FIRST RACE TO-MORROW.

Continued from first page.

is in her windward work in a strong wind and seaway, and as to this she is said to have been much improved by changing her pine mast for a light hollow steel mast. A well known expert declares she is better by five minutes than she was before, and it is hoped that this is true, because her windward performance against the Defender in an early race near New-York was by no means promising, and at that time, before the Columbia was tuned up to her present form, the older boat gave evidence of being able to beat her when working out in a good seaway and wind.

It is said that Commodore J. Pierpont Morgan wanted a boat that he could call a yacht, and one that could cross the ocean and sail for other cups afterward. It is open to doubt whether this can be produced. Things have come to such a pass in speed getting that possibly only the scientific machine, and not the cruiser, can win.

The Herreshoffs have plated their boat's upper hull with bronze, and not with aluminum, and her decks are planked with wood. The Shamrock's sides and decks are of aluminum. This meant a great deal to the Defender. It may or may not be true that the Herreshoffs have worked under a handicap since they started to design the Columbia. An inside piece of information along this line came to the writer recently, and it was this: One who is now closely connected with the Columbia asked a man what kind of boat ought to be built. He said: "If I build a racing machine that has to keep in quiet water, then the whole world will be down on the boat if it wins, and if I build a real yacht that is able to rip across to Cowes and the Mediterranean, then the chances are that some freak will come across on this challenge and get away with the Cup; and then perhaps all the people in this country will be down on me for not outfreaking the freak. Now, what kind of a boat would you suggest to be the right one?"

A HARD QUESTION TO ANSWER.

That was a hard question to answer. The difficulty of the speaker's position can well be understood. The Columbia tells what the result of the final deliberations were. She seems to be an attempt to make a wholesome yacht do the required work.

Sir Thomas Lipton has brought over a boat that is of good construction as a racing machine. It was announced yesterday for the first time and exclusively by The Tribune that the Shamrock's draught of water is twenty-one feet six inches. This is the greatest depth that has ever been put into a Cup yacht, and it was the extreme depth of the Shamrock's fin that made her passage of the ocean a matter of some anxiety. But Fife had to try every expedient that seemed to him to be an advantage in the coming races, and he put the lead mine down as far he dared place it. It is now down certainly one foot three inches lower than is that on the Columbia, and, as the depth of the defending yacht is not absolutely certain, it may be said here that, from an under view of both boats, such as that reported for the first time in yesterday's Tribune, the challenger looks to be at least two feet deeper than her generally smaller competitor. She is, therefore, able to acquire the same stability at a smaller price than the Columbia. She can stand up as well under canvas with less lead placed low down as she could with more lead placed higher.

Which of these two craft has the more lead is a conundrum. In both cases the lead is plated over, but the rivetting above shows where the lead ends. The Columbia's lead reaches high. In front it is seven feet from the bottom level of the casting, dropping to about five feet six inches in height aft, beside the rudder post. The Shamrock's lead is set much lower, and, as her fin keel is from seven to ten feet longer than the Columbia's, there is possibly room for the same amount of lead to be carried at a much greater depth. The thickness of the lead seems to be about the same in both craft, but the fin of the Columbia is so short from forward to aft that the lead has to be run up high on the fin. Therefore, if, in the absence of definite information, it may be admitted that the lead in both craft is about equal, it will be seen that the lead in the Shamrock probably averages about three feet lower than that of the Columbia.

FIFE HAS TAKEN BIG RISKS.

This was pretty smart of William Fife. The idea is by no means original, except in practice, and he has taken big risks to have his lead so far from his upper hull, but the results are undeniable. The Shamrock is a much stiffer boat than the Columbia because her ballast is much lower down, and it may be that she is not carrying along an ounce more in driving weight through the water. As racing machines were wanted for this race rather more than good practical sailing yachts, it must be admitted that in this ballasting Fife has outclassed Herreshoff. He has placed his ballast where it will do the most good, and Herreshoff hasn't. Apparently it was considered that quickness in stays was of chief importance when the Columbia was designed, and the fore and aft length of the fin was cut down until it is hardly larger than a good sized centreboard. Fife, on the contrary, has considered that once the water was broken and separated by the front of a keel, a little more extended area for there friction mattered little. He therefore extended the fore and aft length of his fin so that it is from seven to ten feet longer all the way up than that of the Columbia. This gives the Shamrock a tremendous excess of grip in the water, and although it may not be necessary for ordinary windward work, it will certainly give the challenger a resistance to leeway that will be valuable in a heavy sea.

So much has been said in these columns about the beauty of the Columbia that it would be impossible to add one more word to express admiration for the extreme grace of her design. The only exception to her general shape is that she is too slim in her bilges to stand up to her canvas against a boat of the Shamrock's stiffness, and it has been generally, and indeed universally, said that the Shamrock has heavier bilges to lie down on. This opinion should be modified some. The writer examined both boats from underneath and from every point of view while in company with a draughtsman from "The Scientific American." "I believe we have all been making a mistake," he said, "about the extra heaviness of the Shamrock's bilges. The English boat appears more powerful because of having a foot and a half more freeboard than the Columbia. If you can make your eye disregard that extra foot and a half you will find very little difference between them in the matter of bilge power."

UPPER HULL OUTLINES SIMILAR.

To test this both boats were visited and accurate drawings taken of the centre section of both, the freeboard being disregarded in both sketches. It seemed curious, but it was a fact that, as far as the eye could guide, there was not a pin to choose between the upper hull outlines on the two boats. Of course, the Shamrock is a larger boat, with greater beam, but, as far as could be seen, the curves of her centre section are precisely the same as in the Columbia. In proportion, the bigger boat is not in this region a bit more in the water than the Columbia, and she will skim the surface in almost precisely the same way. In this region she will dislodge only a little more water than the slimmer boat. This has an important bearing on light weather sailing, and it certainly suggests that the Shamrock may do better on light days than has been usually supposed.

This has been well known by the Shamrock people all along, and it has formed a basis for their belief that the challenger will win in any weather. But the truth could not be learned by outsiders until a descent could be made into the drydock. Newspaper men have had no points explained to them by Mr. Fife. Yesterday one of the crew of the Shamrock was spoken to about the Shamrock's power. He said:

"You writers have all been wrong from the first about the heaviness of the Shamrock's bilges and the large amount of water they were supposed to displace. I have seen the Columbia, and I tell you the Shamrock is not a bit more in the water than she is. The Shamrock's high sides have fooled you all. Underneath, she is just as fine as the Columbia in her midship section, though, of course, our boat is much deeper in the fin and in the ballasting than the American boat. Again, the 'tumble-home' in the sides of the Columbia is not seen here, and we have a lot of supporting side to lie down on when we have got to lie down."

SHAMROCK'S WORK IN LIGHT AIRS.

As the speed of the Shamrock in the lightest airs is unknown in this country, these points become important in their bearing on the possibilities of the coming week. In the last month the Shamrock has never had a very light air to sail in in her trials. The least speed she ever made, as told by the log on the press boat, was at the rate of about four miles an hour, and the majority of those who were present thought she ought to have gone much faster, and that the Columbia would have travelled much better. There was no way of gauging this, no way of coming to any definite opinion with certainty, and it was said the next day in these columns that there was a large opening for deception in the fact that the Shamrock never careens to the same extent as the Columbia, and consequently gives the idea that she is sluggish in light airs. The same criticism was made whenever the Shamrock sailed in moderate winds. In these she invariably seemed to be taking things easy. If it were not for the obstinacy of the argument set up by three patent logs, the true speed of the Shamrock would never have been reported. Except when being hard pressed in beam or quarterly breezes she did not have the appearance of going fast, and she is the most deceptive boat that any one could imagine. Even when she made the best recorded time to windward, namely 6.7302 knots, nearly six and three-quarters knots dead to windward an hour, she was not pointing high, and she was criticised a good deal. But not after her time for the whole beat was reckoned. To the surprise of all, it was then found that she had broken all the printed records, and the Shamrock stock took a sudden boom.

The Columbia may have done as well as this, but the fact has not been recorded. The best record at present at hand is that of her windward beat with the Defender off Sandy Hook in July, when she did the ten knots in one hundred minutes and forty seconds, which is, say, six knots dead to windward an hour. There is here a difference of nearly three-quarters of a knot to be accounted for between the two boats, and it may be accounted for in this way, that in the latter part of her beating the Columbia had the wind falling light.

SHAMROCK A DANGEROUS BOAT.

Another test that showed the Shamrock to be a dangerous boat was made between the Sandy Hook and Scotland lightships, where the distance is measured at four and one-eighth knots. Here the Shamrock did the distance, with the wind one point abaft abeam, in nineteen minutes and ten seconds. After rounding the lightship she headed up into the wind for the best part of a minute (which rather spoiled the timing), and then returned to the outer lightship in nineteen minutes and forty seconds, with the wind one point forward of abeam and in a troublesome cross sea into which the press tug was tumbling heavily. This speed showed slightly over thirteen knots an hour. It was the boat's first performance in which the record was certain, and it was an eyopener for the American press and also for the English newspapers, a large number of which reprinted The Tribune's account.

It is to be regretted that the Columbia was never subjected to the same close examination in her sailing as the Shamrock has been. Sir Thomas's craft has never made a move that has not been watched and recorded. This was not objected to in any way by Sir Thomas Lipton. He took a natural pride in having the boat show what she could do, and he has been kind in praising reports which he knew to be correct. All times and courses and speeds were carefully recorded on the steam yacht Erin, which followed the Shamrock as closely as the press tug, and Sir Thomas was always aware when the reports were right and when they were not.

NEVER SAILED CLOSE TO WIND.

In order to get the exact courses on which the Shamrock was sailing by the wind, the press tug was placed right in her wake, so that the racer's direction could be read straight off the compass in the pilot house of the tug. This was the only way in which the direction of the wind could be exactly ascertained, when the boat's by the wind courses were taken on two tacks. Half the distance between the two courses was the wind's direction, and it was in taking these that it was found that the Shamrock is never sailed very close to the wind, and never at four points. In ordinary tacking her sailing in the two tacks was never better than eight and three-quarter points. When she broke the record in the fifteen mile beat The Tribune printed her compass course on every tack, and these showed that she never pointed high while making phenomenal windward work, but went out to windward because of her speed through the water.

In the last trial of the Shamrock she was tried in two reaching courses and did work that was considered remarkable. The course was measured on two logs at fifteen knots. On the way out the wind varied between abeam and quarterly, and she made the distance at the exact rate of 13.13 knots an hour. On the way back she made the fifteen knots at the rate of 12.55 knots an hour. The whole course was run at a fraction more than thirteen knots an hour, and in the homeward journey a large part of the course was close on the wind, at about five points, and these timings were not made by men who wish to give the challenger an advantage on paper, or to suggest that she is any better than they find her. At the observatory at Sandy Hook the wind velocity averaged thirteen and a half knots while the Shamrock was sailing, and the observatory commanded a view of the whole course, and was thus perhaps sufficiently near to receive the same wind as the Shamrock, the direction of the wind being easterly, and thus not much in shoreline. It is said by some admirers of the Shamrock that the Columbia cannot make this speed in the same sea and wind, though she has certainly gone as fast with a fresh wind quarterly. For these reasons some of the Shamrock's results are given here. It will be understood that the Columbia may have done as well without being recorded.

NO REASON FOR SECRECY.

Since the Shamrock went into the drydock and showed her external proportions it has been generally conceded that Fife, her designer, had no sufficient reason for the abnormal secrecy which he observed at her launch and has observed ever since. It was because Sir Thomas Lipton was averse to further secrecy, and wished to please everybody, and also because Fife doubted his ability to dock her privately, that the challenger was exposed to view. And then people saw a fine yacht, with no secrets about her except those pertaining to her interior and plate construction, which her builders, the Thorneycrofts, still hold. The method of building the fin was the same as in the Defender.

In the drydock the Shamrock shows in her physical form exactly what she had previously shown in her sailing, namely, that she could stand up to her work. The big body has the blacksmith's power. It will go through moderate seas with ease, while the narrower Columbia will pierce them in a more rapierlike way. These high sides will support the boat well, and in them the Shamrock is getting an increased support, as compared with the want of side in the Columbia. The Columbia has comparatively little supporting power in the slim, "tumble home" form of her sides, and consequently relies more on the stability to be derived from her lead keel.

LIKE CONDITIONS IN FORMER RACE.

These are some of the main differences between the forms of the two boats, irrespective of the question as to lightness of construction, and on these forms they will do their work. On paper it might seem that in her larger form, and in utilizing the supporting power of her sides, the Shamrock has the best of it. But it cannot be forgotten that rather similar conditions were present when Valkyrie III sailed here for the cup against the slim Defender. The Valkyrie never had the chance to call upon her extra power. The breezes were light each day, and the English boat with the big American beam did not put her bilges to work. She carried them around all day as a dead weight, while the Defender, with her nearly four feet less of waterline breadth, simply ran away from her. It may happen this way again. The Defender was an improved Britannia, which boat Herreshoff greatly admired when he saw her beat his Vigilant. Of course, it was a much improved copy, both in form and in scientific construction, but the English narrowness of beam was there all the same, and it then appeared for the first time in American yacht building for the Cup. The Columbia is an improved Defender, but the slim English ideal (the English ideal of former years) is still there, in spite of the present boat having slightly more beam. So, it will remain to be seen whether Fife has been wise in taking on so much of the American beam power, or whether Herreshoff has been wise in furthering the original English ideal in so far refining away the boat's upper hull.

The points here mentioned are to a large extent a repetition of those which had to be noticed at the last previous international races. To some extent it was then, as it is now, a betting on the velocity of the wind, though the Shamrock does not need so much wind to give her chances of winning as the Valkyrie did. The last challenger wanted more than twenty knots, and even then it remained to be seen whether she could overpower the wholly scientific Defender. The Shamrock can do first class work in a fourteen knot breeze. In wind of less than ten knots velocity the Columbia's chances are good, and in the lightest possible airs she is almost certain to win. In winds of more than sixteen knots the Shamrock is almost certain to win, as long as there are no breakages.

TO KEEP THE COURSE CLEAR.

CAPTAIN EVANS AND S. NICHOLSON KANE GIVE OUT RULES AND DIAGRAMS.

At the clubhouse of the New-York Yacht Club, in Madison-ave., yesterday afternoon, the following rules for the governing of the coming international yacht races were given out by S. Nicholson Kane, chairman of the Regatta Committee, and Captain Robley D. Evans, U. S. N., who is to have charge of the course. The purpose of the rules is to keep the course clear from encroachment by the host of craft with spectators aboard, and to prevent, if possible, a repetition of those scenes that marred the Defender-Valkyrie III races of 1896, in which the accompanying excursion boats and yachts, in their eagerness to miss nothing of the beautiful spectacle, crowded so closely on the canvas clouded racers that the backwash impeded their progress through the water, and caused Lord Dunraven to make his famous protest. It is the intention of all the persons interested to prevent, if it can be done, a repetition of this cause for complaint, and to this end five complete diagrams were given out at the same time as the rules. It is hoped that these diagrams will prevent much misunderstanding, as they show the position that the attending craft must occupy. In giving out the rules and diagrams, "Fighting Bob" Evans, as the sailors love to call him, said:

"I want particularly to call the attention of all seafaring men who will be present at these races to these instructions and diagrams, and trust that they will especially keep in mind that vessels give quite a wash, and that in running in from the outer mark all accompanying steamers and yachts should keep a good distance away from the Shamrock and the Columbia, in order that this wash may not in any way impede the progress of either racer. I feel sure that all will bear this well in mind, and when the coming races are over there will be no reason for complaint from this cause on the part of the owner of either contesting yacht.

"My orders will be imperative, that no boat shall be allowed to run outside the course designated by the stake boat. I have gone to considerable trouble in this matter and I have received orders which I must follow. I appeal to the masters of vessels not to crowd ahead or to run ahead of the wind. I have arranged for guide boats and from them they can get their course.

"I will regret very deeply the necessity of enforcing my powers in this respect, but I do say most emphatically that any boat that is run outside of the lines established for it will be immediately sent back to New-York in charge of a revenue officer. This will mean the cancelling of any license that the masters may have and be necessarily of great detriment to them."

Captain Evans said that he would send to-day a copy of the rules of the yacht club as well as the Government laws on this subject to the masters of vessels. Captain Evans will go on the Manning on Tuesday and will be in the centre of the guide ships. The tug boats of the committee will go outside and over the course to-day for the purpose of adjusting compasses and testing the patent logs.

The rules for the races follow:

Division of Revenue Cutter Service.
Treasury Department,
Office of the Secretary,
Washington, D. C., Sept. 28, 1899.

Captain R. D. Evans, U. S. N., New-York, N. Y.

Sir: First. Your letter of the 27th inst., forwarding by messenger a set of rules adopted after consultation with the Regatta Committee of the New-York Yacht Club and approved by yourself, has been received.

The rules referred to, as amended by this Department, are herewith returned approved, together with five carbon copies.

Second—One copy of these rules should be furnished to each patrol vessel.

Third—Publication of the rules through the press, and if possible by handbills, should be made as widely as possible, and all owners of craft advertising to carry passengers to view the races should be put in possession of a copy of them.

Fourth—You are advised that all arrests for violation of the navigation laws must be at once reported to the Collector of Customs at New-York in order that the penalty for such violation may be at once enforced; for example, a vessel violating the law on the first day of the race will be reported immediately, in order that action against the offending party may be taken before the second race shall be sailed.

Fifth—From the appearance of the word "diagram" in the body of the rules it is presumed that you intend to print them, otherwise they can be printed here and forwarded to you. If you desire this done advise the Department by wire at once. Respectfully, O. L. SPAULDING, Acting Secretary.

The attention of all parties concerned, owners and masters of excursion boats and of all craft carrying passengers to view the International yacht races, is called to the following act of Congress, approved May 19, 1886:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled: That in order to provide for the safety of passengers on excursion steamers, yachts, oarsmen and all craft, whether as observers or participants, taking part in regattas, amateur or professional, that may hereafter be held on navigable waters, the Secretary of the Treasury be, and he is hereby authorized and empowered in his discretion to detail revenue cutters to enforce such rules and regulations as may be adopted to insure the safety of passengers on said excursion steamers, yachts, oarsmen and all craft, whether as observers or participants, taking part in such regattas."

The following rules and regulations for the government and orderly management of all water craft, and for the safety of passengers thereon upon the occasion of the races referred to, having been submitted by the Regatta Committee of the New-York Yacht Club with the approval of Captain R. D. Evans, U. S. N., the officer in charge of the patrol fleet, the same are hereby approved, viz.:

Rule 1. Observe carefully the movements of the patrol vessels and carry out promptly and cheerfully the instructions received from them.

Rule 2. A clear space of half a mile about the starting line will be maintained until the races have been started. To accomplish this the vessels of the Revenue Cutter Service will be formed in column extending from the vicinity of the starting line to the left in a direction four points from the wind. The torpedo boat flotilla will form a similar line four points to the right of the direction of the wind. The two lines of patrol vessels will thus form a right angle. All vessels except the judges' boats must be kept outside of the patrol lines. The space inclosed in the right angle thus formed will be reserved for the competing yacts.

Rule 3. If after crossing the line the competing yachts stand on the port tack, the torpedo boats with them. All vessels outside the revenue cutters will take the same course. The revenue cutters will form line and head the same course as the competing yachts. All passenger vessels outside of this line will head in the same direction and be careful to keep astern of the line of the patrol vessels. The entire fleet of vessels will thus be heading the same course with the yachts, and will be entirely clear of them. When the yachts tack, all patrol vessels will at once change course and steer the course taken by them. Passenger vessels will do the same. The torpedo boats will find themselves in line in this case, and the revenue cutters in column.

Rule 4. When the competing yachts turn the stakeboat for the run in, all patrol vessels will head for the vicinity of the finishing point. The revenue cutters in column, inverted order, will head for a point half a mile to the right of the starting boat. The torpedo boats, in similar formation, will head for a point half a mile to the left of the starting; thus a clear space one mile wide will be maintained astern of and to windward of the competing yachts.

Rule 5. All passenger vessels will be careful not to cross astern of the competing yachts on the run in, but will remain on the outside of the line of patrol vessels and avoid crowding about the finish line.

Rule 6. If the race be to leeward and return the patrol vessels will form two parallel lines one mile apart, torpedo boats to the right and revenue cutters to the left, and in this formation head the course followed by the competing yachts. Passenger vessels must keep outside of these lines and observe Rule 5. Until reaching the turn buoy Rule 4 will apply. When the yachts turn the mark and start on the beat back Rule 3 will be observed.

Rule 7. Should the wind shift during any of the races patrol vessels will immediately indicate the line to be formed, as in the rules above laid down, and passenger vessels must keep outside of these lines with as little delay as may be consistent with safety.

TRIANGULAR RACE.

All seafaring men will understand the difficulties in the way of keeping a triangular course clear, and it is hoped that the public will be patient with rules which must from the necessities of the case bar them from following the entire course. The fact that the competing yachts will be faster on the second leg of the course, with their sheets eased, than a majority of the vessels carrying passengers renders it impossible to allow these vessels to follow the entire course. Therefore, the following rule becomes imperative, and must be carefully observed:

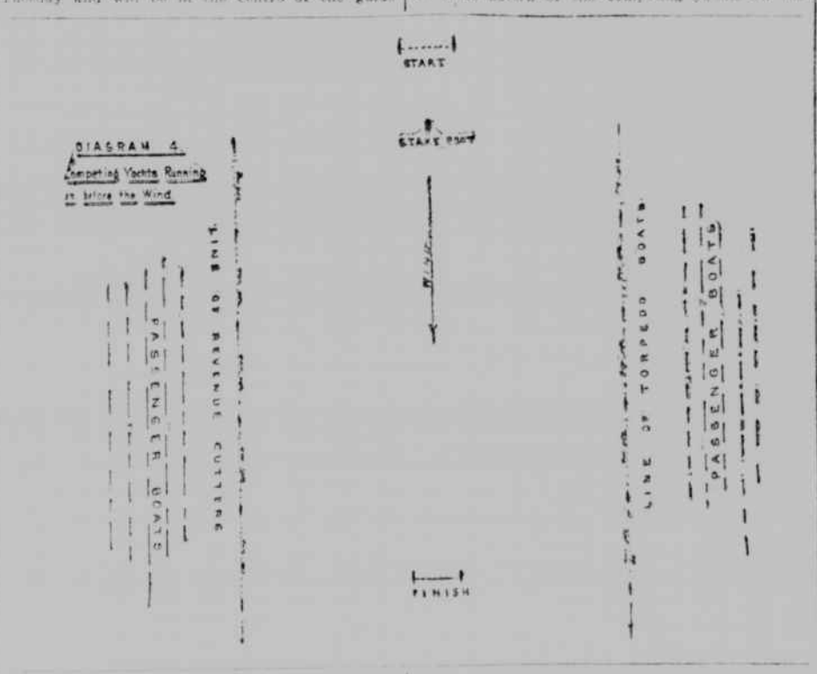
Rule 8. When the competing yachts reach a point on the first leg of the course to be determined by the officer in charge of the patrol fleet, the guard flags will be lowered to half-mast, and the steam whistles blown on all patrol boats. When this signal is made all vessels carrying passengers will run at full speed for a position to leeward of the last leg of the course, and as near the second stakeboat as may be without approaching it nearer than half a mile. The patrol boats will in this case establish a single line, revenue cutters in the lead, to leeward of the line on which the competing yachts will run in, and all passenger vessels must find themselves to leeward of this patrol line before the yachts turn the second stakeboat. On the run in all vessels must be careful not to cross the sailing line of the competing yachts, either ahead or astern of them, but keep to leeward of the patrol line until the race is finished.

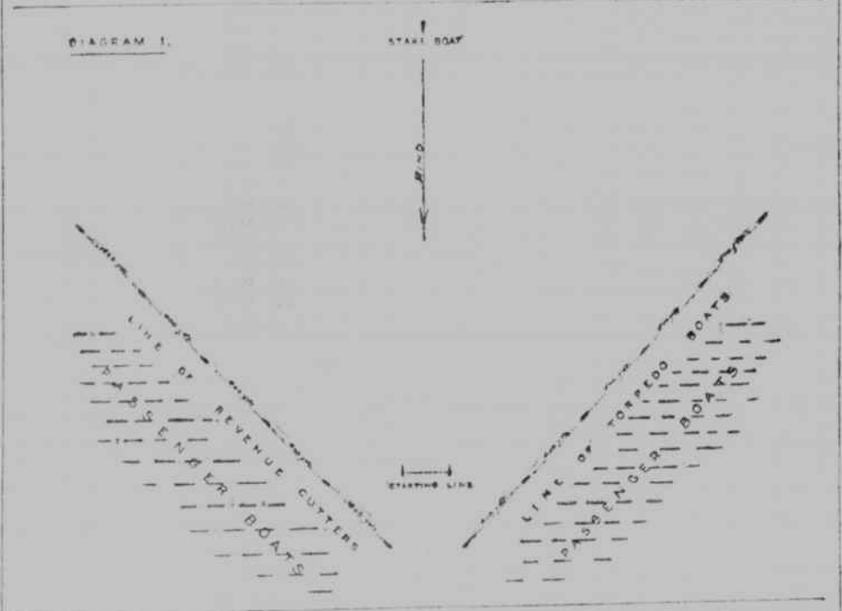
Rule 9. A blank cartridge fired from any one of the patrol boats will indicate that some vessel is persistently violating some rule. Prompt attention to this warning signal will obviate the necessity of sending the offender back to New-York in charge of an officer of the Revenue Cutter Service and the revocation of the license of the master.

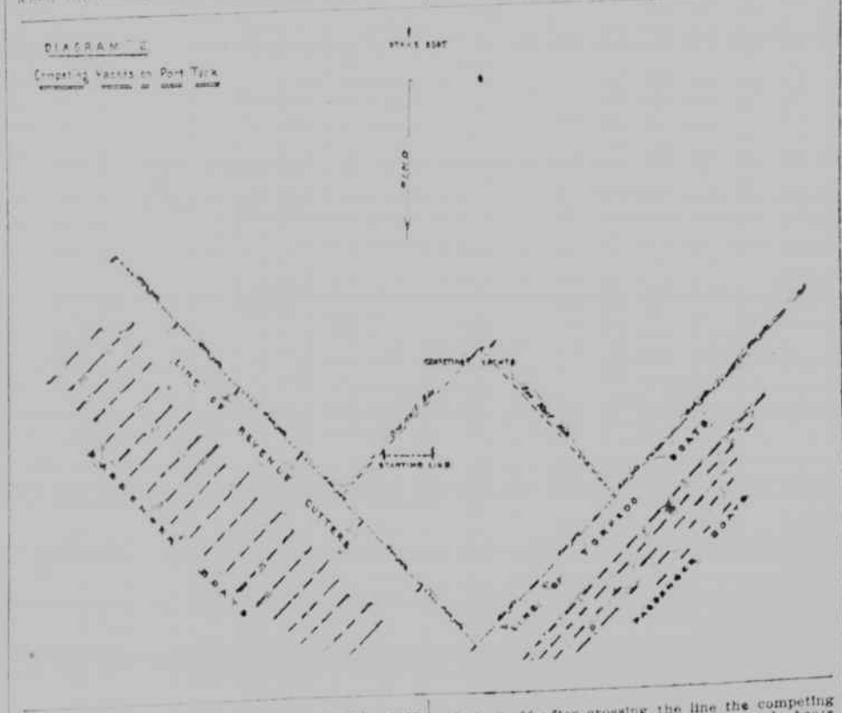
All patrol boats will display the guard flag—white, with red diagonal cross.

All masters and owners of water craft of all descriptions are hereby warned that any violation of the foregoing will be under penalties for violation of the Navigation laws of the United States, to wit: fine and forfeiture of license.

O. L. SPAULDING, Acting Secretary.







TO BE MEASURED SIDE BY SIDE.

DIFFERENCE IN DENSITY OF WATER AT NAVY YARD AND AT ERIE BASIN SAID TO MAKE THIS NECESSARY.

The Shamrock is lying in the Erie Basin and the Columbia lies in Drydock No. 3 at the Brooklyn Navy Yard. The original intention was to measure the rival racers at these different places, but just here a curious point has arisen, one that caused much discussion at the New-York Yacht Club yesterday among members of the committees having charge of the races and other members of the club. The water at the Erie Basin and that at the Brooklyn Navy Yard differs in density, it was said by those well informed. This would give an advantage to one yacht over the other when they came to be measured. This difference in density at the two places has been measured, and careful calculations have been made to learn what it would amount to in yachts the size of the Columbia and the Shamrock, and it is said to be exactly one and three-eighths inches. In this case it would be in favor of the Shamrock, and would show in the time allowance. For this reason it has been practically decided to take the Shamrock to the Navy Yard to-day to have the official measurements made while the racers lie side by side.

It seems to be a day of finely drawn things. The yachts themselves, as they lie in their respective docks, with their electrically burnished underbodies, look as though they had been made by a watchmaker, so carefully has the work been done. Then there was a discussion as to whether their upper bodies should be painted or the paint scraped off and the upper parts as well as the lower part polished. It was said that several minutes in a thirty mile course would be gained by polishing the upper body, which would then afford less resistance than when painted. It was decided to paint both boats, however, so that advantage to neither could result from this cause. Now it is said that the difference in the density of water at different points only a mile or so apart can make a perceptible difference in the depth to which the yachts will settle in the water.

THE SHAMROCK STILL IN DOCK.

It was announced on Saturday that the Shamrock would be floated out of the drydock at the Erie Basin yesterday. The yacht is, however, still resting on the blocks in the dock. Preparations for removing her were begun yesterday morning, and the water was let into the basin until it just covered the Shamrock's lead mine. Then, for some reason, it was shut off, and the boat was allowed to remain stationary. She will not be floated until this morning early.

The work on the Shamrock's mainsail was completed on Saturday, and the last of the burnishing and polishing was finished. Nothing further has been done toward adding strength to the bobstay, and the turnbuckle, whose presence has been criticised, is still in place.

FINE WEATHER FOR FIRST RACE.

Good weather will prevail in this city to-day and to-morrow, according to the forecaster of the local weather bureau. The message sent out by the forecaster late last night was simply as follows: "Fair Monday and Tuesday; warmer."

DOINGS OF THE C. F. U.

DELEGATE WARNER MUCH IN EVIDENCE—PREFERS GERMAN TO IRISH POLICEMEN.

George H. Warner, the delegate of the International Association of Machinists, was much in evidence at the meeting of the Central Federated Union, in Clarendon Hall, yesterday afternoon. Delegate Warner attracted the attention of the chairman early in the session, and moved that the secretary of the Central Federated Union be instructed to write to the Secretary of the Navy, requesting that the wages of the machinists employed in the Brooklyn Navy Yard be made uniform. Delegate Warner declared that the machinists in the yard were classified in an unfair way, and the rate of wages paid was even less than that paid by private firms. Continuing, he said:

There are three grades of machinists employed in the yard. One receives $2.72 a day, another $3.04, and the highest class men from $3.50 to $3.75. Ordinary machinists are paid $3.50 a day by private firms. There is also much favoritism shown in the grading of the machinists employed in the Brooklyn Navy Yard. Some of the poorest mechanics are paid the highest wages, and expert men in some instances are placed in the lower grades. It is only by special favoritism and "pull" that a man can get in the higher grades. Some of the men have left the yard and gone to work for private firms, because they can earn better wages.

Delegate Warner's motion was unanimously carried, and he felt so much elated that he soon after put forward another complaint. The nature of the delegate's second complaint was novel, and it amused his brother delegates considerably. It was aimed at an Irish policeman who is now engaged in guarding a marine engine works at Morris Heights, where the machinists of Delegate Warner's association are on strike, and pickets have been kept near the works to intercept non-union men who might seek work there.

Two city policemen are kept on duty at the works to prevent the pickets from getting too near the place. One of them is a German, an exceedingly fat and placid man, by all accounts, while the other is a wiry and aggressive Hibernian of decided pugilistic tendencies. It was the latter who had aroused the ire of Delegate Warner. He said:

I think that Chief Devery should be asked to have none but Dutch policemen at the place. The Irish policeman there doesn't know how to treat pickets, and the Dutchman does. The Irish policeman acts as if he owned the earth including New-York State, and he won't let our pickets get near the works. I move that Chief Devery be requested to fire the Irish policeman and replace him with a Dutchman.

Delegate Warner's motion was carried, and, having satisfied his conscience, he subsided, at peace evidently with himself and the world.

The suspension of the Iron Moulders' Union from the Central Federated Union, because it refused to aid the Pattern Makers' Union by going on a sympathetic strike, has caused the appointment of a committee to draft amendments to the constitution. The amendments were read yesterday, and they provide for the suspension of any union which refuses to give moral and financial aid to another union on strike, or assist it in any way directed by the Central Federated Union. The unions also must not make any agreement with employers without first obtaining permission of the Central Federated Union. This refers to the settlement of strikes and the forming of yearly agreements between unions and employers. The amendments were not carried yesterday, most of the delegates being desirous of having a free discussion upon them at the next meeting before taking final action.

Reports were made that firemen were compelled to do carpenter work at some of the engine houses. The Secretary was instructed to write to Fire Chief Croker and request that only regular union mechanics be employed when repairs were necessary at the engine houses.

THE WINNIE DAVIS SCHOOL OF HISTORY.

TRIBUTE TO DAUGHTER OF THE CONFEDERACY BY LIMESTONE COLLEGE.

Gaffney, S. C., Oct. 1.—The trustees of Limestone College have determined to establish as a feature of their institution a department of history, in which, without neglecting other branches of the subject, particular attention will be paid to the history of the Southern States. It is proposed to make Limestone College a centre of historical investigation. A large historical library is being rapidly provided, arrangements have been made to secure instruction of the highest character by men trained in university methods of original research, and the fruits of the studies made both by professors and by graduate students will be published by the college in a series of historic monographs.

A beautiful hall of history will be erected for this department, which will be called the Winnie Davis School of History. The institution believes that no tribute could be devised more acceptable in honor of the Daughter of the Confederacy. President Lee David Lodge has laid the plan before Mrs. Jefferson Davis, and has received from her a full indorsement of the project. The matter will be pushed with vigor.

THE WEATHER REPORT.

YESTERDAY'S RECORD AND TO-DAY'S FORECAST.

Washington, Oct. 1.—The crest of an unseasonably cool wave has moved eastward over the Atlantic Coast States. This cool wave was attended Sunday morning by heavy frosts as far South as Tennessee and Virginia, and warnings of heavy frosts for the Atlantic Coast States as far South as Central South Carolina Sunday night were telegraphed Sunday morning. Throughout the central valleys and the Western States the temperature has risen. Fair weather has prevailed in all districts. An area of low barometer covers the States of the Mississippi Valley. This low area will drift slowly eastward, attended by rain in the Northwestern States Monday and in the upper lake region Tuesday. In the Middle Atlantic and New-England States the weather will continue fair Monday and Tuesday, with rising temperature. Fair weather is indicated in the South Atlantic States, except along the extreme South Atlantic Coast and over the Florida peninsular, where showers will occur. Fresh to brisk north to northeast winds will prevail along the Middle Atlantic and New-England coasts, and the winds will be brisk northeasterly on the South Atlantic Coast.

FORECAST FOR TO-DAY AND TUESDAY.

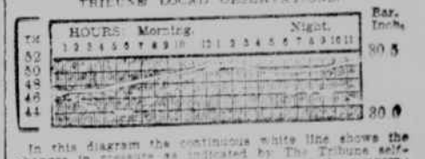
For New-England, fair to-day and Tuesday; warmer Tuesday; fresh northerly winds.

For Eastern New-York, fair and warmer to-day, with fresh northerly, veering to northeasterly winds, Tuesday increasing cloudiness, warmer; brisk easterly winds.

For District of Columbia, Eastern Pennsylvania, New-Jersey, Delaware, Maryland and Virginia, fair until Tuesday; warmer, fresh northeasterly winds.

For West Virginia, Western Pennsylvania and Western New-York, fair and warmer to-day and Tuesday, increasing easterly winds.

TRIBUNE LOCAL OBSERVATIONS.



In this diagram the continuous white line shows the changes in pressure as indicated by The Tribune self-recording barometer. The dotted line shows the temperature as recorded at Perry's Pharmacy.

Tribune Office, Oct. 2, 1 a. m.—The weather yesterday was fair and cool. The temperature ranged between 44 and 61 degrees, the average (47½) being 5¾ degrees lower than that of Saturday and 12½ degrees lower than that of the corresponding day of last year.

The weather to-day will be fair and warmer.

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