The Evening paper is the paper of Today, the morning paper is the paper of Yesterday.

DESERET EVENING NEWS.

5 O'clock -EDITION.-

TRUTH AND LIBERTY.

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THE WINDS ASLEEP.

Scarcely Enough to Send the Racing Yachts Along.

SEVERAL ATTEMPTS TO START.

The Valkyrie, as Usual, Was Quickest over the Line, and Still Leads.—Most Time, Perhaps as Race.

NEW YORK, Oct. 11.—At 8:30 o'clock there was much less wind than an hour before. Another drifting match seemed probable. The Valkyrie had passed out, the Vigilant following. The wind was not eight miles an hour.

At the Highlands at 9:30 a. m. it was reported that the Vigilant had taken in her jib to go out. The Valkyrie was still in tow. The Valkyrie set her jib and the Vigilant was nearly out to Scotland lightship.

At 9:40 the Vigilant had passed Scotland lightship, speeding toward Sandy Hook lightship, making a good eight knots.

The fleet of excursion steamers was beginning to round Sandy Hook head out to the starting point at 10. They stretched up the lower bay as far as the eye could see and there seemed to be more of them than any previous day. The indications were that the day would see the greatest crowd that ever witnessed an international yacht race. The wind was still falling steadily, and it looked as if they would not be able to finish within the time limit.

At 10:10 a.m. the Vigilant was a mile outside the starting point reaching along on the port tack under her lower sails. The Valkyrie passed Scotland lightship still in tow. The breeze was freshening slightly. The Vigilant then tacked and was starting back toward the mark.

At 10:21 a. m. the Valkyrie passed Sandy Hook lightship still in tow. The Vigilant was close to the lightship on the starboard tack and had set her club topsail.

At 10:30 the flagship May and the official tug Lackawanna were at the starting point.

At 10:39 the Valkyrie let go her tug. The boats were headed off the Brooklyn shore, close together.

At 10:39 the Valkyrie set her club topsail and both boats started towards the mark. The wind was very light and the sails seemed barely to stand full.*

At 10:43 the preparatory gun was fired.

The starting gun was fired at 11:05. The Valkyrie crossed the line first, as in both the previous races.

At 11:08 the Vigilant's sails were flapping in the light breeze. Both boats were moving very slowly.

Steamers crowded about the lightship so that it is impossible to give the accurate time each crossed the line. The wind seemed to come in the southeast, and it looked as if the course would be altered.

At 11:14 both were making short tacks to the eastward. The Vigilant secured a distance to the windward; the Valkyrie was on the starboard tack, the Vigilant to the port.

At 11:37 the Valkyrie seemed to have started over the course again, the Vigilant leisurely following.

At 11:55 the yachts were still maneuvering, the breeze was light; evidently they could make no headway and were about returning to the starting line.

At 12:15 the racers were going Indianola back and forth, the regatta committee was hotting them, apparently to see if the breeze would freshen sufficiently to justify a start.

The Valkyrie crossed the line again on the starboard tack with the Vigilant about five seconds behind. It looked as though they were making another attempt, as the wind freshened somewhat off shore, but in half a minute the Valkyrie tacked and came back to the line.

At 12:45 both racers appeared in tow. Some of the excursion boats were headed back to the city. Five minutes later the entire fleet seemed to be headed back to New York.

THEY'RE OFF.

Shortly after 1 p. m., the yachts proceeded to the flagship to consult with the judges. Meanwhile a breeze sprang up, increasing in strength and it was finally decided, despite the previous purpose of postponement, to attempt to call the race.

At 1:30 both set their jib-topsails and maneuvered near the starting point.

THE VALKYRIE LEADS.

At 1:47 the Valkyrie crossed the line half a length ahead of the Vigilant with a good drawing breeze, and shoot off the to southward, the Vigilant on the Valkyrie's weather quarter. The breeze was five to six knots, southeast, and the Valkyrie made the best headway. At 1:57 she was six lengths ahead, now to the Hill Point, when she tacked to short, followed by the Vigilant a minute later. The Valkyrie was her old self with great skill, and tacked in half the time compared by the Yankee boat.

Two minutes later the wind was a trifle west of south, the Valkyrie increasing her lead.

At 2:15 the line wind hauled to the east and let the yachts head up a point.

At 2:20 the boats headed directly toward Highland light station, where the Associated Press launch is stationed. It was impossible to judge their relative position. It is thought the Vigilant is pointing better than the Valkyrie.

2:34 p.m.—The Vigilant seems to be gaining slightly.

2:42 p.m.—The yachts have made only about four miles in the course of almost an hour. At this rate it will be impossible to finish in the time limit.

2:54.—The wind is dying out. The Vigilant started to tack to starboard, but changed her steps and is falling away on the same tack.

3:05.—The wind has shifted east-west. The Valkyrie still has a lead of six lengths on the Vigilant's weather bow. The Valkyrie faces off shore beautifully.

3 p.m.—It is very short order the Valkyrie has broken the queen's behavior and the Vigilant, which was thought to come home and finish. A Chinese yesterday. Sing is content to rise in silence with modern lines experimentally, which the entry of Shelly's Colonia from the sister ships Navara of Atlantic and Magic was entered last spring. The first were not thought to be equals of the World's Fair fleet of 1893, which was never contested.

ANDREW'S LUXURY YACHT

Collides in the North River With a Crowded Ferry Boat.

NEW YORK, Oct. 11.—It is reported that Jay Gould's Andrew's yacht Nourmahal crashed into a crowded Pennsylvania railroad ferry boat, and cut into with the upper deck. A panic ensued and women were trampled. No details.

LATER PARTICULARS.

NEW YORK, Oct. 11.—A sensational collision occurred in mid stream in North river this morning. John Jacob Astor's steam yacht Nourmahal, going at full speed down the river and bound with pleasure seeking people bound for the parties, ran unobserved into the side of a heavily loaded Pennsylvania railroad ferry boat, cutting into the engine room like. The utmost consternation and panic prevailed on both vessels. Women fainted, screaming and sobbing on the decks and many injured. The engine of the yacht were reversed and it backed away. A hasty examination of the ferry boat showed that owing to the projecting cowcatcher and prow of the yacht, the hull was not cut below the water line and there was no danger of sinking. The engines were started in again and the boat proceeded to the dock. Nourmahal anchored to injury received beyond the cowcatcher and the bow twisted. She proceeded on her way. The blame for the collision appears to be with the Nourmahal.

WORLD'S FAIR AWARDS

Another Utah Company Deservedly Honored.

CHICAGO, Oct. 11.—The following awards have been made at the World's Fair:

Rocky Mountain Silver and Manufacturing company of Salt Lake, Wyoming, for poster of paris, chemical quality.

Russell Process company of Salt Lake City, Utah, for collective exhibit illustrating the Russell process of smelting.

Copper Queen Consolidated Mining company of Bisbee, Arizona, for collective exhibit of copper ores.

IN CONGRESS.

Report of Today's Sessions.—Longing for the World's Fair.

WASHINGTON, Oct. 11.—In the Senate the repeal bill was taken up. Cockrell, Mo., resumed the speech begun on Monday. He said the opponents of the bill were ready to pass it, if amended.

At 2:10 Cockrell yielded the floor to Smith (Dem. N. J.) who spoke in favor of repeal. He was followed by Irby (Pop. S. C.) against.

THE HOUSE.

WASHINGTON, Oct. 11.—Hunter, Ill., presented a resolution for recess from Oct. 14th to Nov. 1st. Referred to the committee on rules.

Hunter said it would give the members a chance to attend the World's Fair.

Bilchrist, Wis., secured the passage of a resolution authorizing the state of Wisconsin to erect in the statuary hall a statue of Pere Marquette.

THE CHINESE QUESTION.

Outhwaite presented an order for consideration of the McCreary bill to amend the Geary exclusion act from day to day until disposed of. Without division adopted.

McCreary opened the debate. The bill, he said, effected the contention between the two great countries concerned. There are 100,000 Chinese in this country, and if passed would save billions of dollars to the United States and at the same time meet a widespread demand for the discontinuance of the undesirable Chinese immigration. He explained at length the provisions of the bill, which have appeared in the Associated Press reports, also reviewed the treaties between China and the United States and the legislation leading up to the passage of the Geary exclusion act. He said this bill simply gave the Chinese in this country six months additional time in which to register they having declined to do so on advice from their attorneys pending the decision of the Supreme Court. The Chinese, he said, had able lawyers who advised them not to register, as the law would be declared unconstitutional. "The fact that but five of nine justices of the Supreme Court," said Governor McCreary, "found be found of the opinion that the Geary law was constitutional, certainly shows those attorneys had good grounds for their advice." He said the Chinese who acted on the advice of their attorneys should have an opportunity to register. To transport 85,000 Chinamen who have not registered would cost the government, according to the estimate of the secretary of the treasury, $7,000,000. "Over $5,000," said he, "are anxiously awaiting the Congress to decide their fate in the United States. Thousands of American missionaries in China are waiting with fear and trembling lest if we are precipitate the Chinese may in their wrath retaliate upon them."

McCreary said in conclusion the exclusion of the Jews from Russia or the Huguenots from France was not more barbarous than would be our action if we forced 85,000 Chinamen to depart because they had been misled by their lawyers.

Fighting at Rio.

RIO JANEIRO, Oct. 11.—At noon there was a desultory firing between the insurgent squadron and the forts.

This Is Startling.

LONDON, Oct. 11.—Private advices from Rio de Janiero say startling developments are imminent. The restoration of the empire is only a question of time.

PROGRESS AT HOME.

Excellent Prospects for a Big Wheat Crop Next Year.

FREIGHT RATE DISCRIMINATION.

Bureau of Information Convention.—No Millers' Agreement.—Mining and Business Items.

Reports obtained today from the wheat-growing sections of the Territory show a most encouraging state of affairs for the prospect of next year's crop. The indications are that next season will be a most successful one for the farmers. While this is the case with regard to wheat and other small grain especially, it follows that the vegetable crop is likely to be in a similar situation. The reports from the north are particularly good. In Cache valley, in the north end of which a lot of the wheat fell below the usual standards this year, the fall grain is in a most excellent condition. In Bear River valley, in the north end of which some