

from America to-day I am deeply grateful. No one is more thankful than I am that the catastrophe ended without fatality, and I may perhaps say that throughout the trying moments his majesty was as brave as a lion. His first thought was to inquire if any one was injured.

OWNER'S ACCOUNT OF DISASTER. The Shamrock now lies off Hythe. The story of the catastrophe is best told by Sir Thomas Lipton himself. After seeing his royal guest off to London, Sir Thomas said:

We had just begun to make for the starting line when a fierce breeze sprang up. King Edward, Lady Londonderry, Mrs. Jameson, Mr. Watson, Mr. Jameson and I were on deck, hanging on as best we might, for the challenger was almost at an angle of 45 degrees.

The King started to go below, just as he did so everything collapsed. A heavy block fell between the two masts, and a wire rope struck me on the head, and momentarily stunned me. A sudden squall, an unexpected strain and everything had given way. King Edward was half in and half out of the companion hatchway. What happened, how all the falling spars and sweeping sails did not kill or sweep some one overboard, is more than I know. When I came to, I saw the King clambering over the wreckage, trying to discover the extent of the damage and asking: "Is any one hurt?"

It was learned that Sir Thomas's first utterance on coming to was this remark to Mr. Watson: "Telegraph for more spars. We have got to sail on August 12, and this boat has got to do it."

When the King had been safely transferred to the Erin, his first remark was: "When shall we sail again, Lipton?" and before his majesty started for London, his last words to Sir Thomas were: "When you next sail I am going to be with you."

The ruler of the empire seemed keenly to enjoy the unusual spice of danger into which his love of sport had led him. Mr. Watson and Mr. Jameson, especially the former, are foremost, and refused to say anything. Mr. Watson, indeed, is so chagrined that he could scarcely talk to even his most intimate friends, and until after dinner on board the Erin Sir Thomas believed it would be impossible to contest for the Cup this year. Thanks to his indomitable perseverance, backed up by King Edward's optimistic and enthusiastic support, it was decided to go ahead, provided the New-York Yacht Club would grant an extension.

NEW BOAT TO COME HERE. The question whether the New-York Yacht Club should be asked to permit the substitution of Shamrock I for Shamrock II was quickly relegated, because Sir Thomas and Mr. Jameson, in spite of everything that has happened, maintained that the new boat was well worth the trouble she had caused. It may be stated with no little authority that the challenger's true merits have not been displayed with too much vigor, and that there is more in her, according to the views of those most interested, than meets the eye.

Sir Thomas calculates that a delay of three weeks or a month in the date of the contest in American waters will enable him to come to the scratch. He says that he is greatly handicapped by the fact that he has no duplicate masts for Shamrock II, but by an unlimited expenditure of money and energy he believes the defects can be remedied in time to provide for an international race this year.

MESSAGE TO BE SENT TO-DAY. "I was," he said, "terribly cast down when I saw what a terrible wreck that beautiful boat was, but now I think things can be remedied. I have cabled to Mr. Ledyard personally to-day, and to-morrow I expect to cable the New-York Yacht Club officially. By then I shall know more than I do now."

Heartfelt expressions of gratitude that the King escaped unhurt upon all sides. Many people say he was foolish to go aboard the challenger, but Sir Thomas says: "If I did not think everything was perfectly safe, you may be sure I would never have invited his majesty."

A conference between Sir Thomas Lipton and Mr. Watson will be held on board the Erin to-morrow to decide upon future measures. Meanwhile the engagements to race in the exhibition contests on the Clyde have been abandoned.

It appears that the masthead man had providentially been ordered down just before the accident. A few of the crew got a wetting, but otherwise nobody was hurt. King Edward calmly lit another cigar and continued smoking, after assuring himself that everybody was safe. Later he steamed around the wrecked vessel and carefully inspected the broken hobsday.

DETAILS OF THE ACCIDENT. DISASTER CAUSED BY WEAKNESS OF EYE-LET IN BOBSTAY PLATE. Southampton, May 22.—The Cup challenger, with King Edward, Sir Thomas Lipton, the Marchioness of Londonderry and Mrs. W. G. Jameson on board, was dismasted to-day off Cowes, Isle of Wight. The topmast, mainmast and bowsprit were broken short off. No one was injured. The damage done to Shamrock II was estimated at \$10,000. The disaster occurred while the yachts were manoeuvring for a start off the Brambles buoy.

From the suddenness with which all the spars and canvas were ripped out of the challenger it looked as though everything had been blown out of her with one gust. The wind was fresh at the time of the accident and was blowing in gusts, but there was nothing in the weight of it to threaten disaster. It is probable that the whole gear would have stood the strain well enough had it not been for a weakness in the eye of the plate by which the hobsday was secured to the stem. This eye was the first thing to break, and when it gave way the unstayed bowsprit was unable to stand the pull of the jib and broke off short by the stem. As it went the topmast stay was released and the spar doubled up under the pull of the big club top-sail.

The jar of these breakages and the slackening of the stays weakened the mainmast. After tottering for a fraction of a second it crumpled up, breaking first just above the jaws of the gaff and then within three or four feet of the deck. The hobsday part which was the first

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It had been a suffer for many years from nervousness with all its symptoms and complications, writes Mrs. O. N. Fisher, 265 Lexington Ave., New York, N. Y. "I was constantly going to a physician, and he told me that my husband had led me to try Dr. Pierce's Favorite Remedy. I was so encouraged that I took five more bottles of 'Favorite Prescription.' I continued taking it and felt that I was improving faster than at first. I am now more healthy and irritable, and I have a good color in my face, and my nerves are in a normal state. I am now more comfortable, for I am a new woman once more, and your advice and your 'Favorite Prescription' is the cause of it."

It makes Sick Women Well. AS VIEWED BY YACHTSMEN HERE. THE ACCIDENT NOT REGARDED AS ENDANGERING THE CHANCES FOR A MATCH. Notwithstanding Sir Thomas Lipton's message expressing some doubt as to his being able to keep the engagement to sail on August 12, the mishap to Shamrock II was not regarded by New-York Yacht Club members as endangering the chances for a match for the Cup.

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month's delay in the preparation of the challenger. The steel mast of the Independence was instanced as taking more than a month to build, and not yet being fully finished. The steel masts for the Columbia and the Constitution were prepared at the Herreshoff yards, and took a similar time. The difficulties met with in the interior riveting of the hollow spar were said to be such that the work could not be hurried beyond a certain limit.

Judging by the fact that when a similar accident happened to the Columbia in 1889 the hollow steel mast was successfully patched, or rather re-nosed, in the part where it doubled up, it was thought that the same process of repair will now be adopted. In this case it is thought that the delays experienced by Sir Thomas Lipton will not be excessive, as the Thornycrofts could do the work in their Thames yards, and thus obviate the necessity of sending the pieces of the spar to the Denny yards at Dumbarton, Scotland.

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JOHN T. YERKES IN LONDON

RUMORS OF IMPORTANT CHANGES IN STREET RAILWAY CONTROL.

MORE DINNERS IN BRITISH CAPITAL—A NEW PLAY AT THE COMEDY.

(Copyright, 1901, by The New York Tribune.) [BY CABLE TO THE TRIBUNE.]

London, May 23, 1 p. m.—Passengers by three steamers from New-York came up last evening bringing John T. Yerkes and other capitalists interested in electric railway and other deals, and also many guests for the Chamber of Commerce dinner. Important syndicate operations are predicted as the result of secret conferences in the next few days.

With the arrival of Mr. Yerkes, Londoners are already looking forward to a complete transformation of this city's underground railways, but the difficulties in the way of conversion of the district and metropolitan railways are serious.

There was another series of dinners last night. Lord Carrington was the chief figure at the Gladstone dinner at the National Liberal Club. Arthur Balfour spoke at the Medical dinner, and Lord George Hamilton at the Anglo-Indian dinner.

Forbes Robertson presented at the Comedy Theatre a new and enlarged version of Louis Thorelli's "Sacrament of Judas," with Gertrude Elliott, Frank Mills, Ian Robertson and Bassett Roe in the cast, and with a stage filled with monks, choristers, national guards and peasants. He had a good acting part as Jacques Hernez, and the play had a distinct dramatic quality, with a strong situation for the final curtain. His acting was admirable throughout, and the audience was thrilled at the close. It was a sombre play, dealing with a paragon's confession to a recreant monk, and the priest's expiation by death.

GREAT DEMAND FOR RUSSIAN LOAN. SHARES QUOTED AT A PREMIUM—CROWDS AT THE BANKS.

Paris, May 22.—It is estimated that the new Russian loan will be subscribed for at least seven times. When the lists, opened this morning, were closed, crowds were still waiting their turn outside the Rothschild and other banks where subscriptions were received. The stock was quoted this afternoon at a premium of 4%. The Rothschilds made unusual and special efforts to insure the success of this loan by arranging with the leading banks of Paris to accept subscriptions.

The new Russian loan referred to is \$24,000,000 francs, and is called the Russian 4 per cent consolidated rentes. According to a ukase, issued in St. Petersburg on May 11, the loan is authorized in order to restore the advances of the Russian Treasury to railway companies in 1900 and to meet the expenditures of the current year. The value of the bonds is 200 francs, 2,500 francs and 12,500 francs. Interest is payable quarterly, beginning on June 1. The bonds will not be redeemable before January 14, 1907. They are free of all Russian taxes. The price of issue was 98 1/2, a tenth payable on application, a fifth on allotment and the balance on October 2 and December 2.

VENEZUELA'S DISPUTE WITH FRANCE. Caracas, May 22.—Venezuela's refusal to accept the French protocol, covering the renewal of diplomatic relations with Venezuela, was due to the objection of Venezuela to a clause providing for arbitrating all pending claims which originated on account of the late revolution. Venezuela proposed coming to an agreement on a total sum, without arbitration. It is doubtful whether France will accept this proposition.

MUNOZ RIVERA TO START PAPER HERE. San Juan, Porto Rico, May 22.—Munoz Rivera, the Federal leader, sailed to-day on the steamer Philadelphia for New-York, to establish in that city a paper to defend the island's interests. He resigned the editorship of the Federal paper yesterday evening. Delegations from dozens of towns bade him farewell. Governor Allen is due here to-morrow morning from the United States.

NARROW ESCAPE OF ITALY'S KING. Rome, May 22.—King Victor Emmanuel had a narrow escape yesterday. Returning from a walk, he entered the elevator to reach his apartments on the second story of the palace, and an inexperienced servant set the indicator for the third story. Arriving at the second story, the King was on the point of stepping out as the elevator continued to ascend, but he hastily jumped back in the nick of time, and thus escaped being crushed.

A PRINCE OF WEIMAR SENT HERE. Berlin, May 22.—The young Grand Duke of Saxe-Weimar, Charles Auguste, has compelled Prince Bernhard of Saxe-Weimar, and his wife, to leave here for the United States. Prince Bernhard was married in London in 1900 to the widowed Countess Luise, the daughter of a Eisebeck hotelkeeper named Brookmuller. Since their marriage Prince Bernhard and his wife have lived at Wiesbaden. The grand duke has granted to Prince Bernhard an allowance.

FAST TRIP OF THE DEUTSCHLAND. Plymouth, May 22.—The Hamburg-American Line steamer Deutschland, which arrived here this morning at 10:25 o'clock from New-York, averaged 23.1 knots an hour on her trip. She made the run from New-York to Plymouth in 5 days, 12 hours and 15 minutes. The record for the southern route is 5 days, 11 hours and 45 minutes.

FIRE IN JENNINGS LACE WORKS. LOSS, ABOUT \$10,000, COVERED BY INSURANCE. Fire broke out yesterday afternoon in a three-story brick extension on the Ryerson-st. side of the Jennings Lace Works, with a frontage at No. 55 to 70 Hall-st., Brooklyn. It was discovered on the ground floor by Theodore Carson, in a section of the packing department. He turned in the first alarm, and when the engines arrived two men were seen on the roof. The fire spread to several large frame structures in the neighborhood were in danger. About one hundred employees were at the scene, but the flames were kept from reaching the street in safety. The loss is about \$10,000, covered by insurance. Several valuable establishments were damaged by fire to the extent of \$1,500.

NO ACTION ON THE BONDS. UNION PACIFIC FOUR PER CENTS WILL PROBABLY BE LISTED AT NEXT MEETING OF STOCK EXCHANGE COMMITTEE.

The Governing Committee of the Stock Exchange took no action regarding the listing of the \$100,000,000 of Union Pacific convertible 4 per cent bonds issued early this year. The application of the company for the listing of these bonds has been considered by the Committee on Stock List, but it is understood that that body has not yet had time to conduct its examination. It is said that the bonds will be registered by the Governing Committee at the next regular meeting, on June 12.

The bonds are secured by the deposit of considerable more than \$100,000,000 collateral, it is learned.

AGED WOMAN GOES TO BELLEVUE. TAKEN FROM HER HOME TO BE EXAMINED AS TO HER SANITY.

Mrs. Mary A. Chumley, seventy-two years old, was taken to Bellevue Hospital last evening from No. 29 West Thirty-eighth-st., and placed in the insane pavilion for examination.

According to Detective Higgins, of the West Thirtieth-st. station, he was sent to the house in answer to a message, and received a lady of the name of Mrs. Chumley. She was taken to the hospital, and the detective was told that Mrs. Chumley was acting strangely and that she had taken her to the hospital. She was accompanied by the detective and her daughter.

CAPTAIN BETTS DIES AT NORWALK. Norwalk, Conn., May 22.—Captain C. Frederick Betts, sixty-two years old, who was reported as missing from his boarding house, No. 165 East Forty-ninth-st., New-York, but who appeared later at the home of his sisters in Norwalk, died at this morning after a short attack of paralysis of the brain, following typhoid fever. He was a captain of Company F, 15th Connecticut Volunteers; was a member of the Old Guard of New-York City, and prominent in Masonic circles. He was Master of Continental Lodge, F. and M. S. No. 1,200, No. 282 East One-hundred-and-sixth-st., West 73rd-st., New-York.

THE ALLEGATION WAS THAT HIS DAUGHTER UNDULY INFLUENCED THE TESTATOR. Objections to the probate of the will of Stephen S. Stryker, died by his widow, Mrs. Stella Melvina Stryker, were withdrawn yesterday, in the Surrogate's Court, Brooklyn, and the will was admitted to probate.

Mr. Stryker, who was seventy years old and a truck farmer at New-Utrecht, left his estate to his daughter by his first wife, Florence Wyckoff. It was alleged, when the will was offered for probate, that it was procured by fraud and undue influence exercised by the daughter, acting in conjunction with other persons unknown to Mrs. Stryker. It is thought that a round sum was paid to effect a settlement, as the widow was entitled to her dower in the estate to the extent of one-third, despite the provisions of the will.

THE FIRE RECORD YESTERDAY. 4:50 a. m.—No. 12 Pell-st.: Annie Misher; \$500. 7:10 a. m.—No. 82 Eldridge-st.: Barbara Dickman; \$200. 10:30 a. m.—No. 150 Essex-st.: Harry Schwartz; \$20. 10:40 a. m.—No. 42 Governor-st.: Mrs. Burton; \$50. 12:30 p. m.—No. 256 East Third-st.: E. Tausch; \$10. 10:40 a. m.—No. 101 Seventh-ave.: Mrs. Wallach; \$10. 1:00 p. m.—No. 61 Madison-st.: Peter unknown; \$10. 2:30 p. m.—No. 125 Main-st.: Peter unknown; \$200. 7:30 p. m.—No. 282 East One-hundred-and-sixth-st.: West Meyer; \$50. 8:00 p. m.—No. 100 West Thirty-fourth-st.: Mary Sullivan; \$50.

OFFICERS' SENTENCES AT MANILA.

DISCHARGE AND IMPRISONMENT FOR CAPTAIN BARROWS AND LIEUTENANT BOYER.

Manila, May 22.—The correspondent of the Associated Press is informed that the following approved sentences will soon be made known:

Captain Frederick J. Barrows, 30th Volunteer Infantry, late department quartermaster of the Department of Southern Luzon, who was charged with embezzlement and selling government property, to be dishonorably discharged and to undergo five years' imprisonment.

Lieutenant Frederick Boyer, 30th Infantry, former depot commissary at Calamba, on Bay Lake, on similar charges, to be dishonorably discharged and to undergo a year's imprisonment.

The Philippine Commission has passed the Weather Bureau act, and has also appropriated a \$2,500 loan for each province, to help pay the expenses till the land taxes are available. These loans are payable at the end of 1902.

The commission has imposed a registration tax of one peso annually on all males over eighteen years of age. Non-payment of the tax disqualifies from voting, and involves a penalty of 100 per cent, which can be enforced by the sale of the delinquent's goods and chattels.

The provincial treasurers have been made land registers pending the enactment of the system of land registration. Deputies and clerks appointed by the provincial officers are exempted from Civil Service rules till March.

CORBIN'S TRIP TO PHILIPPINES. THE ADJUTANT-GENERAL TO SAIL FROM SAN FRANCISCO ON JUNE 25.

Washington, May 22.—Major-General Henry C. Corbin, adjutant-general of the army, will sail for the Philippines on the transport Hancock, which leaves San Francisco on June 25. He intends to make a general inspection of the military conditions in the islands.

It is not the purpose of General Corbin to make a minute inspection of the departments and military posts of the Philippine islands, but he intends to visit every department and all the important points. He wishes to have a thorough knowledge of the condition of the departments, especially in regard to the work that comes immediately under his general supervision. He desires to ascertain what is needed in the way of clerical force, with a view to reducing expenses if possible. Much of the business of the Philippines, even after the civil government is established, will pass through General Corbin's hands, and he desires to be completely informed by a personal inspection of the conditions in the islands.

NEGRO SUFFRAGE IN THE SOUTH. WHAT PRESIDENT OF ALABAMA CONSTITUTIONAL CONVENTION SAYS—PRAISE FOR PRESIDENT MCKINLEY.