warning gun, again headed up into the wind simultaneously and worked back to their former positions. Both were on the port tack and close hauled, with the Columbia on the weather quarter of the Challenger. The American boat was first to come about after the warning gun at 10:55. Shamrock immediately followed and planted herself directly astern of the Defender, at the same time breaking out her tremendous balloon jib, and letting fall to starboard her spinnaker pole.

It was Sycamore's game to cross last if possible. This he was able to do, but while he had the pride of position in a leeward start he found himself thirty seconds behind the handicap gun. Barr also handicapped his boat in crossing but not so much as his rival, for it is estimated that he was only fifteen seconds behind the handicap gun. Both boats being handicapped the official time of start was posted on the bulletin board of the committee boat as follows:

Shamrock, 11:02:00.
Columbia, 11:02:00.

SHAMROCK LED TO OUTER MARK.

Hardly had the boats got over the line before it was seen that the Shamrock was gaining on her rival. Slowly she crept up and at 11:17 was on even terms. Half a minute later she shoved her bowsprit ahead and from there on led the Columbia to the outer mark.

The official time of turning the outer mark, was as follows:
Shamrock 12:48:46.
Columbia 12:49:35.

Thus on the run straight down the wind the Challenger had gained according to official time 49 seconds, but in reality she had done better than this, for to this 49 seconds are to be added the 15 seconds which the Columbia led her over the starting line.

A DRAMATIC EVENT.

At 1:12 a dramatic event occurred. In three minutes the Columbia passed clean through the lee of the Challenger, went on the port tack and easily crossed her bows.

The Shamrock at once tacked under the Defender's lee and then developed a situation that could not be explained except by change of wind.

While the Columbia kept on pointing very high, the Shamrock headed far off to leeward and for several minutes did not point anywhere near as high as the Columbia, and rapidly fell off.

The wind had now dropped materially and it soon became fluky as well, first one boat getting it in puffs and then the other. At times there was a great difference in their pointing, the Columbia now heading well up, while the Shamrock fell off, and then again the reverse was true.

At 1:30 the boats were standing along on port tack but wide apart. The Columbia was well to windward, the distance estimated by some of the yachting sharps at nearly a mile, but at the same time she was slightly astern.

SHAMROCK GAINS ON TACKS.

A series of short tacks was then begun by both racers and in these the Shamrock showed evident gains, being aided by friendly slants of wind. For half an hour these short tacks continued and when at two o'clock the boats came together near enough to afford comparison it was seen that the Challenger had made up a large part if not all her loss.

The wind, meanwhile, had become more and more fluky and was blowing not over seven or eight knots.

A few minutes after 2 o'clock Barr put the Columbia about on the starboard tack and headed for the Jersey shore. A minute later the Shamrock followed and it was then seen beyond possibility of doubt that the American boat was not only to windward, but was slightly ahead.

SHAMROCK TAKES THE LEAD.

Again the racers went into short tacks and again the Challenger came out with gains to her credit, so that at 2:20 she took the lead. The wind was now fast dropping. It became anybody's race and the excitement increased. A few more short tacks and the British boat added to her lead by favoring puffs.

Seamanship of the highest order was now required and in this respect it was hats off to doughty Charlie Barr. He nursed his craft along in the light airs in a wonderful manner and at every moment had a sharp eye out for any change of wind.

When at 3:17 the Shamrock put about to meet the Columbia it was evident that she still had a slight lead for she forced the Defender about. Having done this the Shamrock again went about on the port tack with the evident hope of fetching the line, now about a mile away.

The Columbia kept on a couple of minutes longer and then followed her rival. She was in the windward berth, but well astern and the lead of the Englishman was unmistakable. Both boats were being sailed for all there was in them and they went through the water at a

speed remarkable for the wind that was then blowing.

THE COLUMBIA GAINING.

It was apparent that a nerve straining finish was at hand. Charlie Barr kept up his good work and took advantage of every change of air that could possibly help him. The Columbia was perceptibly gaining.

At 3:30 the Shamrock went about on the starboard and headed for the middle of the line. The Columbia tacked under her lee, Barr's game being to back winds in the head sails of the Challenger. On they came the American boat gaining slightly.

BUT TWO SECONDS APART.

The Shamrock was first to luff across, but hardly was this perceptible before Barr did the same thing with the Columbia and they went over nearly two seconds apart, but the two seconds were to the credit of the Shamrock in actual time, though she was a beaten boat according to the rules of the game.

COL BERKEAN CAMERON.

Elected Second Vice-President of the National Farmers' Congress.

(By the Associated Press.)
St. Louis, Mo., Oct. 4.—The Farmers' National Congress today elected officers as follows:

President, Geo. L. Flanders, Albany, N. Y.; first vice-president, Col. Harvey Jordan, Monticello, Ga.; second vice-president, Col. B. Cameron, Stagsville, N. C.; treasurer, Dr. J. H. Reynolds, Adrian, Mich.; secretary, John M. Stahl, Chicago. Executive committee, Colonel E. F. Clayton, Iowa; Colonel E. W. Wicke, Georgia; W. S. Ames, Wisconsin.

Resolutions were adopted favoring liberal appropriation for the improvement of rivers and harbors; favoring immediate steps towards the construction of the Nicaragua Canal, and the exclusive control of the United States; expressing horror at the assassination of President McKinley, and demanding the suppression of anarchy by State legislation; commending instruction in agriculture in the public schools; demanding a tax of ten cents per pound on colored oleomargarine sold in imitation of butter; asking Congress to prohibit false branding of products; favoring reciprocity and rural free delivery extension "as fast as practicable."

EXHIBITS FOR CHARLESTON.

The Government Will Send Its Display at Buffalo to That City.

(By the Associated Press.)
Washington, Oct. 4.—At the Cabinet meeting today it was decided to send the Government exhibits at Buffalo to the Charleston Exposition. The exhibits will go to Charleston just as soon as the Buffalo Exposition closes, November 1. All of the Government employees now with the exhibits will be sent to Charleston. They will be detailed by the heads of their respective departments for this purpose without expense to the exposition. The expense of moving the exhibits, however, must be paid by the exposition, unless Congress reimburses the exposition authorities at the coming session.

A PAIR BUILDING DESTROYED.

Fish, Oyster and Game Hall at Newbern Burned.

(Special to News and Observer.)
Newbern, N. C., Oct. 4.—The Fish, Oyster and Game hall of the Fair Association property was destroyed by fire today. Situated in the building was property to the value of some \$500, belonging to Messrs. William Dunn and Geo. N. Ives & Son, which was also destroyed. There was some insurance on the building, but none on the personal property of Messrs. Dunn and Ives & Son. The fire is supposed to have originated from sparks from a knitting mill plant near by.

WU TO SPEAK AT ASHEVILLE.

The Chinese Minister Will Talk of the Railways of the Flowery Kingdom.

(By the Associated Press.)
Washington, Oct. 4.—Wu Ting Fang, Minister from China, has accepted the invitation of the management of the Southern Railway to make an address before the annual convention of the American Association of General Passenger and Ticket Agents in session at Asheville, N. C., Battery Park Hotel, October 15th to 17th, 1901, on the subject of "The Railways of China."

Broke Into Jail and Shot a Negro.

(By the Associated Press.)
Nashville, Tenn., Oct. 4.—A special to the Banner from Huntington says a gang of eight or ten broke into the jail last night and shot to death a negro named Walter McClennon, who had been arrested for an assault committed upon C. P. Dairton, a prominent citizen. Three bullets entered the victim's head. There is much indignation over the murder and the man who is said to have led the mob has left the country.

Cigar Factory Blazes.

(By the Associated Press.)
Tampa, Fla., Oct. 4.—The cigar factory of O'Halloran and Company, of New York and Tampa was destroyed by fire today. The flames spread rapidly and burned a number of other buildings. The total loss is estimated at \$150,000, with only partial insurance.

Convicted of Murder.

(Special to News and Observer.)
Henderson, N. C., Oct. 4.—The Kirtrell, N. C. murder case has just been tried here. The negro was convicted of murder in the first degree and sentenced to be hanged here, Tuesday, November 4th. Court is still in session and there are other important cases.

SUMMON SAMPSON, CRIES MR. RAYNER

The Dear Schley Letter Should be Explained.

WHAT DID SAMPSON MEAN

Was it Cienfuegos or Santiago He Wanted Blockaded?

SCHLEY THOUGHT IS WAS CIENFUFGOS

Lemly Says Rayner May Summon Whom He Pleases. Rayner Says He'll Insist Unless Schley's Understanding of Message is Conceded.

(By the Associated Press.)
Washington, Oct. 4.—In the Schley Naval Court of Inquiry Mr. Rayner, chief of counsel for Admiral Schley, asked Judge Advocate Lemly to summon Admiral Sampson as a witness in the case. The request grew out of a difference in the construction of a sentence in Admiral Sampson's letter to Commodore Schley, written from Key West May 29 while Commodore Schley with the Flying Squadron lay off Cienfuegos. This is known as the "Dear Schley letter," and in it was printed in the Navy Department document supplied to the Senate the Admiral said, after expressing his opinion that notwithstanding the report that the Spanish squadron was in Santiago, it were better to continue to blockade Cienfuegos and Havana, "we shall continue to hold Havana and Santiago until we receive more positive information."

During the examination of Commander Raymond P. Rogers, this dispatch was under consideration when Mr. Rayner expressed the opinion that the word Santiago had been inadvertently used by the commander-in-chief, assuming that he meant to use the word Cienfuegos, as corresponding with the context. As the document was printed there was a parenthetical note to which Admiral Schley's initials were attached saying that evidently the wrong city had been mentioned. Mr. Rayner asked Judge Advocate Lemly to make this concession, but the latter declined to do so, saying that he would produce the original of Admiral Sampson's dispatch to prove that he had said Santiago. Then Mr. Rayner said: "I cannot take that word Santiago to mean anything but Cienfuegos. It is an imputation upon Commodore Schley and I cannot permit it to rest without summoning the author of the dispatch."

To this Captain Lemly responded: "I have told you once before you can summon any one you please."

Then, retorted Mr. Rayner, "summon Admiral Sampson." This occurred only a short time before the adjournment of the court for the day and was the subject of more or less conversation of an animated character after the day's work was concluded. Mr. Rayner would only say that he would insist upon the Admiral being summoned unless the correction was conceded.

DYSON ON THE COAL SUPPLY.

Lieutenant Dyson when court opened gave information as to how long the supply of coal on hand May 26 would have held out under forced draft. It showed that on May 26 the Brooklyn's supply of coal was 952 tons, the Iowa's 784, the Texas' 408 tons and the Marblehead's 122 tons.

He said that on May 24 the Brooklyn had coal enough aboard to have remained on blockade duty off Santiago for twenty-five days and then to have returned to Key West; the Massachusetts enough to remain 17 days and then go to Key West; the Iowa enough for eleven days; the Texas seven days and the Marblehead one day.

Mr. Rayner brought out information concerning the time the coal on each of the vessels would have lasted on forced draft, in chasing the enemy's vessels, taking the amount of coal on each on May 26th and leaving sufficient coal to return to Key West. Mr. Rayner read the information from Mr. Rayson's tabulated statement showing that the Iowa would have consumed 243 tons of coal a day, the Massachusetts 180 tons, the Texas 160 tons and the Marblehead 77 tons. That estimate would, he said, give the Brooklyn 2.3 days chase, the Iowa a chase of 1.2 days, the Massachusetts 1.8 days, the Texas three-fourths of a day, the Marblehead two tenths of a day.

TESTIMONY OF ROGERS.

Commander Rogers testified that before leaving Key West on May 20 he had had a conference with Sampson. He was told by Admiral Sampson that he had received information from the department at Washington that the Spanish fleet, under Cervera, was probably in the harbor at Santiago. He had, however, not been informed of any secret code of communication with the Cuban insurgents near Cienfuegos. Commander Rogers thought the Iowa could have sailed May 26.

Captain Rogers related two or three instances in which the ships of the Flying Squadron were cleared for action upon signal from the flagship Brooklyn before May 31 when vessels were discerned in the distance. In each case the vessels proved to be American ships. Each time the signals were to clear for action and make speed of 12 knots an hour. He also told of the bombardment

or reconnaissance of the Cifistobal Colon. Describing Commodore Schley's blockade of the harbor at Santiago Captain Rogers said that the fleet maintained a position of seven or eight miles out with the Marblehead and the Vixen inside the line.

SHELLS FROM THE BROOKLYN.

The afternoon session of the court began with Captain Rogers still on the stand. He stated in reply to questions that he was the senior member of the Naval Board of Survey appointed by Admiral Sampson to examine the wrecked Spanish vessels.

The purpose of this line of examination was to bring out the witness' knowledge concerning the effect of the Brooklyn's gunnery in the battle off Santiago July 3. Captain Rogers stated that the Brooklyn was the only vessel that fired five inch shells, and Mr. Rayner said that a careful computation based upon the report of the Board of Survey showed that 12 five-inch shells had been found on the four Spanish vessels.

Mr. Rayner presented a statement showing the number of shells found on the vessels of the Spanish fleet and the witness was asked to state the percentage of five inch shells, assuming the statement to be correct. Capt. Rogers replied that the total number of hits was thirty-five and that therefore the five-inch shell hits constituted 34 per cent of all the hits. Mr. Rayner said that the statement had been prepared by Admiral Schley.

THE DEAR SCHLEY LETTER.

Mr. Rayner read the "Dear Schley" letter including the following extract: "If later it should develop that these vessels are at Santiago, we could then assemble off that port the ships best suited for the purpose and completely blockade it. Until we then, receive more positive information we shall continue to hold Havana and Santiago."

Mr. Rayner remarked that he supposed it would be conceded that the word "Santiago" as given above was a mistake and that it should be "Cienfuegos."

Captain Lemly replied that he would make no such concession and a tilt followed between counsel concerning the accuracy of Government publications. It closed with an understanding that the original document should be supplied tomorrow.

RODGERS IS QUESTIONED.

The court asked a number of questions of Commander Rodgers among others being one as to whether the Brooklyn and the Texas had been in danger of a collision on July 3.

The witness replied that if there had been any such danger he had not seen the two ships at the time. He had seen the two vessels early in the engagement, but they were then about half a mile apart. Later he was called below, and if there had been such danger it was at that time.

At the conclusion of Commander Rodgers' testimony the question as to whether the word in the "Dear Schley" letter should be Santiago or Cienfuegos again came up on a statement by Captain Lemly who said he would continue to hold to the Santiago version. Then occurred the colloquy narrated above. Mr. Rayner saying he would summon Sampson.

HODGSON'S STORY OF BATTLE.

Lieutenant Commander Alston C. Hodgson, navigator of the Brooklyn, then told the story of the battle of Santiago as seen from the bridge of that vessel. "I heard the executive officer, Lieutenant Commander Mason, sing out 'Clear ship for action,' and the crew immediately dispersed to quarters, I having sounded the general alarm previously. The commodore shortly appeared on the bridge. We were at that time headed to the westward or northwest. I told him that there was nothing doing and he said 'Go ahead.' I rang six bells and asked if he had not better hold her head steady to see what course the Spaniards proposed to pursue. I do not remember his reply exactly to that, because they were evidently afterwards I told him they were evidently making for us, and he said 'Go for them' and I rang four bells and put helm apart."

"Captain Cook appeared upon the bridge at this time, and I told him that everything was connected up at the conning tower and that we were already going ahead and in fact we were going ahead. The Commodore took his position on a platform he had built around the conning tower where he could be in easy communication with the commanding officer inside, and I remained on the bridge.

"The executive officer had given previously the order to man the starboard batteries. I sang out to him we were going into action with port helm, and he shifted over to the port battery. We were then standing for the enemy, and as soon as the guns were brought to bear Lieutenant Simpson fired a little off the port bow the first gun from the forward eight inch turret. From that time on we went considerably in toward them.

"I then went down to where the Commodore was standing to get into the conning tower, when I heard him sing out, 'Lookout, Cook, they are going to ram you.'"

"Captain Cook said he would look after that, and starboarded the helm a little to parallel the course of the leading vessel, the Maria Teresa, which had made a broad sheer to port. He had hardly made that sheer, however, to port before he fell off again for the reason apparently that a shot was fired from the Brooklyn's eight inch gun. The Teresa got a shaft out port beam and helm was ported on the Brooklyn immediately after that. We were swinging with port helm. I heard the Commodore sing out, 'Hard apart' or words to that effect and Captain Cook sang out 'Helm is apart.' I saw at that time the crucial moment had arrived in making the turn, and I suggested to the Commodore that that turn would run us into the Texas or very close to her." (Continued on Fifth Page.)

REACTION SHOWN IN SPECULATION

But General Distributive Trade is Active.

AND ITS VOLUME LARGE

Bank Clearings Largely in Excess of Previous Years.

RAILROAD EARNINGS ARE FAVORABLE

The Feature of the Week in Cotton the Government R-port on Condition and the Quick Advances in the Staple.

(By the Associated Press.)
New York, Oct. 4.—Bradstreet tomorrow will say:

"While speculative markets, except for cotton, show reactionary tendencies, general distributive trade and industry are active and a heavy volume of business is going forward. All obtainable measure of production and movement for the nine months of the year testify to this. Bank clearings are heavily in excess of previous years, railway earnings continue very favorable and talk of scarcity of cars from different sections of the country is heard. While liabilities have expanded this has been due mainly to a few large financial suspensions before reported, but current failures and liabilities are not as heavy as earlier in the year."

"The feature of the week in cotton was the publication on Thursday of the Government crop report, showing the lowest condition, with one exception, in eighteen years. Coming at a time when all the unfavorable features, such as small foreign buying and the threatened strike at Fall River, had been counted, the market quickly responded in a quarter cent advance in futures and 1-8 cent in spots."

"Print cloths have been firm, little doing at the recent advance. Staple cottons have been rather quiet as regards new demand, but jobbers report a good business in prints, which are rather scarce and manufacturers of ginghams are heavily sold ahead.

"Failures for the week in the United States number 175, as against 177 in this week a year ago.

"For the week there have been 29 failures in Canada, against 18 a year ago.

COMPARATIVE COTTON STATEMENT.

New York, Oct. 4.—For the week ending October 4th: Net receipts at all United States ports during week, 218,512; net receipts at all United States ports during same week last year, 369,098; total receipts to same date last year, 877,441; exports for the week, 355,778; exports for same date last year, 226,888; total exports to this date, 468,652; total exports to same date last year, 454,441; stock at all United States ports same time last year, 457,883; stock at all interior towns, 248,704; stock at all interior towns same time last year, 208,513; stock at Liverpool, 220,000; stock at Liverpool same time last year, 171,680; stock of American afloat for Great Britain, 65,000; stock of American afloat for Great Britain same time last year, 97,000.

TOTAL NET RECEIPTS.

New York, Oct. 4.—The following are the total net receipts of cotton at all ports since September 1, 1901:

Galveston,	224,669	bales;	New Orleans,	147,682;	Mobile,	14,162;	Savannah,	107,971;	Charleston,	17,107;	Wilmington,	27,701;	Norfolk,	22,476;	Baltimore,	757;	New York,	5,287;	Boston,	902;	Newport News,	5;	Philadelphia,	1,769;	West Point,;	Brunswick,	5,954;	Velasco,;	Pensacola,	1,253.	Total,	581,236.
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WEEKLY BANK STATEMENT.

New York, Oct. 4.—Total bank clearings week ended October 3, \$2,136,972,900; increase, \$0.8 per cent; outside New York, \$791,705,154; increase 10 per cent.

Funeral of Mr. Edward Jenkins.

(Special to News and Observer.)
Henderson, Oct. 4.—The remains of Mr. Edward Jenkins, who died in Washington, D. C., yesterday were brought through last night and taken to Williamsboro for interment. The funeral will be held in St. John's church.

Mr. Jenkins is a brother of Mrs. Cicero W. Harris, of Washington, D. C., Mrs. Morelle of New York, Mr. W. H. Jenkins, of Henderson, and Lieut. Thomas Jenkins, of the United States Navy.

Mr. Jenkins was at one time engaged in the tobacco business in Henderson, was highly respected and has relatives and friends here.

Prof. O. W. Carr Extremely Ill.

(Special to News and Observer.)
High Point, N. C., Oct. 4.—Prof. O. W. Carr, who is suffering with an asthmatic affection at his home in Trinity, is not expected to live through the night. His son, Mr. E. R. Carr, of Greensboro, was here tonight en route to his bedside. Prof. Carr is a prominent man in the fire insurance circles with headquarters at Greensboro and does a large annual business. In his early life he was connected with old Trinity College at Trinity and was a prominent factor in the State's progress.