

FIVE RACE TO NEW-LONDON.

YESTERDAY'S RUN OF THE NEW-YORK YACHT CLUB FLEET.

NOT MANY BOATS ENTERED INTO THE RACING—A SIGNAL VICTORY FOR THE COLONIA—DEFEAT OF THE WASP.

[BY TELEGRAPH TO THE TRIBUNE.] New-London, Conn., Aug. 4.—When the slumbers of the Regatta Committee of the New-York Yacht Club were rudely disturbed at an early hour this morning the breeze was blowing merrily through the rigging. There were new life and vigor in it, and it seemed as if the day would be a fine one. A breeze was blowing from the westward, and when the south-westerly tendency of the wind had been duly noted the sailormen made a great to-do, for it meant a racing day and a racing race that would carry the fleet to New-London, a distance of 200 miles. The fleet was composed of the following boats: The Colonia, the Wasp, the Quiseta, the Amoria, the Emerald, the Minerva, the Bedouin, the Uvira, the Noretta, and the Olga. The wind was blowing at the rate of about ten knots, and the sea was choppy. The boats crossed on the starboard tack with ball-busters and every other stitch of breeze-sensarizing canvas sheeted home for effective work. Most of them stood in at once for the Long Island shore with what was to prove a wise judgment, for it was an offshore wind and most speedy near the land.

Once secure in their places, the Wasp, the Noretta, the Carmita, the Queen Mab and the Minerva set spinnakers to starboard, and entered upon their all-day contest. The Uvira made a most astonishing exhibition of speed. She distanced the spinnaker and spurned the jib, and running along in broad reaching fashion, passed through the fleet under mainsail, balloon, staysail and No. 2 jib topsail, with perfect ease. Later she lost herself in a snowy cloud of her own hoisting, and in about three hours she was seen again, her port, having covered about twenty miles, she was in full race with her larger competitor, the Wasp, and quite two miles to windward of the latter. The boats were scattered over a wide extent of water, and the race was a most interesting one. The Wasp, which was the favorite, was the better of the two, and she was the victor. She was followed by the Quiseta, and the Amoria, and the Emerald, and the Minerva, and the Bedouin, and the Noretta, and the Olga. The race was a most interesting one, and it was a signal victory for the Colonia.

THE SCENE AT THE START. It was inspiring to see Commodore H. C. Rouse in the pilot boat getting into company with the Colonia and the Emerald in the race. The same is true of John Murray Mitchell in the Bedouin, the veteran English-built cutter. No interest commensurate with the importance of the occasion, however, was manifested in the start. Two or three steam yachts resembling the flagship in tonnage dimensions were craning their heads from the shore to mark the start, and a few more were forth a lot of smoke entirely out of proportion to the succeeding sound.

At 7 o'clock the sloops were sent away. They crossed the line in the following order: The Wasp, the Queen Mab, the Carmita, the Bellise, the Noretta, the Minerva, the Bedouin, the Uvira, the Noretta, and the Olga. The wind was blowing at the rate of about ten knots, and the sea was choppy. The boats crossed on the starboard tack with ball-busters and every other stitch of breeze-sensarizing canvas sheeted home for effective work. Most of them stood in at once for the Long Island shore with what was to prove a wise judgment, for it was an offshore wind and most speedy near the land.

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THE FINISH LINE. The awful nature of the boating the Colonia administered to her rival was made known at the finish. The Colonia came in all blooming at 3:32, defeating the Emerald by forty-eight minutes and seventeen seconds, corrected time. The latter crossed the line with spinnaker hoisted almost as late as the Emerald. The Quiseta had been pitted against the Emerald, and she was the victor. She was followed by the Amoria, and the Emerald, and the Minerva, and the Bedouin, and the Noretta, and the Olga. The race was a most interesting one, and it was a signal victory for the Colonia.

SUMMARY OF THE RUN. The summaries follow: SCHOONERS—CLASS II. Yacht. Start. Finish. Elapsed. Corrected. Time. Time. Time. Time. Emerald 1:10:00 3:32:00 2:22:00 2:22:00. Quiseta 1:15:00 3:40:00 2:25:00 2:25:00. Amoria 1:20:00 3:50:00 2:30:00 2:30:00. Emerald 1:25:00 4:00:00 2:35:00 2:35:00. SCHOONERS—CLASS III. Yacht. Start. Finish. Elapsed. Corrected. Time. Time. Time. Time. Emerald 1:30:00 4:10:00 2:40:00 2:40:00. Quiseta 1:35:00 4:20:00 2:45:00 2:45:00. Amoria 1:40:00 4:30:00 2:50:00 2:50:00. Emerald 1:45:00 4:40:00 2:55:00 2:55:00. SCHOONERS—CLASS IV. Yacht. Start. Finish. Elapsed. Corrected. Time. Time. Time. Time. Emerald 1:50:00 4:50:00 3:00:00 3:00:00. Quiseta 1:55:00 5:00:00 3:05:00 3:05:00. Amoria 2:00:00 5:10:00 3:10:00 3:10:00. Emerald 2:05:00 5:20:00 3:15:00 3:15:00. SCHOONERS—CLASS V. Yacht. Start. Finish. Elapsed. Corrected. Time. Time. Time. Time. Emerald 2:10:00 5:30:00 3:20:00 3:20:00. Quiseta 2:15:00 5:40:00 3:25:00 3:25:00. Amoria 2:20:00 5:50:00 3:30:00 3:30:00. Emerald 2:25:00 6:00:00 3:35:00 3:35:00.

THE MOHAWK WINS THE QUEEN'S CUP. REGATTA OF THE ROYAL SOUTHAMPTON YACHT CLUB WON BY THE AILSA. Cover, Aug. 4.—The regatta of the Royal Yacht Squadron, of which the Prince of Wales is commander, began to-day under favorable auspices of the day and weather. This regatta is the feature of the year in the British yachting world, and the large number of boats which were present, when the regatta of the Royal London Yacht Club took place, was augmented by many late arrivals from the Continent.

THE GROUND ABOUT THE CLUBHOUSE OF THE ROYAL YACHT SQUADRON WAS THROGGED WITH A FASHIONABLE CROWD TO SEE THE RACE FOR THE QUEEN'S CUP, WHICH LAST YEAR WAS WON BY ADMIRAL V. MONTAGU'S CUTTER CORA. The race was won by the Cora, which was the victor. She was followed by the Quiseta, and the Amoria, and the Emerald, and the Minerva, and the Bedouin, and the Noretta, and the Olga. The race was a most interesting one, and it was a signal victory for the Colonia.

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MORE BAIT FROM WEYER.

CLEMENCY FOR CREWS WHO GIVE UP—FILLIBUSTERING EXPEDITIONS.

SEVEN REBEL SCOUTS FIGHT THE POLICE IN THE SUBURBS OF HAVANA—MORE SIGHT AND WOUNDED SOLDIERS BROUGHT TO THE CAPITAL.

Havana, Aug. 4.—Captain-General Weyer has extended the provisions of his recently issued decree relative to the surrendering of filibustering expeditions, so that the crews of filibustering vessels, as well as their captains, shall be exempt from all responsibility. A band of rebels operating in the province of Matanzas has destroyed by fire all the buildings on the San Joaquin and San Vicente estates. Both were valuable properties and the losses are heavy. A party of seven rebel scouts were discovered lurking in the suburbs of Havana at daybreak this morning, and were surprised by a squad of police under Captain Calvo, who was in command of the men who murdered eighteen persons at Gueto in March last. A sharp encounter between the officers and the rebels resulted in the killing of three of the latter, and the others fled and succeeded in making their escape. The steamer Triton arrived here to-day with 150 Spanish and British soldiers from the Province of Pinar del Rio.

AN AMERICAN SYNDICATE FORTUNATE. COREA GRANTS IT A CONCESSION TO CONSTRUCT A RAILWAY FROM SEOUL TO CHEMULPO. St. Petersburg, Aug. 4.—The Vladivostok correspondent of the "Novoye Vremya" telegraphs to his paper that the Korean Government has granted a concession to an American syndicate for the construction of a railway from Seoul to Chemulpo and for the development of the mineral resources along the line of the road. Other concessions, the correspondent also says, have been granted to French and Russian syndicates.

A CRISIS IN HERAKLION. ARMED MUSLIMANS THROGG THE TOWN AND MALTRAIT THE GOVERNOR. London, Aug. 4.—"The Daily News" will publish tomorrow a despatch from its Athens correspondent saying that Hassan Pacha, the Governor of Heraklion, for refusing to admit a crowd of armed Muslims to the town was dragged from his horse and maltreated, sustaining serious injuries. The Muslims then entered the town and maltreated the Christian residents of the place were thrown into a public. The situation, according to this despatch, was never so critical as it is now.

THE TRANSVAAL'S STEP FORWARD. CHILDREN OF FOREIGN RESIDENTS MAY LEARN THE LANGUAGE OF THEIR PARENTS IN THE PUBLIC SCHOOLS. Pretoria, Aug. 4.—The Volksraad has passed a bill allowing the children of foreign residents of the Transvaal who attend the public schools to learn the language of their parents. This is a step in the direction of redressing one of the grievances of the Uitlanders, who energetically protested against their children having to attend the public schools where the only language that is recognized by the schools being Dutch.

SPEECHES FOR THE ST. LOUIS TICKET. SOUND MONEY AND WORKINGMEN'S INTERESTS—A SPIRITED MEETING. The Republicans of the XXXIII Assembly District held a rousing McKinley and Hobart meeting in Schmidt's Hall, One-hundred and thirty and Second-avenue, last night. James P. Degan presided, and among the speakers were Philip B. Low, James M. Doremus, John J. Bealin, James Kennedy, Christopher Stewart, M. B. Cohen, Alfred A. Farley, Carlos La Mada and James P. Degan. Congressman Low made a telling speech, in which he said that the people of the United States were entitled to the best money in the world, and that was gold or its equivalent. They had gold now, and it was stored in the banks, in the safe deposit office, in the vaults, and in the hands of a few men who were certainly not going to double the value of a man's corner lot. A few years ago there was \$100 for every inhabitant of the United States, and now there is \$1 3/4.

THE GREAT DEMOCRATIC PAPER OF THE SOUTH—WEST AGAINST A THIRD TICKET. From the Galveston News. Force of circumstances and the logic of events are evidently snapping the thread of conservative patriotism throughout the country with the absolute necessity, first of all, of a radical and revolutionary movement represented by Bryan, and second of doing the utmost for the election of McKinley and Hobart by the method of accomplishing the defeat. The platter of the Republican Bourbon and the Democratic party is now both professing to be for sound money and for constitutional stability against revolutionary radicalism. The tariff is about as far from being a burning issue in the battle of standards and of politics, now as it ever was. It is a mere pretext for the mere purpose of promoting the election of McKinley into the White House. It is a mere pretext for the mere purpose of promoting the election of McKinley into the White House. It is a mere pretext for the mere purpose of promoting the election of McKinley into the White House.

SPORTS OF THE KNICKERBOCKERS. A GALA DAY IN STONY CREEK HARBOR—COIN-THANS TAKE PART. Stony Creek, Conn., Aug. 4 (Special).—This was a holiday for the yachts lying at anchor in the harbor. The squadron of the Knickerbocker Club was augmented by several others, and the greater part of the Corinthians accepted the invitation of Commodore Hilliard to visit over and take part in the sports which were scheduled. A rattling breeze from the south kept the yachts tugging at their anchors, but did not interfere at all with the sports. A single gig race for owners was won with comparative ease by Captain Guy Standing, of the cutter Barbara, with Captain Bernard, of the Gladys, second. The sailing master's race, for singles, was a victory for Captain Ingersoll, of the Gladys, who carried a heavy breeze was won by Gladys, and the other crew by a narrow margin. They finished ahead of the Moccasin's boat, and the other seven entries were very close up. The women's singles was captured handsly by Miss May Hitchcock, a guest on board the Gladys, who carried the Moccasin's boat, and the other crew by a narrow margin. They finished ahead of the Moccasin's boat, and the other seven entries were very close up. The women's singles was captured handsly by Miss May Hitchcock, a guest on board the Gladys, who carried the Moccasin's boat, and the other crew by a narrow margin. They finished ahead of the Moccasin's boat, and the other seven entries were very close up. The women's singles was captured handsly by Miss May Hitchcock, a guest on board the Gladys, who carried the Moccasin's boat, and the other crew by a narrow margin. They finished ahead of the Moccasin's boat, and the other seven entries were very close up. The women's singles was captured handsly by Miss May Hitchcock, a guest on board the Gladys, who carried the Moccasin's boat, and the other crew by a narrow margin. 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