PART 4 DESERET EVENING NEWS. 25 TO 32

TRUTH AND LIBERTY.

NO. 244 TUESDAY, SEPTEMBER 10, 1895, SALT LAKE CITY, UTAH. VOL. XXVIII.

BEATEN TODAY.

Valkyrie Crosses the Line Ahead of Defender

FORTY-SEVEN SECONDS.

An Accident to the Top Mast of the American Boat

HAT ACCOUNT FOR THE DEFEAT.

Details of the Race as Told in the Eastern Union and Associated Press Bulletins.

WESTERN UNION BULLETINS.

NEW YORK, Sept. 10, 2:58 p.m.—Valkyrie wins, crossing the line at 2:52:25 p.m.; Defender 2 minutes 11 seconds later.

Scotland Lightship, Sept. 10.—Both yachts are standing about Sandy Hook lightship. Wind S. E. and about six miles. Valkyrie has her jib, mainsail and club topsail set. Defender has her jib, mainsail, club topsail and foretop sail set.

Highlands—Valkyrie has her jib, mainsail and club topsail set. Defender has her jib, mainsail, club topsail and foretopsail set. The number of yachts and steamers is the largest ever seen before.

Highlands, 10:15 a.m.—Wind is due south, with prospect of increasing.

Scotland Lightship—The boats are maneuvering for the start off Sandy Hook lightship.

Scotland Lightship, 11 a.m.—The preparatory signal is just out.

Lightship.—Valkyrie crossed the line shortly after the ten-minute start and the Defender barely saved the two-minute gun; the Valkyrie leading in a windward position.

Highlands, sixteen seconds before the starting gun, Valkyrie's boom broke the Defender's topmast backstay, bending her mast to leeward and cracking it. Defender continued on the course, holding a protest signal. Valkyrie was in fault as the Defender had the right of way. The starting gun was fired at 11 and two minutes later the limit fire gun was received. After crossing, Valkyrie led slightly but Defender is rapidly closing the gap. The yachts are both standing on towards the Highlands on the port tack. The start was made at exactly 11 o'clock and thirty seconds. Defender now rapidly closing on Valkyrie. As both boats are going directly from me, it is impossible to say which is ahead. Valkyrie is in the windward position. Both boats are still on the port tack standing in shore. A good breeze six miles an hour south is blowing; the yachtsmen under clubtopsails.

Off Scotland Lightship, 11:25.—Wind blowing to southwest. Defender is outpointing Valkyrie. A good breeze is now blowing; both yachts are under clubtopsails.

The excursion steamers' behavior is better than Saturday; they are keeping astern and to leeward of the racers. The yachts were about on the starboard tack, Valkyrie slightly in the lead passing here.

11:28—Valkyrie about an eighth of a mile in the lead.

11:30 a.m.—Valkyrie leads by 150 yards. Defender rapidly closing the gap. Both yachts are on the port tack. The excursion boats are right on top of them.

11:45 a.m.—The yachts, which had been running on the port tack since the start, went about on the starboard tack a few miles later and on the port tack at 11:50 a.m.

11:55 a.m.—Valkyrie apparently ahead in the open water shows. Valkyrie slightly in the lead passing here, but Defender is closing the gap.

12:10 a.m.—Both yachts stand on the port tack southwest, wind increasing south-southwest. Valkyrie has the windward position. The whole excursion fleet seems to be between the two yachts. Wind about 8 miles an hour.

12:35 a.m.—Still in about the same position, Valkyrie about a quarter of a mile in the lead. The excursion boats are giving them a better chance today.

12:40 p.m.—Defender goes about, closely followed by Valkyrie. Valkyrie passing Defender slightly to the outside signals. The first leg of the triangle will be direct south, the second northeast by east, and the third northwest by west, all to windward.

On Board Mackay-Bennett, 11:01—Valkyrie crossed the line, but Defender, before crossing, carried away her topmast. The American yacht has raised the protest flag.

Mackay-Bennett, 11:10.—Defender claims Valkyrie violated the racing rules by beating down on her and carrying away her starboard shroud. The protest is accepted.

Mackay Bennett 11:13—Valkyrie crossed the line 11:00:13; Defender 11:02:15.

Mackay Bennett 11:18 a.m.—Valkyrie is able to windward by half a mile, both boats on the port tack pointing about the same. Wind south, half mile, five knots.

11:22 p.m.—Defender seems to be improving her position and is gaining slightly.

11:27 p.m.—Valkyrie seems to hold her lead. Both boats seem to have a good breeze.

11:32 p.m.—Still on the starboard tack, seem to be in the same position. Valkyrie leading.

Highlands, 12:05 p.m. — Valkyrie seems to be sailing a little away from Defender and while not pointing as high, is footing apparently little faster.

12:12 p.m.—Valkyrie has just come about on the starboard tack. Defender followed suit directly in her wake. She was walking by Valkyrie just before the two boats tacked. Defender is now say a quarter of a mile behind. She is steering in line with Valkyrie and closing up the gap and going through the water at a great rate. The yachts are both in line from this point and that Defender is gaining is easily to be seen.

12:23 p.m.—Defender is only a short distance behind Valkyrie and is certainly outfoot her. The wind has freshened and the American yacht has sailed wonderfully fast the last ten minutes.

Long Branch, 12:30 p.m.—The stake boat has taken up her position off this shore. Valkyrie has been leading Defender, but the latter seems to have caught up considerably recently and now appears to head the English yacht.

Mackay-Bennett, 12:41 p.m.—Defender seems to be eating by fits and starts today, for while she has pointed better than Valkyrie, latterly she has lagged off. Within the past few minutes, however, she has made another spurt and now is outpointing Valkyrie wonderfully.

Highlands, 12:45 p.m.—Defender is now fairly outpointing Valkyrie and is directly in her wake and only about a quarter of a mile astern. The yachts have sailed about five miles of the first half of the course and when they tack again should be able weather first mark off Long Branch.

12:50 p.m.—It seems as if Defender is constantly decreasing the gap between herself and Valkyrie. The latter cannot be much in the lead.

Highlands, 12:55 p.m.—Valkyrie now leads about an eighth of a mile.

Valkyrie comes about half a mile ahead, still on the starboard tack, standing southeast.

1:20.—Judging from the distance off shore, both boats must be nearing the turning mark.

1:31.—Indications are that the Valkyrie will round the first turn ahead of Defender. The wind is interesting.

1:34.—Boats are nearing the First turn and are about seven miles off shore.

1:38.—Defender has improved her position now; both boats appear to have a good breeze.

1:45.—Valkyrie turned the stake boat at 1:35:139 and Defender turned at 1:36:50.

1:13 p. m.—The second leg of the course stands to west and the second turn will be off Monmouth. The wind is now south and about ten or 12 miles per hour. The third leg will be almost due north.

Scotland Light Ship, 1:12 p.m.—Both boats out of sight now.

Highlands, 1:37 p. m.—The wind is about 12 miles per hour. The yachts are enveloped in fog but the wind may dissel it.

Highlands, 1:42 p. m.—The wind here is 16 miles an hour. Very thick off shore, we won't be able to see the turn.

Highlands—Official time Valkyrie turned first 1:35:7-16, Defender at 1:36:13.

Highlands—At 1:52 p. m. Valkyrie is 2 miles ahead.

2:10 p. m.—Can see a fleet of excursion boats off to the east, but no sign of the yachts off shore.

Highlands, 2:19 p. m.—The signals now show that the course of the second leg is northeast by east and the third leg northwest by half west. This makes the second turn at sea about 12 miles off Long Island. The yachts are sailing off east.

Highlands, 2:35 p. m.—Valkyrie is about a mile ahead of Defender and about three miles from the lightship.

ASSOCIATED PRESS BULLETINS.

Highlands of Navesink, 10 a. m. —Defender is sailing off east on twixes Sandy Hook and Scotland lightships and after standing in shore on the port tack, came about and stood back towards Sandy Hook on the starboard tack. Valkyrie was about a mile and a half to leeward. The fog lifted afterward and Sandy Hook lightship can be discerned. The wind is south by west and light.

On Board Steamship Mackay-Bennett, 10 a. m.—Valkyrie and Defender are sailing about off the lightship. The wind is south by west, very light, and the sea smooth. There is mass fog about it and it lifts occasionally. Today's prospects for racing appears better although if there is not as much wind as could be wished for.

Mackay-Bennett, 10:12 a. m.—Defender's sails were never seen in better shape. The top sail McKay-Lamb with turning marks on board has just passed.

Highlands, 10:20 a. m.—Both boats have arrived at the lightship. They have a light breeze from the south blowing about five or six miles an hour, and are only about half a mile from the start standing inshore. Defender is a little to windward.

Highlands, 10:40, 10 a. m.—The preparatory signal has been fired.

Mackay Bennett.—Defender's top mast is evidently badly sprung, although not carried away. Both yachts are now on the starboard tack. They are carrying their jibs, mainsail, club sails, jibs and No. 2 top sails. Defender is in the lead but to leeward.

Mackay-Bennett, 10:45—The committee boat has displayed the course signals. The first leg of the triangle will be direct south, the second northeast by east, and the third northwest by west, all to windward.

On Board Mackay-Bennett, 11:01—Valkyrie crossed the line, but Defender, before crossing, carried away her topmast. The American yacht has raised the protest flag.

Mackay-Bennett, 11:10— Defender claims Valkyrie violated the racing rules by beating down on her and carrying away her starboard shroud. The protest is accepted.

Mackay Bennett 11:13—Valkyrie crossed the line 11:00:13; Defender 11:02:15.

Mackay Bennett 11:18 a.m.—Valkyrie is able to windward by half a mile, both boats on the port tack pointing about the same. Wind south, half mile, five knots.

11:22 p.m.—Defender seems to be improving her position and is gaining slightly.

11:27 p.m.—Valkyrie seems to hold her lead. Both boats seem to have a good breeze.

11:32 p.m.—Still on the starboard tack, seem to be in the same position. Valkyrie leading.

Highlands, 12:05 p.m. — Valkyrie seems to be sailing a little away from Defender and while not pointing as high, is footing apparently little faster.

12:12 p.m.—Valkyrie has just come about on the starboard tack. Defender followed suit directly in her wake. She was sailing closer to the wind than Valkyrie.

11:40 a.m.—Both yachts are holding on the port tack.

11:45 a.m.—Defender seems to have dropped a little in the last ten minutes but continuing to point higher than Valkyrie. Valkyrie has the lead about three-eighths of a mile.

Highlands. — Valkyrie crossed the line at 2:52:25.

Highlands, 2:49 p. m. — Defender finished at 2:57:55.

Valkyrie wins by about two minutes and eleven seconds lapsed time, unofficial.

MAY HAVE TO SAIL AN EXTRA RACE.

On Mackay Bennett.—Coming in the last three miles the American boat picked up considerable lost ground, and notwithstanding the protest flag, gallantly finished. As they came down to the line the two boats were dressed alike. Both carried main sail No. 1, club topsail, balloon jib and top sail and No. 3 jib topsail. They eased sheets on the port tack just before the line was crossed. Valkyrie carried a very heavy tome in her canvas, taking up a great wave before her. Defender made little tome. When Valkyrie got just off the line she showed a bit ahead but headway. Both yachts ran up towards the city when the race was over, amid the sound of whistles and both were racing toward Sandy Hook with all sails set.

Valkyrie wins outright on protest.

The regatta committee will hear the case on its merits. It is thought probable the decision will be that the two yachts shall sail an extra race.

READY FOR THE NEWS.

By cable to the Associated Press—steamship Mackay — Bennett, off Sandy Hook, 8:30 a. m.—Early morning off Sandy Hook lightship found the Mackay-Bennett echo hunt near the buoyed cable. At 7:30 the interesting operation of picking up the cable was just commencing and wires had been overhauled, connections with the shore were made. By 8 o'clock low wires to the Associated Press were in use from this point. Eighteen miles out to sea, at this hour, the weather indications were a good racing day and an American day at that. For the triangular course is looked upon as favoring Defender. It is quite thick on the horizon but a pink hue in the distance gives promise of a clear day. There is also prospects of a fair sailing breeze, although three knots an hour is the limit of the wind at present. The sea water will never the British boat, for it is almost smooth as glass and with none of the heavy chop sea that seemed to effect Valkyrie on Saturday. Twenty-five o'clock finds Lord Dunraven in the rigging, his face filled in the narrows and it was quite bright. But not to see it still continued thick, while the breeze did not freshen much as anticipated.

TODAY'S RACE.

NEW YORK, Sept. 10.—David Henderson, of the Anchor line, representing Lord Dunraven, is on board the Defender today, and Joseph H. Rose, owner of the sloop yacht Mischief, who defended America's cup against the Canadian sloop Atlanta, the challenger of 1878, will represent the America's cup committee on board.

Today's course will be around a triangular course, 10 miles to the leg, 30 miles in all, starting from Sandy Hook lightship, and with the first leg northwest by west if possible. With the wind holding from southwest this would be positive, but the yachts would have to run very close to the Jersey shore to do it. The gulf have steered the harbor, cutting off the range except for about five or six miles off the shore, but Sandy Hook lightship could not be made out and it looked as if a fair view of the race would not be obtained from here.

The cable ship Mackay-Bennett left at 6 a. m. and cut from the Hook in order to take up the buoyed cable, and after passing Scotland lightship was soon lost in the mist.

Highlands of Navesink, N. J.—Cloudy sky and smooth, leaden-tacking sea over which light airs were sweeping gently west to outlook from here at 8 o'clock this morning. Valkyrie III and Defender were absent from their usual mooring, having passed the night almost within a biscuit toss of each other, off the Atlantic Yacht club's anchorage at Bay Ridge.

The Britishers, not much disturbed by the defeat of yesterday, have shifted some ballast from aft forward, at the suggestion of George L. Watson, her designer, have let her remeasured and given her a good tightening up, and confidently expect her to show up better form today.

Best accounted Valkyrie weather prevailed off the Hook this morning with smooth airs. But no patriotic American doubted Defender's ability to make it "three straight." Rear Commodore James C. Jenks, of the Atlantic Yacht club, who is in command of the volunteer patrol fleet, has made a second special request to the captains of steamers with him to accompany the fleet to avoid intercourse with the yachts, and it is predicted, if his injunctions are not attended to, Sandy Hook will likely never have the pleasure of seeing an international yacht race under any conditions, for the next challenger may stipulate that the course shall take place off some part of the coast where interference would be impossible.

Off shore at 7 o'clock the wind was only blowing about four miles an hour but this was an improvement on the light airs earlier in the morning. But the coasting craft, beating down along the shore, made little progress against by the aid of the last of the ebb tide. However, there were breaks in the clouds here and there, except at intervals, which seemed to hold out a promise of better weather as the day wore on. These favorable indications continued until 9 o'clock, the sun began breaking through the mass of cloud in earnest and the wind came breezing up from southwest until it was stirring at the rate of six miles an hour. But off shore it was still very thick, being impossible to see much further north than the line end of the buoy and Highlands could only be dimly seen. Valkyrie at 9:47 could be seen following Defender through Swash channel with her main sail set and in tow.

Shortly before 9 o'clock Defender passed the outside buoy with her sail hoisted, in tow and a tug. The sky and commenced to clear slightly in the northwest and Scotland Lightship put a plainly marked 7:15 sky to go that the weather might clear sufficiently to enable the watchers here to see Sandy Hook Lightship and the start. At that time fog commenced coming down from New York and a dozen or more were running through Swash channel at 9 o'clock and following the racers out to the Lightship. Luetenbach, with an attendant tug, was following sisters of Defender and Valkyrie was half way down the Swash channel. The sun did not bother in the slightest today.

At 9:10 a. m., Sandy Hook lightship could not be seen from here, although it began to peep out a little out on their way there, Valkyrie at 9:15 a. m. was well out past the Hook with the main sail, club top sail and two head sails set, she was still in tow and like Defender, glided along silently. The wind was still light and from southwest, the yachts and service fleet at 9:30 began to show up off the end of the Hook, and Newsboy was just rounding the point, City of Bridgeport, Valkyrie's tender, will not apparently follow the races today. As she was coming in past the Hook at 9:30 a. m., leaving Valkyrie to be towed out to the lightship by a tug.

Defender at 9:27 dropped her tow and was standing out toward Sandy Hook lightship under the three lower sails and on the starboard tack. Valkyrie was still in tow, with her large club top sails and jib, pulling nicely in a light wind.

Shortly after 9:30 Defender went about on the port tack, and a couple of minutes later west armed again and headed out to sea.

The tug at 9:40 left Sidney, Scotland lightship count only to indistinctly seen. Defender was in line with it and about a mile from the shore side. Assent from that point Valkyrie was about half way out. Defender was then setting her large white club top sail, which she carried on Saturday. The fog settled disappeared in the fog which seemed to be rolling in separate banks off the coast, for some of the same line Sandy Hook lightship and Mackay-Bennett cable steamer, anchored to the westward of it, were made out.

At 10 a. m. there was pouring out through Swash channel a long line of excursion steamers, tugs, steam yachts, schooner yachts, and scatter craft seeming from the direction of the Hook in New York apparently.

At 10:10 the wind was still light, about four miles an hour and south southwest. Some of the boats came down towards the imaginary line there were aboard Defender Captain Hank Haff at the wheel, and First Mate Terry at the helm. All were W. D. Dunnan, Nat Herreshoff, the designer, Newberry D. Thorne, Woodbury Kane, Mrs. C. Clifton Smith, Herbert C. Leeds, W. K. Vanderbilt, Mr. C. Iselin and David C. Henderson, representing Dunraven and the Royal Yacht squadron.

The yacht Valkyrie were Lord Dunraven, Lothan A. Fish, representing the New York Yacht club, George Watson, designer, Mr. Clement Maclean, Arthur Grenfell, Hall Market Baxter, Malcolm Kersey, Lady Rachel Windham-Quin and Alice Windham-Quin. Captain Cuthbert Clark at the helm and Captain Symmons was busily engaged directing the crew.

The committee boat 10:25 displayed the signal for the course, which was to be sailed was triangular, namely from the starting line, ten miles to and around the mark, thence ten miles to windward and back to the starting line, ten miles to the finish line, turning marks on the outside of the triangle to port or to starboard, according as the yachts are next rounded. The wind was light veering towards the south, and was about at that time south by west. Smoke acted as pilot to Sandy Hook lightship could not be made out and it looked as if a fair view of the race would not be obtained from here.

The cable ship Mackay-Bennett left 6 a. m. and cut from the Hook in order to take up the buoyed cable, and after passing Scotland lightship was soon lost in the mist.

Highlands of Navesink, N. J.—Cloudy sky and smooth, leaden-tacking sea over which light airs were sweeping gently west to outlook from here at 8 o'clock this morning. Valkyrie III and Defender were absent from their usual mooring, having passed the night almost within a biscuit toss of each other, off the Atlantic Yacht club's anchorage at Bay Ridge.

The Britishers, not much disturbed by the defeat of yesterday, have shifted some ballast from aft forward, at the suggestion of George L. Watson, her designer, have let her remeasured and given her a good tightening up, and confidently expect her to show up better form today.

Best accounted Valkyrie weather prevailed off the Hook this morning with smooth airs. But no patriotic American doubted Defender's ability to make it "three straight." Rear Commodore James C. Jenks, of the Atlantic Yacht club, who is in command of the volunteer patrol fleet, has made a second special request to the captains of steamers with him to accompany the fleet to avoid intercourse with the yachts, and it is predicted, if his injunctions are not attended to, Sandy Hook will never have the pleasure of seeing an international yacht race under any conditions, for the next challenger may stipulate that the course shall take place off some part of the coast where interference would be impossible.

Off shore at 7 o'clock the wind was only blowing about four miles an hour but this was an improvement on the light airs earlier in the morning. But the coasting craft, beating down along the shore, made little progress against by the aid of the last of the ebb tide. However, there were breaks in the clouds here and there, except at intervals, which seemed to hold out a promise of better weather as the day wore on. These favorable indications continued until 9 o'clock, the sun began breaking through the mass of cloud in earnest and the wind came breezing up from southwest until it was stirring at the rate of six miles an hour. But off shore it was still very thick, being impossible to see much further north than the line end of the buoy and Highlands could only be dimly seen. Valkyrie at 9:47 could be seen following Defender through Swash channel with her main sail set and in tow.

Shortly before 9 o'clock Defender passed the outside buoy with her sail hoisted, in tow and a tug. The sky and commenced to clear slightly in the northwest and Scotland Lightship put a plainly marked 7:15 sky to go that the weather might clear sufficiently to enable the watchers here to see Sandy Hook Lightship and the start. At that time fog commenced coming down from New York and a dozen or more were running through Swash channel at 9 o'clock and following the racers out to the Lightship. Luetenbach, with an attendant tug, was following sisters of Defender and Valkyrie was half way down the Swash channel. The sun did not bother in the slightest today.

At 9:10 a. m., Sandy Hook lightship could not be seen from here, although it began to peep out a little out on their way there, Valkyrie at 9:15 a. m. was well out past the Hook with the main sail, club top sail and two head sails set, she was still in tow and like Defender, glided along silently. The wind was still light and from southwest, the yachts and service fleet at 9:30 began to show up off the end of the Hook, and Newsboy was just rounding the point, City of Bridgeport, Valkyrie's tender, will not apparently follow the races today. As she was coming in past the Hook at 9:30 a. m., leaving Valkyrie to be towed out to the lightship by a tug.

Defender at 9:27 dropped her tow and was standing out toward Sandy Hook lightship under the three lower sails and on the starboard tack. Valkyrie was still in tow, with her large club top sails and jib, pulling nicely in a light wind.

Shortly after 9:30 Defender went about on the port tack, and a couple of minutes later west armed again and headed out to sea.

The tug at 9:40 left Sidney, Scotland lightship count only to indistinctly seen. Defender was in line with it and about a mile from the shore side. Assent from that point Valkyrie was about half way out. Defender was then setting her large white club top sail, which she carried on Saturday. The fog settled disappeared in the fog which seemed to be rolling in separate banks off the coast, for some of the same line Sandy Hook lightship and Mackay-Bennett cable steamer, anchored to the westward of it, were made out.

At 10 a. m. there was pouring out through Swash channel a long line of excursion steamers, tugs, steam yachts, schooner yachts, and scatter craft seeming from the direction of the Hook in New York apparently.

At 10:10 the wind was still light, about four miles an hour and south southwest. Some of the boats came down towards the imaginary line there were aboard Defender Captain Hank Haff at the wheel, and First Mate Terry at the helm. All were W. D. Dunnan, Nat Herreshoff, the designer, Newberry D. Thorne, Woodbury Kane, Mrs. C. Clifton Smith, Herbert C. Leeds, W. K. Vanderbilt, Mr. C. Iselin and David C. Henderson, representing Dunraven and the Royal Yacht squadron.

The yacht Valkyrie were Lord Dunraven, Lothan A. Fish, representing the New York Yacht club, George Watson, designer, Mr. Clement Maclean, Arthur Grenfell, Hall Market Baxter, Malcolm Kersey, Lady Rachel Windham-Quin and Alice Windham-Quin. Captain Cuthbert Clark at the helm and Captain Symmons was busily engaged directing the crew.

The committee boat 10:25 displayed the signal for the course, which was to be sailed was triangular, namely from the starting line, ten miles to and around the mark, thence ten miles to windward and back to the starting line, ten miles to the finish line, turning marks on the outside of the triangle to port or to starboard, according as the yachts are next rounded. The wind was light veering towards the south, and was about at that time south by west. Smoke acted as pilot to Sandy Hook lightship could not be made out and it looked as if a fair view of the race would not be obtained from here.

The yachts at 10:32 were spitting around the committee boat, the Defender apparently in good position for the start. Defender crossed Valkyrie's bow to leeward and was standing inshore, on the port tack while Valkyrie was jogging along before the wind with sheets well aft. When she swung around and headed away from Defender on the starboard tack.

At 1:30 the preparatory signal was fired, and the yachts began the usual jockeying for positions. The British yacht blanketed Defender, Defender worked out from under her lee only to be again blanketed.

At 11:02:30, after a short tack to starboard, the contenders were then heading directly towards the port on the port tack. Defender to leeward and seeming point a trifle higher than Valkyrie. Shortly after 11 a. m. Defender fired a gun and the protest flag and the protest was allowed. It being believed here that Valkyrie fouled Defender during the jockeying for position. It seemed from here as if one of the Defender's shrouds was injured, but nothing definite could be made out. The beautiful Defender left the sail in good shape, and there was not the slightest sign of a cross.

OFFICIAL FIGURES.

Highlands — 2:14 p. m.—Valkyrie wins by 47 seconds. Official time.

Valkyrie finished 2:55:22. Defender finished 2:57:55.

Mackay-Bennett—Official time start: Valkyrie 11:12; Defender, 11:01:15.

First Mark—Valkyrie, 12:57:45; Defender, 12:51:45.

Second Mark Boat—Valkyrie 1:55:10; Defender, 2:01:40.

Finish—Valkyrie, 2:55:22; Defender, 2:57:55.

Corrected time—Valkyrie, 2:55:09; Defender, 2:55:56.

Valkyrie wins by 47 seconds.

Trilby Man Suicides.

ST. LOUIS, Sept. 10.—William Palmer, travelling man for the "Trilby" company, committed suicide early today in a room of the Southern hotel.

Last Friday, William Palmer, who is a brother of A. M. Palmer, the New York theatrical manager, disappeared. His brother was notified and came on immediately from New York. The brother found the dead man lying in the bathroom of St. Nicholas hotel, intoxicated. Detective Allender took Palmer to the Southern hotel, where he was put to bed, remaining at his side until 5 a. m. On trying to get into the room occupied by Palmer at 9 a. m., Detective Allender found the door locked. The door was forced. Palmer was found lying on the bed, dead with a bullet hole in his head. He had shot himself while the detective was asleep.

BATTLES ON CUBA.

Puerto Principe Captured by the Insurgent Forces.

SAN JUAN ANERO DESTROYED.

Santiago de Cuba Surrounded by the Rebels—Latest Rumors From the Seat of War.

NEW YORK, Sept. 10.—A special to the World from Havana under date of August 8 says:

There is a report about town that a great battle has been fought in Puerto Principe and that the Spaniards have been defeated and the capital captured by the insurgent forces.

It is said that a strong force of Spanish troops left the city of Puerto Principe to make a bold attack upon the insurgents who were besieging the town. The insurgents had after making a weak resistance, but it was only to draw the Spanish into an ambuscade.

Once in the trap, the Spanish were attacked in front by General Maceo, and in the rear by General Quintin.

The rebel forces obtained a complete victory and entered the capital without 14,000 strong.

How near the truth this statement is cannot be ascertained, but General Campos's immediate departure for Nuevitas the very day he arrived lends a suggestive of something very serious having happened.

BURNED A VILLAGE.

NEW YORK, Sept. 10.—A special to the Herald from Havana says:

The insurgents have burned the village of San Juan Anero, in the province of Santa Cruz, 24 kilometres from Sagua la Grande, a thousand summer resort cottages for the wealthy. Advices show that Henry Jouvin and Sam Evans, engineer, had been wounded, some of whom will die. The freight car has been riddled by bullets.

The attack has so terrorized the engineer that they have refused to work for Henry Jouvin. Sandy Hook and today about 50 of the new mill hands reached this place. It is thought the attack was instigated by white men who had some disagreement by the owners of the plant.

BUSTAMENTE'S FATE.

Costa, a Lieutenant Probably Turn to Pieces by a Mob.

SAN FRANCISCO, Sept. 10.—The steamer City of Sydney, which arrived at Panama late last night, brought full particulars of the capture of Francisco Bustamente, one of Antonio Zaste's favorite lieutenants, by the Salvador authorities. It is supposed that the Salvadorans will be taken up on the City of Sydney that he has been torn to pieces by an infuriated mob or publicly shot in the streets of Salvador. Bustamente's long hiding time. The surrender of Bustamente by the people of Nicaragua came by way of return for the friendly act of Salvador in the Cortez affair.

The arrest of Bustamente while aboard an American ship is said to be a direct violation of international law. The Salvadoran and little Central American republic may be called to account for its high handed action by the United States. Capital Johnson, of the City of Sydney, refused to discuss the matter, saying that he could not do so until he had first consulted with his superiors.

Bustamente was found after much difficulty hiding under the coal bunkers. Though he knew he was going to the death which he knew was coming, he never uttered a reproach. He declared that he should remain Zaste's friend to the last.

The steamer company had no other recourse than to turn over Bustamente for warrants charging him with crimes were presented, and the government of Salvador, one of the countries which gives a subsidy to the Pacific Mail company, made a formal demand for his surrender.

It is a matter of fact that a consular agent of the United States was on the steamer when was Bustamente formally arrested there in little bay. This consular agent was Mr. Cooper, who is at Libertad in the interest of the cable company. It is maintained that he was aboard the steamer not in his consular capacity, but as representing the cable company. He took no hand in the matter in any way and did not direct the action in any way, nor did he not direct the surrender of Bustamente, as some of the passengers supposed.

Bustamente was well known in San Francisco, as he was one of the best men on one of the Salvadoran refugees.

Succumbed Himself.

CHICAGO, Ill., Sept. 10.—Frank C. Nichoff, an alleged bank wrecker, walked into the office of the clerk of the criminal court last evening and surrendered himself to the authorities. For over two years Nichoff has been a fugitive from justice, he and his brother Frank Nichoff, both in parts unknown, being charged with the wrecking of the Nichoff bank of this city.

Where the brothers have been in the assets were $5,175, the liabilities $120,136. Receiver Jaeger in his report, charges Otto and Frank Nichoff with embezzling $69,114.

Clubbed an Officer.

CHICAGO, Sept. 10.—George Cakely and Cornelius Murphy at 1:30 this morning forced their way into Senator Hall, where a Polish wedding celebration was in progress. Discussing Lithuanian they were ejected by Police Officer Frank Williams. Outside they knocked the officer down and kicked and pounded him with a club. The officer managed to get his revolver and fired several shots at his assailants. Cakely was wounded in the stomach and Murphy was struck in the head. Cakely's wound is for the more serious and may result fatally. Officer Williams is suffering considerably from the beating he received and was taken to the hospital. The shooting put a hurried end to the wedding festivities.

THE NEVADA KILLING

Longstreet, "Square Man" and Desperado, Probably Still Alive.

ACCORDING TO THE LATEST NEWS.

He Was a Very Bad Man and Fare Settlers Much Trouble—That Posse Remains.

The latest information from Nye county, Nevada, concerning the killing of the Chisps mine, the property of Utah men, by an armed mob of the most determined character, among whom were Pull Foote, formerly of St. Louis, and Chris Longstreet, a murderer, came to hand this afternoon.

This information was written by a Utah man who was on the ground when the tragedy was enacted. He says in his letter that Foote was killed but is silent as to Longstreet, who according to the Associated Press dispatch in last night's News also furnished his life for his lawlessness. So it is certain that if he was killed, it was in a subsequent engagement with the sheriff's posse in their attempt to arrest the band of outlaw bible jumpers.

Foote's closing work of lawlessness in this city is still fresh in the minds of newspaper readers. Three or four years ago he entered one of the leading gambling establishments here and held up the players with a brace of revolvers, gathered up $2,000 or so in glittering gold coin, backed to the door and decamped with his booty. He escaped to the Green river country in the wilds of southeastern Utah and lived among the mountains alone, occasionally visiting one of the towns on the border and seeing consternation among the inhabitants by his acts of rowdyism. It was during one of these escapades that a posse of Utah officers, among whom was Adam Paul, sought to capture him and he was located in a hotel at the time and shot his way calibrately particulating the walls and ceiling of the hotel chamber before regaining his freedom.

It was altogether a very hot skirmish and as a reminder of it Detective Paul will for the rest of his days carry a thumbless hand, the member having been cut away by one of Foote's bullets. This occurred in the News at the time of the encounter.

A News representative gathered the facts relating to the case from Hon. H. C. Lund, of St. George, this afternoon, concerning Longstreet. He was a native of Arkansas and about ten years ago went down into Utah and where he was given employment by Mr. Lund. The first few months he was hard boy closing land—grabbing. Then for two or three years he carried mail for the firm of Woolley, Lund & Judd, who had a contract with the government. His route lay through the Kanab, Canyon and Mineral Park. During this period he gave good excuse to his employers and succeeded in saving a string little sum of money. With his earnings he embarked in the saloon and gambling business and in a short time was in a position to gamble. From Arizona he went to Lincoln county, Nevada, where he murdered a man in cold blood, but somehow escaped the vengeance of the law. In Lincoln county he was a constant source of trouble to the settlers. Recently he resided at Ash Meadow, near Pahrump, 40 or 50 miles from the scene of the tragedy and furnished the sheriff county with well. He was what was known as a square man and was a very high character. In form and features he was large and coarse with long, unkempt hair that hung down to his waist, giving him a rather wild and desperate appearance.

W. S. MONTERO FOUND DEAD.

Dissipation and Trouble are Thought to Have Lead to Suicide—Empty Laudanum Bottle Found.

Last night the lifeless body of W. S. Montero, a printer, was found at his room at 72 south Second East, and a bottle labeled laudanum was found in the room.

The deceased was about 35 years old, and came from Virginia, where his father, a prominent physician, lives. He was a good compositor by occupation. Lately he has been dependent and has dissipated a great deal.

As it has not been his habit to arise until late, no surprise was occasioned when he did not leave his room during the forenoon and the early part of the afternoon. At last Jimmie Graham, son of Robert Graham, if whose house Montero boarded, endeavored to gain admittance to the room to put it in order. He found one door locked with the key on the inside. At last Mr. Graham became aroused and a window to the room was raised, and young Graham got in. He found the body lying on the bed with the face buried in a pillow. A bottle which had contained two ounces of the opiate by near. Coroner Offerman was notified and removed the body to Evans' undertaking parlors.

The coroner's inquiry, it was held this morning over the remains. The jury consisted of C. B. Hood, L. Weiss and A. M. Richardson. They rendered the verdict that the deceased came to his death during the night of Sept. 8, from causes unknown to them. They did not think that the empty bottle was sufficient evidence that he had suicided, and as no post mortem examination was held, no cause of death and, if the laudanum was taken, the extent of its use will never be known.