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She Defeats the Shamrock in One of the Most Exciting Races Ever Sailed.

She Passes Finishing Line Thirty-nine Seconds Ahead of the Britisher-Bril-Hant Maneuvering at the Start-Captain Barr Out Generaled for Once. Shamrock Gets the Windward and Keeps it to the Turn, which She Passes Four Hundred Feet in the Lead-Columbia Pulls Up With Her Running Before the Wind-Neck and Neck for a While-Columbia Takes the Lead Then Comes Near Losing 1t.

New York, September 28 .- In the closest and most soul stirring race ever sailed for the old America's cup the white flyer Columbia today beat the British challenger over a windward and leeward course of thirty nautical miles by the narrow, heart breaking margin of 39 seconds. As Lipton's latest aspirant for cup honors must allow the defender 43 seconds on account of the extra 833 square feet of canvass in her sail area, the official record, under the rules gives her the victory by one minuute and twenty-two seconds.

As a spectacle the contest was superb. From the time the two skyscraping racers crossed the starting line until they fled across the finish line four and a half hours later the result was in doubt and the excitement aboard the excursion fleet increased until mea became frenzied and women almost hysterical. So evenly matched were these two scientific racing machines that never after they started were the rival skippers out of each other's hail, and more than three quarters of the time they were so close that Charlie Barr, who had the tiller aboard the American, could have tossed a biscuit to Captain Sycamore on the Shamrock. For miles as they beat their way to the and for an hour on the run home, with the two yachts flying like scared deer in the following wind, they ran almost nessed together.

the herats of the patriots, all the ex- blanketed the white one and for a moperts admit that the British boat is the ment she ran up a longside and it lookablest sloop ever sent to these waters ed as if she would be first home, to lift the 100 guinea cup which the old Cheers died in patriotic throats. Sudand American naval architecture, as crossed three lengths ahead, the enrepresented by the Defender, remains thusiasm broke out again with reto be established.

The quality of a sailing ship is measured by her ability to carve her way into an adverse wind, and in the fifteen mile thresh to windward today the golden challenger gained 39 seconds, while on the run home her lead was eaten up and the Columbia crossed the finish line exactly 37 seconds before the Shamrock. It must be remembered, however, that the challenger had the weather gauge in the beat to windward, no mean advantage, and the nautical experts said after the race that during the outward journey she had been sailed to absolute perfection, while before the wind the American yacht not only showed a fleeter pair of heels, but in the opinion of the sharps was better handled,

Disappointed by the fluke of Thursday the crowd which sailed down to Sanday Hook lightship today was somewhat smaller than on the opening day, but, even so, the colony of steamers, steam yachts, tug boats, sailing vessels and excursion craft of every deing line miles long. It was an ideal day for a race.

BARR OUTWITTED.

Again today the course, east by south, carried the yachts along the Long Island shore straight out to sea. The start was thrilling. The yachts bounded away across the line like a couple of runaway horses, the challenger a half length a head and to windward. In the maneuvering before the start, Captah, Sycamore had given the wily Yankee skipper a genuine surprise, returning a Roland for the Oliver he received on Thursday. Just when Barr thought he had him under his lee the English- "that's one against us; but in my heart man deadened his headway and then I am just as hopeful as I was this luffed under the Columbia's stern into the weather berth. This victory for the | a wind I'm all right. It was a fair and Shamrock at the very inception of the | square race, no fluke, but it was not race the Columbia could not overcome the Shamrock's day. We want a in the big beat to windward.

sight to the spectators as they plunged a race, but be sure of one thing-I was seaward, pounding great fountains of licked fairly today." spray from their bows and drenching the crews lined up along the weather board the Erin at Sir Thomas' elbow

and from the windward side they show. ed yards of their bronze underbodies.

NECK AND NECK. Neck and Neck, tack and tack, they raced like a team or horses. Dismay began to be written on the faces of the patriots as Barr tried once, twice and finally a third time to cross the bow of the foreigner, only to be forced around each time by the lean golden muzzle of the Britisher. On they flew and the Columbia seemingly falling back rather than gaining. The hearts of the patriots sank lower and lower. As the yachts got farther out the swells lengthened and the white flyer seemed to labor more heavily in the long

Just after passing Long Beach hotel, with its verandas and windows filled with people the old City of Paris, now the Philadelphia of the American Line, came foaming in from the east with a bone in her teeth. She headed slightly northward between the racers and the shore in order not to impede them with her wash and went by like an express train, dipping her flag in salute.

The excursion vessels formed a crescent about the stake boat as the yachts rounded the outer mark, but it was a doleful fleet.

THE ERIN SALUTES THE SHAM-ROCK.

As the Shamrock wore around with her spinnaker pole poised to starboard like a lance in rest the big steam yacht Erin opened her whistle long and loud It was the first time Sir Thomas had felt the joy of victory and he and his party probably enjoyed it to the full. The Yankee skippers were too polito not to pull their whistle cords, but the toots were not loud nor long; but when the white flyer Columbia began to eat the green water between herself and the challenger, drooping spirits outer mark the black shadow of Sham- began to rise and when the yachts got rock's huge club topsail was painted on even terms about half way home the on the big mainsail of the Columbia, bands began to play and the people raised a cheer.

NEARING THE END. As they approached the finish line, beam to beam as if they had been har- the Columbia leading by half a dozen lengths, all the pent up enthusiasm burst As a result of today's race, though forth. About a quarter of a mile before faith in the Columbia still remains in they reached the line the golden boat schooner America brought across the denly, as the Columbia luffed off and Atlantic fifty years ago, and that the got her wind clear she forged ahead and superiority of American seamanship came tearing down like mad. As she doubled energy.

THE FINISH.

Every yankee skipper grabbed his whistle cord and made terrific noise and din. Sirens wailed and the white steam jets made it look as if every ship had broken her steam chest Every body cheered. Men and women jumped up and down for very joy. Not a few hats tossed in the air fell overboard, but their owners cared not.

The Corsair, J. P. Morgan's yacht, set American flags at both peaks, gaffs and taffrail. Soon the whole fleet blossomed in the national colors. The Corsair went along side the defender and her crew gave three cheers, which the Yankee tars aboard the Columbia answered with bared heads. The whole fleet seemed anxious to escort the Co-

lumbia to her anchorage. Meantime the Shamrock had taken a tow from her tender and had drawn out of the ruck of the steamers. Escorted by the Erin, which showed a big hole that the revenue cutter Gresham had scription formed an angle at the start. | stove in her portquarter, she headed for her berth behind the Hook.

> Some of the excursion boats dropped back to salute the popular sportsman who has been game enough to make a second effort to lift the cup and then the whole fleet moved on in mad race for home, many of the skippers keeping their whistles going until they reached th eNarrows at the entrance of the upper bay.

LIPTON NOT DISCOURAGED.

When it was all over, Sir Thomas Lipton showed himself the thorough sportsman he is: "Well." he said, as he stood on the deck of the Erin, morning, for I fell that if I only have breeze that will put that deck six The two yachts were an inspiring inches under water and then you'll see

Captain Bob Wring, who was on rail. They heeled to the wind until said: "If we get a fresh breeze we will

E. P. Morgan, while highly pleased over the result of the race, had little comment to make: "We beat farly," he said, "Although the wind condtions were not all that could have been de-

knot breeze is what we want."

sired, after turning the outer mark we were confident of bringing the Columbia home a winner. I will venture no predictions as to the outcome of the future races. We have carefully avoided boasting, but shall put forth our best endeavors to keep the America's cup on this side of the Atlantic."

Captain Barr also was much gratified over the victory. "It was a close race, but a clean one," he said. "Wind conditions were perhaps not all that could have been desired, but as they were our boat was never in danger, I

believe, at any point." HOW THE RACE WAS SAILED.

When the two yachts were towel out to Sandy light ship there was a fine strong breeze blowing nine knots from a little south of east, with a possible promise of becoming more southerly as the day progressed. The long greasy swell, always a forerunner of a storm, came in with considerable force and the roll of the sea from southward caused by the disturbance down the coast made it unpleasant for those not accustomed to ocean waves.

The wind had freshened a bit when the tug Navigator with the regatta committee aboard anchored at the southeasterly end of the line with Sandy Hook lightship forming the other extremity. Soon afterwads signals were hoisted on the committee tug denoting that the course would be east by south, The Situation Serious-Many Promififteen miles to windward and return.

The preparatory gun was fired at 10:45. The Columbia had secured meanwhile a berth to windward of the leeward. Captain Sycamore was at the tiller down on the leeward side as usual. On the Columbia Skipper Barr was at

The force of the wind was now fully nine knots an hour. It was sometimes puffy and occasionally reached the dimensions of a scupper breeze when the yachts heeled to its strength.

The warning gun was fired at 10:55 and at that time both yachts had worked to windward of the line with the Shamrock now in the weather position. At the warning signal both yachts bore down and came to leeward.

THE START.

At 10:58 the Columbia went on the starboard tack, this manoeuvre being repeated by her rival. The Shamrock luffed up to windward of the Columbia and when the starting gun came had a splendid position and went over the line two second ahead of her rival and well placed in the windward berth. For once the doughty Charlie Barr had met his equal in the starting trick. The Columbia tried in vain to work out through the lee of her opponent. Several short tacks were taken, but, in spite of all efforts, she could not get

SHAMROCK 300 YARDS AHEAD.

At 10:40 the Shamrock had a good lead of nearly 300 yards. When the vessels were on the port tack they encountered a pretty hard head sea. While on the starboard tack the sea smote them abeam. The Shamrock appeared to splash more against the nose enders than the Columbia, but the splashing did not retard her speed in the least. Not a tremor could be detected in the luffs of the sails of either racer. Both were handled to perfection and were given a good clean full, not the least quiver being allowed to make

itself manifested in a single cloth. At 12:54 both boats on the port tack were heading for the outer mark, which on this occasion was the tug Edgar F. Luckenbach, the raft which she carried having failed to right itself when put overboard. The wind now was the freshest of the day.

SHAMROCK LEADS AT THE TURN.

The Shamrock had a lead of at least 400 yards, and as she approached the mark it was seen that she had handily beaten the old defender in the windward work. She turned in excellent style and with main boom square off to port, the spinnaker boom was lowered to starboard. The Columbia made an equally good turn. The official time at the mark was as follows: Shamrock 1:25:12. Columbia 1:25:53. The Shamrock in the beat to windward had thus gained 39 seconds. She had beaten the Columbia boat for boat, but had not overcome the handicap of 43 seconds time allowance which, under the rules of the New York Yacht Club, she was compelled to concede.

There was considerable delay in setting spinnakers. The Shamrock waited apparently for the Columbia and luffing out in order to prevent a blanket. Finally at 1:32 the Columbia broke out her spinnaker and at the same time a tremendous balloon jib. The Shamrock smartly followed suit.

In the heavy roll of the sea which was now on the port quarter on the two boats the main booms trained in the water as they lurched to leeward. These were tauted up clear of the sea, thereby spoiling somewhat the set of the mainsails.

COLUMBIA TAKES THE LEAD.

abeam and half a minute later was the leading boat. Slowly she crept, and at 2:14 was all of half a length ahead. From that time on to the finish line

she kept in the lead. The wind was now dropping, but, in spite of her much larger sail plan, the Shamrock could not prevent the steady, though slow gain of the Columbia.

SHAMROCK NEARLY CATCHES UP.

For nearly an hour the race continued without further event. Then at 3:15 the wind freshened slightly, filling out the immense sails of the Shamrock, Slowly she crept up and lessened the gap between her and the defender. Now she was only half a length behind. Now she was very nearly on even terms and it became a matter of doubt as to which boat would first cross the finish line, less than a mile away.

It was the last of the many exciting moments in the contest for very soon the Columbia, getting her wind free again, pulled out and with surprising rapidity opened up on the challenger and pulled out a lead that left the result no longer in doubt. She crossed the line a winner not only on time allowance but boat for boat.

Shamrock-Finish, 3:31:58; elapsed time, 4:31:44; corrected time, 4:31:44. Columbia-Finish, 3:31:23; elapsed time, 4:31:07; corrected time, 4:30:22.

The next race will be over a triangular course ten miles to a leg and will be sailed next Tuesday.

REVOLUTION IN HAYTI.

nent Men Arrested.

Kingston, Ja., September 28.-Reports of a revolutionary outbreak in Hayti reached here today by the German steamer Alene from New York via Jeremie, Hayti.

According to the statements of those on board the Alene a large number of prominent men in Jeremie were arrested yesterday on the charge of conspiracy and immdiately removed to Port au Prince and imprisoned.

The situation in the interior of Hayti is reported to be serious, owing to the opposition to President Sam continuing to retain office.

M. Fouchard, the former Haytien minister of finance and said to be one of the ablest men in Hayti, who is now in this city and who is said to be the choice of the members of the Haytien national assembly for the presidency to succeed General Sam, declines to speak on the situation at present, but friends of Haytians here say that the revolutionary movement was planned long

STATE TEXT BOOK COMMISSION

Its Declarations as to Book Depositories and Exchange of Book.

(Special to the Messenger.) Raleigh, N. C., September 29.-The state text book commission at its meet-

ing this morning adopted the following resolutions: "Ordered that the superintendent of public instruction be authorized to use his discretion as to location and time

of establishing depositories and that this board adopt his decision." It declares, "Usuable book is exchangeable under the law" as a proper construction as to the condition of books presented for exchange and that "certificates required by publishers

out as a condition of exchange." IN THE PERSIAN GULF.

from teachers as to copies which were

presented shall not be required or filled

England Concentrating fler Warships. Turkish Troops Assembled.

Bombay, September 28.-A British naval force is concentrating in the Persian gulf. Three warships are already on the spot, and they will be augmented by the gunboat Assaye, which has already left Kurrachee and the flagship, the second class cruiser Highflyer. The third class cruiser Pomone will also sail for the Persian gulf so soon as she has coaled. It is believed that fresh trouble is impending at Koweyt.

According to a report, Turkey has 30,000 troops at Basra commanded by Edhem Pasha, with the object of seizing Koweyt, though the Turks assert that the troops are intended to traverse Arabia with the object of suppressing disaffection in Yemen.

ACCIDENT AT THE RACE.

Erin and Revenue Cutter Gresham in Collision.

New York, September 28 .- Sir Thomas Lipton's steam yacht Erin narrowly escaped serious accident today when, just after the Shamrock and Columbia had rounded the turn the United States revenue cutter Gresham collided with

Both boats were doing patrol duty. The Gresham in the hands of Cammander Bomas B. Walker and the Erin for the day in charge of Lieutenant John Boedecker, of the United States revenue cutter service. In starting to Atlantic Coast Line by way of Mariou. The stern chase is a long chase, but clear the course for the home stretch ists, most of whom were colored. The slowly the old Columbia crawled up on the Gresham apparently tried to cross train left here on the return trip last their lee rails were awash in the seas lift the cup yet. A nine to twelve the new Shamrock. At 2:10 she was the bow of the Erin. There was evi-

By Sampson's Witnesses of Evidence Previously Given in the Schley Case.

dently a misunderstanding of signals by the Gresham, and it was too late when at last she tried to back out, and the Erin put on full steam ahead. The revenue cutter struck the yacht a blow on the port quarter thirty or forty feet from the stern. A plate was bent, some paint rubbed off and the rail bruised. Inside a thwartship deck-beam was buckled.

The Erin's small boats were promptly manned and within a few seconds after the crash men stood ready to lower away if necessary, but fortunately it was not necessary.

TRAIN WRECKERS' WORK.

They Draw the Spikes and Derail Seaboard Express Train.

(Special to the Messenger.)

Raleigh, N. C., September 28.-Delay-

ed trains from the south of here on the Seaboard Air Line arrived late this afternoon and brought five persons who the railway officials say, were all who were wounded. The officials then gave out news as to wreck, saying the spikes were drawn and rails so prized apart | letter to the court renewing his applicawith an iron bar as to let the engine drop; that there was no washout and no rain there amounting to anything; that the bar was found and signs found where men had crawled under the tool house and procured the bar; that the engine and tender, baggage, two express, mail and second class passenger cars, five in all, were derailed; that the injured are Engineer D. K. Wright formerly of Fayetteville, hand scalded and injured internally; Commercial Traveler Robert O. King, leg broken and body and head bruised; Fireman Price, back wrenched, and two negro passengers, one with a broken leg, the other bruised. The officials say this is the second attempt of train wreckers on their line recently, the other having been in South Carolina, and that arrests are expected.

THE SEWERAGE SYSTEM.

Messrs. William McLean & Co., the Contractors, Will Begin Work on the Nun Street Section Next Tuesday Morning-Two Hundred Hands Will Be Employed.

Owing to the ordinance prohibiting the excavation of the earth inside the city proper, between the first of June and the first of October, no work has been done down town in the construction of the sanitary sewer system which the Wilmington Sewerage Company will construct in Wilmington. During the summer, however, Messrs. William Mc-Lean & Co., the contractors, have had a hundred hands at work outside of the settled district, next to Oakdale cemetery. On Burnt Mill Creek where the system will discharge, they have built the extensive, scientific disposal plant which will take the tangs out of the sewerage, so to speak, before it is discharged into the creek. This plant consists of a series of brick structures into which the sewage empties and is purified by aeration and percolation through immense gravel beds, so it will not contaminate the waters of the creek. From the disposal plant up to Wood street and down that street to its intersection with Campbell street near the cemetery gates, the contractors have also made excavations for a distance of three quarters of a mile and laid the sewer main for that distance. Yesterday Mr. William McLean, of Philadelphia, arrived in the city to take charge of the work on the general system and push it to completion. He states that the work will be commenced in earnest on Tuesday morning, which from 150 to 200 hands, and will begin work on Nun street going from the river front eastward to Eighth or Ninth streets which is the dividing ridge between the eastern and western sections of the sewer system.

THE W. C. T. U.

The State President Here and Will Deliver Two Addresses Tomorrow Afternoon and Night at the First Baptist Church.

Mrs. M. E. Cartland, of Greensboro, N. C., state president of the Woman's Christian Temperance Union, arrived in the city yesterday and wishes meet with the ladies of the Wilmington union (and all other ladies who will report of the battle. After he had finattend), at the lecture room of the First Baptist church tomorrow afternoon at 3 o'clock. She will address the ladies on "Christian Womanhood," and at the same place at 8 o'clock Monday night she will speak to the public on the subject, "Is the boy safe?" Prompt attendance and full houses

Excursion From Rowland.

are desired at the hours named.

An excursion from Rowland, N. and points in South Carolina, arrive here yesterday at 1:43 p. m. over th.

McCalla Testifies that the Marbiehead and Vixon at Night Patrolled Several Miles Within the Line of the Blockading Ships-He Says Schley's Fleet Had Never, to HisKnowledge, Been Withdrawn to Any Distance Fro Santlage While Blockading-He Tells of His Secret Code-Explanation of Alterations in the Missing Dispatch From Schley-Testimony as to Rough Weather.

Washington, September 28.-In the Schley court of inquiry today Captain McCalla, of the Marblehead, concluded his testimony which was begun yesterday, and the court heard the testimony of Lieutenant Commander W. H. H. Southerland, who commanded the Eagle during the Spanish war and also that of Lieutenant Cassius B. Barnes,

Mr. Stayton did not press his request to be allowed to appear as counsel for Admiral Sampson, as he had announced that he would do. He wrote a second tion, and recounting the times that the admiral's name had been brought into the case, but he left the city later in the day, requesting the court to hold up the matter for the present.

On the opening of court Mr. Hanna expressed his regret that he should have used the term "accused" in referring to Admiral Schley.

CAPTAIN M'CALLA CONTINUES. When Captain McCalla took the witness stand: Mr. Hanna asked him "Were any ships assigned to the duty, of engaging the batteries on the morning of May 31, 1898, or during that day, or to the duty of enfilading the batter-

The reply was: "None that I know

Mr. Hanna then asked: "Were there any shoals or other obstacles of any kind to prevent the battleships from approaching the mouth of the harbor of Santiago sufficiently close to have

been within easy range of the Colon?" Captain Parker objected to the question, but the court refused to sustainthe objection and the question was re-

Captain McCalla replied: "None that I know of. The only shoal I know of was the shoal on the west side of the channel opposite the morro."

"Did the battleships go within range of the Colon?"

"Not from my observation." "Were you so situated as to observe the fall of shots from the fleet?" "I was."

"Where did they fall?" "I think I saw every shot fired. They all fell short that I saw. One very

nearly reached the Colon." The witness described a conference of commanding officers on the Brooklyn on May 29th. He said: "The commanding officers were ordered on board. the Brooklyn on May 29th. It was with. regard to the work of blockade. I can only remember one specific thing which took place at the close, and that was that Captain Evans asked Commodore Schley if the Spanish ships came out if he was going in for them. He said. 'certainly,' and then arranged for a subdivision of fire from the ships under his command on the Spanish ships should they come out."

Mr. Hanna: "Prior to that conferis the 1st of October. He will employ ence on May 29th had you at any time received definite instructions respecting. the order of battle or the mode of procedure which the fleet should follow in case the Spanish vessels should suddenly appear?"

> "I do not remember." NOT ALL THE GLORY FOR SAMP. SON.

> "Did you have any further conversa-

tion with Commodore Schley?" "I had a conversation with him in his cabin after the battle of Santiago. about July 5th, in Guantanamo bay. I went on board, making an official call to pay my respects, and during the visit Commodore Schley read to me what I understood to be a part of his official ished I said: 'Commodore, you remember that after the battle of Lake Erio there was an unfortunate controversy and I hope that there will be none atter the battle of Santiago, because there-

was glory enough for everybody." MORE TESTIMONY AS TO INNER

BLOCKADE LINE. Relating the particulars of the blockade of Santiago before June 1st, Captain McCalla said the Marblehead and the Vixen had at night occupied positions inside the large ships about two-

(CONTINUED ON FIFTH PAGE)