

# THE YACHT RACE IS AGAIN A FLUKE

**Drifting Match Almost From the Start and Neither Boat Could Reach Line Inside of Time Limit.**

## ESTIMATED ABILITIES OF TWO BOATS

**In Light Weather Conditions Columbia is Superior in Running and Reaching, While Britisher is Slightly Better in Beating—Were Nearly Even at the Start.**

NEW YORK, Oct. 5.—Again today the sea refused the Shamrock and Columbia a field of conflict; again today the multitude which went over to watch the contestants for the yachting championship of the world, returned disappointed and not a little disgusted. The question of supremacy of the two great yachts is still as much open to question as before they first met, as the contest today was in some respects more of a fluke than that of Tuesday.

It was a drifting match from the start to the finish. The yachts crossed the line with a breeze of five knots, and the wind never blew more than six knots, most of the time less than three, and a part of the time not a breath of air was stirring.

After sailing four hours and forty minutes, the yachts having covered only 12 miles of the course to the outer mark, the regatta committee declared the race off, as it was manifestly impossible with the breeze then blowing for the boats to round the stake boat before the time limit expired, much less to get back home again.

While the wind was astern, the Columbia steadily outfooted her rival until she was fully half a mile ahead, but in the shifting, baffling winds that followed during the last three hours, with the great single stickers tacking and beating and gybing to catch every streak of wind, with fortune helping one about as much as the other, the Shamrock gradually worked her way up, until, when the race was declared off, the two boats were about on even

terms, the Shamrock perhaps half a length ahead, but so close was the Columbia that Captain Barr could have thrown a biscuit to the foreigner.

The only lesson learned by nautical sharps from today's trials of the abilities of the two boats is that in light weather conditions the Columbia is superior in running and reaching and the Shamrock is slightly better in beating. There has as yet been no indication of what either boat can do in a piping, wholesome breeze.

### BETTING NOW EVEN

**Columbia's Champions More Cautious Than at the Beginning of Contest.**

NEW YORK, Oct. 5.—Outside of the stock exchange and the New York Yacht club, betting on the yacht race was not brisk yesterday. The fluke made a radical change in the situation. Hitherto the Columbia has been a hot

favorite. Now even money is prevailing, and not much is offered at that. David Barrie, Sir Thomas Lipton's New York representative, and a Boston man named Hodges bet \$150 even. Tom O'Rourke managed to get a thousand dollars to \$200. One bet of \$200 even was made at the Gilsey house. Another of \$100 even was made at the Fifth avenue. On the stock exchange it was reported that \$1,000 to \$600 and \$1,600 to \$300 on the Columbia and \$200 even had been placed.

The prevailing opinion was that the Columbia would win the series but unless a better trial than Tuesday's and Thursday's is given, wagers will be made cautiously.

At the New York Yacht Club the burden of conversation was flattery to Captain Hogarth, of the Shamrock. It was declared he had handled the challenger admirably, getting all that was possible out of the fluke in the winds.

### CAPTAIN PARKER'S ADVICE.

**Greatly Aided the Captain of the Shamrock in Wednesday's Race.**

NEW YORK, Oct. 5.—The World says:

Captain Ben Parker, the German emperor's racing skipper, who has been spoken of in the capacity of an additional captain on the Shamrock, was greatly in evidence on the Irish cup hunter Wednesday. His advice to Captain Wringe, who held the tiller of the yacht nearly all day Tuesday, assisted materially in keeping the challenger well up with the Columbia.

Captain Parker arrived on the liner New York, but, owing to the fact that he sailed under an assumed name, the unknown "Captain Jones of Southampton," managed to arrive in port and get safely aboard the Shamrock without being interviewed. During a conversation on board the Erin, one of the officers of the yacht said that Captain Hogarth did not touch the tiller of the Shamrock during the race.

"What did he do then?" was asked.

"Why, he just attended to the sails, and did it well, too. It was Bob Wringe, as clever a man as ever stepped aboard a cutter, that managed to get away with the start, and right nicely he accomplished it, too. After that Bob gave up the stick to Captain Ben, and he took the boat all over the

course." "Are you not mistaken?" inquired the reporter. "Mistaken? Well, I guess not. Ben is an Itchen ferryman and the best racing skipper in all England, except, perhaps, his brother. I have known him all my life, and I know there is no mistake. It was Captain Ben that held the stick."

Captain Parker at that moment came alongside the Erin in a launch, the other occupants of which were Captain Wringe and Captain Hogarth and Sailmaker Ratsey.

"Hello, Parker," sang out a man who had known him for several years, and the bronzed face, with its well-trimmed dark mustache, was upturned to the rail of the big steamer as he nodded a good-day to the man above him.

Later in the afternoon, Mr. Hamilton, the navigator of the Shamrock, who sailed on the Irish boat, was asked just how long Captain Parker had piloted the yacht during the race.

"Parker Parker," he said, "we have no Parker on board. I don't know him. Say, Harris," he called to Sir Thomas Lipton's representative, "who is Captain Parker? I don't know him at all."

"We have no Captain Parker on board," replied Mr. Barrie. "What Parker do you mean?"

"I mean the gentleman who was alongside a short time ago in the launch with Captains Hogarth and Wringe and Mr. Ratsey."

"Oh, yes," broke in Mr. Hamilton. "That is Captain Jones. His name is not Parker."

After some more fencing, Mr. Hamilton admitted that the mysterious Captain Jones was a close friend of both Captains Hogarth and Wringe, and concluded by saying, "I don't doubt that he might not have given some advice to Captain Wringe as to what to do, but I can assure you that he never touched the tiller at all during the race."

Captain Parker, as the sailor who arrived in the liner New York undoubtedly is, was busy all the morning giving instructions here and there on the deck of the Shamrock.

He suggested stretching the mainsail here and there, critically examined the set of the topsail and discussed the details with Mr. Ratsey, who was standing with him on deck. As a matter of fact, Captain Ben

Parker and his ability to sail a racing 80-foot yacht will have a considerable bearing on the outcome of the series of races between the Columbia and the Shamrock.

### DON'T LIKE AWARD.

**Venezuelan Agent Says it Was Contest Between Elephant and Ant, But Will Make Best of it.**

PARIS, Oct. 5.—Senor Rojas, the Venezuelan agent here, in the course of an interview, said:

"The award was not what I hoped, but we must make the best of it. What can you expect in a contest between an elephant and an ant? One thing will result from it—America will accept no more arbitration with Europe. You will see America lay down a fresh international code, which she will apply to the old world whether the latter likes it or not. The South American states, including Brazil, will rally around the United States for the purpose of effecting an economic union. We shall try to establish a monetary union on the basis of the gold standard. These projects need not imply a hostile attitude toward Europe, but it must be borne in mind that Europe stands in much greater need of us than we of her."

### STEAMER TEKOA LOST

**Ship Arctic Stream Reports the Rescue of Part of the Crew By Another Steamer.**

SANTA MONICA, Cal., Oct. 5.—Captain Bowen, of the ship Arctic Stream, from Hamburg, reports that on August 11, while off Staten Island, near the Straits of Magellan, he saw the British ship Gifford take men from an open boat. By signaling, he learned from the Gifford that she had rescued five members of the crew of the British steamer Tekoa, which had been wrecked on Staten Island several days before.

The Tekoa had been on a passage from New Zealand to London with a number of passengers and a large consignment of refrigerated beef. The rescued men knew nothing of the fate of the passengers or others on the steamer.

# DEWEY SUPPORTS THE POLICY OF M'KINLEY

**There Will Be no Faltering In Maintaining the Victory Won by the Admiral at Manila.**

## OUR SOVEREIGNTY MUST BE RECOGNIZED

**Formidable Re-enforcement of Naval Forces Will be Dispatched Immediately—Dewey Favors Permanent Control of the Philippine Islands.**

CHICAGO, Oct. 5.—A special to the Times-Herald from Washington says: Admiral Dewey has given his unqualified approval of the declaration made by the president yesterday that there shall be no faltering in maintaining the victory won by him at Manila bay. He has gone further and urgently recommended that the naval force in the Philippines be materially increased and that all the troops possible be utilized in order to crush the rebellion. This developed during an amended conference between the president and Admiral Dewey today.

Concerning this conference Acting Secretary Allen said:

"The president had an extended conference with Admiral Dewey today, who earnestly recommended that the Brooklyn and some other vessels be sent at once to the Philippines.

Officially this is all that is said concerning the interview. There is good authority, however, for the statement that in making his recommendations Admiral Dewey supported them with these reasons:

Believing with the president that a vigorous policy should be pursued in suppressing the insurrection, he is of the opinion that by increasing the force on the Asiatic station it will be practicable to force a strict blockade and prevent supplies and munitions of war from reaching the insurgents.

Besides the moral effect of the presence of such a formidable force as will be attached to the Asiatic station when the vessels sent reach there will be undoubtedly to convince the insur-

gents of the intention to compel their recognition of the sovereignty of the United States. Undoubtedly the admiral further considered the effect of the presence of such a formidable squadron upon the world at large, though perhaps the admiral did not advance this as a reason for increasing the command and there is certainly nothing in the international arena to indicate that any nation contemplates recognizing the belligerency of Aguinaldo's government.

In addition to three vessels designated, several other vessels will go. The New Orleans, attached to the North Atlantic squadron; the Albany, her sister ship, nearing completion in England; the Monocacy, in China, which Admiral Dewey says is seaworthy, and the Nashville, now in Santo Domingo waters may be assigned. There are also available for service in the Philippines, should it be decided to send them, the Atlantic, which has been

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