LAKE SHORE PRESIDENCY.

W. H. CANNIFF, OF THE NEW-YORK, CHICAGO AND ST. LOUIS, IS LIKELY TO BE CHOSEN.

An official of the Vanderbilt lines said last night that William H. Canniff, now president of the New-York, Chicago and St. Louis Railroad, will probably be elected president of the Lake Shore road at the meeting of the board of directors to-day. There is to be a new superintendent of the Lake Shore selected at the same time, and he, it was said, will probably be chosen from among the assistant superintendents.

The presidents and other officials of many of the Vanderbilt lines reached here yesterday. The monthly meetings of many of the lines will be held to-day, and their presence was thus accounted for. There is no conference of importance to be held, it was declared last night.

LIGHTNING KILLS THREE PERSONS.

OTHERS INJURED IN A STORM IN INDIANA.

Indianapolis, June 20.—Three persons were killed and several injured by lightning in the severe electrical storm which passed over Indiana last night. The dead are Bert Hathaway, of Idaville; Grace Larkin, the sixteen-year-old daughter of Harvey Larkin, of Riley, and Ira Smith, of Youngstown.

Mrs. James Langdon, of Kokomo, was paralyzed by lightning, and James Parsons and his son, of Kokomo, were terribly injured by the lightning.

The storm took on cyclonic aspects at several places. At Marion the First Presbyterian Church was struck by lightning and badly damaged. Rowan's saloon was struck and partially destroyed. Five men who were in the saloon were knocked senseless.

At Greentown trees were uprooted and fruit and growing crops badly damaged by hail. Three hundred windows were broken. Several barns were burned. The loss in and around Greentown will probably reach $40,000.

At Roachdale the building occupied by "The Roachdale News" was entirely destroyed. The machinery and fixtures are badly damaged.

At Monticello the barn of Bert Hathaway was struck by a bolt of lightning, and Hathaway, who had taken refuge from the storm in the building, was instantly killed. The barn and contents, including seven valuable horses, were entirely consumed, causing a loss of $5,000.

Hartford City was visited by a terrible hail and wind storm to-night. Fifty oil derricks were blown down and several buildings were destroyed, causing a loss of $25,000.

TRAIN LEFT TRACK AND TURNED OVER.

ONLY FOUR PERSONS INJURED, AND NONE SERIOUSLY, AT TRANSFER, PENN.

Greenville, Penn., June 20.—By the ditching of the Erie and Pittsburg passenger flyer at Transfer this evening four passengers were badly hurt, but none of them fatally. Just after leaving the station the rear axle of the tender broke, throwing the tender, baggage car, express car and vestibuled coaches from the track and turning them over. It was at first thought many were killed, but it was soon learned that there were only four injured.

C. L. MULFORD NOT IN CONTEMPT.

HE FAILED TO RESPOND TO SUBPŒNAS IN RESPONSE TO WIFE'S COMPLAINT.

Argument was heard by Justice Marean in the Supreme Court, Brooklyn, yesterday on the return of an order to show cause why Charles Leslie Mulford, of the Harlem Hotel, No. 2,100 Third-ave., and a member of Company E, 7th Regiment, should not be punished for contempt of court in failing to appear last week in response to two subpœnas in the suit of his wife, Mrs. Ida Mulford, for a separation on the ground of cruel and inhuman treatment.

Justice Marean was informed by Mulford's counsel that he did not intend to be disrespectful to the court in not obeying the subpœnas. It was said that Mulford had been led to believe that a deposition he had made, and which was read in court, was all that was necessary. Mulford was in the witness chair yesterday, and Justice Marean decided not to grant the order asked, as the accused is now on military duty with his regiment.

PREPARING FOR JOURNEY TO CANTON.

IMPROVEMENT IN MRS. M'KINLEY'S CONDITION CONTINUES.

Washington, June 20.—Though slow, the improvement in Mrs. McKinley's condition continues steadily, and each day shows her to be a little stronger than the preceding one. Dr. Rixey, as he left the White House to-night, said that while there was nothing new in her case, she continued to improve and was able to sit in her rolling chair and see a few friends.

Preparations are being made at the White House for the departure of the President and Mrs. McKinley for Canton the first week in July. Dr. Rixey, Secretary Cortelyou and one of the White House stenographers will accompany the President.

HOW MRS. CASTLE WAS KILLED.

MISS MORRISON TESTIFIES IN HER OWN DEFENCE IN KANSAS TRIAL.

Eldorado, Kan., June 20.—Objections, which were sustained, dealt severe blows to the defence today, in the second trial of Jessie Morrison, on the charge of having killed Mrs. Olin Castle, bride of the prisoner's former sweetheart. First, Judge Aikman refused to admit as evidence the torn and bloodstained clothing alleged to have been worn by the prisoner.

Then the prisoner's aged father, former Probate Judge Morrison, was sworn. He told minutely of the wounds which his daughter received in the fatal encounter. Counsel then asked him to repeat the statement said to have been made to him by Miss Morrison, when she returned home from the Castle residence. Objections were instantly made by the State, and were sustained.

Jessie Morrison took the stand in the afternoon, and, in her own defence, recited the story of her fight with Mrs. Castle. Several times she broke down and cried. She told of her movements on the day of the murder. She was going from her own home to that of a friend, and in passing Mrs. Castle's house the latter rapped on the window and called: "Jess, come here; I want to speak to you." She related the conversation with Mrs. Castle, in which the latter accused her of running after her husband. Finally, Mrs. Castle had called her a liar and struck at her throat twice with a razor. Miss Morrison said she screamed and drew away. Then Mrs. Castle struck her on the breast and arm with the razor; they struggled and fell to the floor. Witness said she then got possession of the razor.

"What happened then?" asked her attorney.

"Well," said Miss Morrison, tears coming to her eyes, "then I cut her with the razor."

NOTES OF THE STAGE.

Robert T. Haines has been selected as the leading man for Mrs. Fiske next winter at the Manhattan Theatre. Mr. Haines was the leading man last season with Miss Viola Allen "in the Palace of the King."

Messrs. Samuel S. and Lee Shubert, managers of the Herald Square Theatre, will obtain a lease of the Casino for ten years when the present lease on the theatre, which is held by Henry B. Sire, expires. That lease will end on May 1, 1902. The Messrs. Shubert are the owners and directors of theatres in Syracuse and Rochester. They will continue the Herald Square Theatre as a melodrama and comedy house. According to their plans the company now presenting "The Brixton Burglary" will be made a permanent organization, under the title of Shuberts' Comedians. The Messrs. Shubert intend to present at the Casino light musical pieces.

Lee Shubert is ill with appendicitis in London. He was recently operated on there, and is now said to be convalescing. Soon after reaching London he announced that he had obtained "The Emerald Isle" for production here next season. He has also obtained other pieces.

Edna Wallace Hopper did not appear as Lady Holyrood in "Florodora" at the Casino last night, and it was announced that she had been called to California by the serious illness of her mother. Miss Grace Dudley took the part of Lady Holyrood.

TO SELL SOUTHERN COTTON PRODUCTS.

Charlotte, N. C., June 20.—The Cotton Manufacturers Commission Company will begin business on July 1. This is the company organized to market the products of Southern mills independently of the Northern commission men. The Manufacturers' Commercial Company, of New-York, will furnish money to cash the sales of the new company. The James Brown Company, of New-York, will sell for it. Speaking of the plan of operations of the new company, George B. Hiss, the general manager, said to-day:

We have assurances of a very substantial business to begin with, for, as you know, all of our stockholders are cotton manufacturers, and as the operation of our system becomes more fully known the business will increase. We anticipate handling a business of $5,000,000 to $20,000,000 a year. Our company is equipped to sell and to guarantee cash sales for manufactures of cotton cloth, yarns, hosiery, etc.

OBITUARY.

GENERAL ROBERT NUGENT.

Brevet Brigadier-General Robert Nugent, a veteran of the Civil War, who had been lying in an unconscious condition in his home, No. 332 McDonough-st., Brooklyn, died at 11 o'clock last night. He had been confined to his bed for two months. The old soldier was a native of Killskeel, County Down, Ireland, and was born in 1824. He came to this country when quite young. When the Civil War broke out he was lieutenant-colonel of the 69th Regiment, National Guard, and went with it to the front in response to the first call for volunteers by President Lincoln. The regiment was engaged in the battle of Bull Run, and at the expiration of ninety days was mustered out of the service. Colonel Nugent then received a commission as captain in the regular army, and at the request of General Sherman, then a colonel, he was assigned to the 13th Regiment, of which Sherman had just assumed command.

While under a leave of absence some time later Captain Nugent organized in New-York the 69th Volunteers, and became the colonel. This was the first regiment of General Meagher's Irish Brigade, which took part in the battles of Gaines Mill, Malvern Hill, White Oak Swamp, Antietam and Fredericksburg. He was in command of the troops in New-York City during the draft riots. The mob burned his house, and his wife and children narrowly escaped the fury of the rioters.

In 1865 Nugent rejoined the 13th Infantry, with which he served until 1876, when he was made major, and transferred to the 24th Regiment. In these two commands he gained experience as an Indian fighter. Since his retirement he had lived in Brooklyn. He leaves a widow, three daughters and one son. It was his own request that he should be buried in the National Cemetery at Cypress Hills.

OBITUARY NOTES.

Marshall, Mo., June 20.—Major Lee Hughes, a member of General "Joe" Shelby's famous brigade in the Confederate Army, died yesterday at his home in this city.

Reading, Penn., June 20.—Major Samuel Z. Young, aged seventy-nine years, one of the oldest members of the Berks County bar and United States Commissioner for this district since 1855, died here to-day. When Lee invaded Pennsylvania Major Young raised an independent company for State service, and retained command until after the battle of Antietam, when the company returned home.

AGAINST FIFTEENTH AMENDMENT.

PROPOSAL IN VIRGINIA CONSTITUTIONAL CONVENTION TO SECURE ITS REPEAL.

[BY TELEGRAPH TO THE TRIBUNE.]

Richmond, June 20.—The first step toward the disfranchisement of the negro in Virginia was taken by the Constitutional Convention to-day, when Judge Harrison, of Winchester, introduced a resolution, the purport of which is that the Fifteenth Amendment to the constitution of the United States giving the negro the right of suffrage and making him a citizen is wrong, in that it proceeds upon the theory that the two races are equally competent of free government, and that the convention ought to act through proper channels to propose steps to its repeal and amendment, so that each State may control its suffrage as its best interests demand.

The resolution states that the right of suffrage has not improved the negro's condition, and that this right has been attended by corruption and demoralization. The resolution further states that its purpose is not to deny to the negro any civil right or to disfranchise any negro who has a sufficient freehold estate to give him a permanent and substantial interest in the welfare of the State, nor if any discrimination is made against him in the right of suffrage to claim any representation in Congress or the Electoral College based on negro population, but to surrender it until Congress shall declare what additional representation shall be given to the extent suffrage is given to the negro.

Delegate Thom, of Norfolk, introduced a resolution providing for the appointment of a committee to prepare and issue to the people of the United States an address asking for a repeal of the Fifteenth Amendment. This was referred to the Committee on Suffrage, of which it is thought United States Senator John W. Daniel will be the chairman.

ARRIVALS AT BUFFALO.

Buffalo, June 20 (Special).—Persons from New-York and near by registered at hotels to-day include:

GENESEE—Mr. and Mrs. A. B. Dunn, A. W. Tompkins, Mrs. M. E. Wemple, L. J. Wing, Mrs. B. Serauss, Mr. and Mrs. W. F. Brice, D. Wood, Samuel J. Reeves, C. E. Greenough, Kenneth B. Schley, Mrs. J. J. Davis, Mr. and Mrs. L. E. Johnson, M. R. MacDonald, Samuel J. Bailey, W. J. Currie, Mr. and Mrs. B. England, E. D. F. Shelton, Mr. and Mrs. C. H. Burke, Mr. and Mrs. H. T. Andrews, Mr. and Mrs. B. E. Poor, jr., L. H. Nell, E. Horton, J. W. Hodgson, J. Rigg, Mrs. J. Braman, Mr. and Mrs. L. Riederer, W. G. Lewis, Miss E. L. Lewis.

IROQUOIS—Mr. and Mrs. W. B. Shaw, Edward A. Downey, Ridgley Nicholas, Mr. and Mrs. E. L. Rossitt, George B. Button, R. K. Hunt, Mr. and Mrs. S. Savage, D. H. Gaines, Cliff Langley, R. H. Taynton, Robert Esterbrook, Edward Kiel, Herbert Oberfelder, Philip Yancey, Mr. and Mrs. A. L. Wilson, E. Whittlesey, Edward D. Candee, Maurice Goldsmith, E. H. Conger, William Smith, G. C. Hudson, George Schuler, J. H. Pettit, Mr. and Mrs. H. L. Quick.

TIFFT—H. D. Simpson, W. J. Walsh, Terrence Farley, J. R. Palmer, W. Freeman, Mr. and Mrs. H. H. Seavey, J. Stone, W. McDermott, M. S. Smith.

CASTLE INN—Mr. and Mrs. R. A. Shufelt.

MANSION—Mr. and Mrs. E. R. Mayo, Alphons P. Blake, Miss Annie Blake Lee, Henry P. Forge, William Bernstein, A. F. Hathaway, Mr. and Mrs. George T. Cantwell, Mr. and Mrs. John Johnston, G. M. Clark, James Ovens, Latham Ovens, F. A. Gardiner, E. J. Fairfield.

STAFFORD—W. Myers, George A. Moore, W. E. Broome, E. R. Blydenburgh, Mr. and Mrs. George H. Goebel, Frank C. Scrivener, Mr. and Mrs. S. D. Kelting, Charles W. Burns.

ARLINGTON—C. H. Rose, Fred Rodgers, James Gibson, E. G. Hinton, M. J. Egan, P. Hammerstein, N. D. King, Edward Stephens, C. J. Leonard.

BROEZEL—Mrs. I. M. Tracy, C. J. Wiggin, J. E. Magee, G. E. Byram, G. H. Compton, H. D. Mix, J. Steller, Mr. and Mrs. Harvey Freeman, H. H. Fleck, Jacob J. Dorn, E. F. Crafts, F. N. Young, W. B. Withworth, Delancey Stone, Samuel Driver, F. Howard Hooke, W. D. Walkley, W. S. Ward, D. J. McMahon, W. J. McMahon, D. L. Kennedy, Hugo Seelman, C. W. Mitchell, Mr. and Mrs. A. Johnson, Mr. and Mrs. D. Sutherland, jr., F. A. Vordermeier, E. Engel, Julius Prince, N. Cleveland, J. A. Manning, J. W. Sieloff, C. M. Spaulding, J. R. Ordway, E. E. Allen, William Stern, G. H. Bradfield, S. C. Houghton, A. B. Brandall, Mr. and Mrs. R. S. Mills, Mrs. H. A. Fox, W. A. Gilbert, Mr. and Mrs. Charles F. Gallagher, J. M. Foote, W. B. Taylor.

COLUMBIA—Clayton J. Seitz, E. G. Zabriskie, Frank Walling, Mr. and Mrs. C. Quackenbush, C. K. Longnecker, A. M. Edwards.

HAVANA SENDS A BIG BAND.

Buffalo, June 20.—Director-General Buchanan has received a most unexpected surprise in the arrival direct from Havana, Cuba, of the Havana municipal, or police, band of sixty pieces.

Señor Guillermo Thomas, in charge of the band, informed Mr. Buchanan that the band had been sent to Buffalo as an especial compliment to the Pan-American Exposition by the civic authorities of the city.

HAMLET CONTEST AT THE STROLLERS.

E. F. COWARD AND H. B. HODGES AMUSE ACTORS BY RENDERING SHAKESPEARE'S TRAGEDY.

"Hamlet" was the bone of contention last night between representatives of the Strollers and the Players. It is unlikely that a more unusual presentation of the tragedy has been given since William Shakespeare staged it in London a few hundred years ago. The stage was that of the theatre of the Strollers, at No. 67 Madison-ave.

It was a contest for points between Edward Fales Coward, the Prince of Denmark of the Strollers, and Harrison Blake Hodges, "the moody Dane" of the Players. Mr. Coward won the decision of the judges with a more strenuous presentation. It was not announced with how many points Mr. Hodges was credited for his excellent rendering. The parts played were Scene II of Act I and Scene IV of Act III.

"This contest began in a spirit of fun, but will be carried out in all seriousness," said George H. Hamlin, secretary of the Strollers' Club, by way of introduction. "Mr. Coward has always been our low comedy man. While playing a game of very bad billiards some nights ago he offered to do Hamlet against all comers for a stake of $5 an act. The challenge was carried to the Players' Club and Mr. Hodges found ready backers."

The play hall of the club was filled with members of both clubs and invited guests. Many professionals of world renown looked on in wonder and admiration from poster frames upon the walls.

Each of the contestants was well supported by the following cast: Horatio and the Ghost, William Duncan Preston; Marcellus, Otho Cushing; Bernardo, Hewlyn Dirck Benson; Queen Gertrude, Miss Josephine Morse.

Franklin H. Sargent was referee; David Torrence, judge for the Players, and Colonel Franklin Bartlett, for the Strollers.

SPORTS AND SPORTSMEN.

PROGRAMME OF SPORTS TO-DAY.

RACING.—Coney Island Jockey Club, Sheepshead Bay, 2:30 p. m.

TROTTING.—Meeting at Mineola, 2 p. m.

POLO.—Tournament at Bryn Mawr, 4:30 p. m.

LAWN TENNIS.—Metropolitan championship, West Side Tennis Club; Pennsylvania championship, Merion.

BASEBALL.—Pittsburg vs. New-York, Polo Grounds, 4 p. m.; Cincinnati vs. Brooklyn, Washington Park, Brooklyn, 4 p. m.

GOLF.—Women's metropolitan championship semi-final round, Nassau County Club; women's pickup team match, Montclair.

AILSA BEATS VIGILANT.

NEW-YORK YACHT CLUB FLEETS IN EXHILARATING RACES OFF THE HOOK.

Interest down the Bay yesterday was pretty well divided between the big schooner class and the 90-foot yawls. The New-York Yacht Club sent off the gamest looking fleet of racers that has rounded the Hook for many a day. With one exception, they were all thoroughbreds, and looked it. The four big schooners of the 75-foot class, the Elmina, owned by Frederic W. Brewster; the Muriel, Charles Smithers; the Quissetta, H. F. Lippitt, and the Amorita, W. G. Brokaw, met for the first time, and their racing was of the closest and most picturesque kind. Perhaps the international character of the big yawl race made it the more closely watched of the two, and it certainly provided the biggest surprise. This was sailed by two historic yachts, which may now be said to have won first honors in both England and America. The Vigilant, as the successful defender of the America's Cup in 1893, is well known in both countries, and among American yachtsmen the Fife cutter Ailsa, now a yawl, is regarded as an old acquaintance, owing to her many years of racing with the Prince of Wales's Britannia and her contests with Valkyrie II, Valkyrie III, the Vigilant, the Navahoe and the Satanita. It was therefore like a renewal of 1894, when the Vigilant tackled the foreign racers in British waters, to find these two celebrated boats contesting on the same course.

Two other imported yachts, the Hester, owned by Rear Commodore C. L. F. Robinson, and the Isolde, had a hotly contested race, and the Hester seemed to show that she had improved since last year.

As the racing yachts and steam yachts gathered at Buoy 12 in the Lower Bay yesterday there was a smart breeze from the southsoutheast that was sending the big schooners over to their rails as they preened their wings in the preliminary testing. There was little to choose about the way the huge clubtopsails were set on the vessels about to sail in "racing trim." They all seemed as flat as drumheads, especially those on the yawls.

J. Rogers Maxwell had his new Herreshoff Humma in fine shape to meet Mr. Meyer's Altair, the victor of last year in the 51-foot class. In "cruising trim" the Wasp, the Mermaid and the Carmita, owned by Cleveland Dodge, Anson Phelps Stokes and Robert L. Forrest, were carrying jib-headed gafftopsails. Among the 43-footers the Mira, Charles Lane Poor, and F. M. Smith's new Herreshoff Effort were in racing trim. The schooners Katrina and Wayward met again for the first time this year.

These fine vessels were watched by the yachtsmen and guests on a large and representative fleet of steam yachts, among which were the Colonia, owned by F. G. Bourne, one of the owners of the Constitution; the Electra, which ex-Commodore Gerry brought up from Newport; Isaac Stern's Virginia, J. R. Maxwell's Kismet, A. Van Santvoord's side-wheeler Clermont, Commodore Curtiss James's auxiliary brigantine Aloha, Commodore Edward Kelly's Barracouta, Christian Meyer's Maspeth, Nathaniel Witherell's Marion, with the Bellemere, the Athola, the Duquesne and the Vamoose. The guests and other members of the club had the steamer Cepheus, which was in charge of Alonzo B. Jones and carried a band. On the decks of the Cepheus many met who meet there every year, and among these were Captain Clark, Lloyd's agent at New-York; Nathaniel L. Francis, Howard W. Coates, E. J. and Stanley Greacen, J. W. Ridgeway and William Gardner. Others were E. C. Van Wart, Hubert von Rebeur-Paschetz, naval attaché; Baron Kap-Herr, of the German Embassy; J. V. R. Kennedy, A. M. Cahoun, L. D. Martens and John M. McCurdy.

The course for the yawls, schooners and 65-foot cutters was first to the Southwest Spit, round the Hook to the Sandy Hook Lightship and back by the same road, a distance of thirty-three miles. Course No. 2, for Class J, cruising trim, the 51's, the 43's and the handicap class, was out round the Spit and Hook to the Scotland Lightship and back the same way, a distance of twenty-six miles. For all classes it was a long and short leg to the Southwest Spit, though the Elmina was able to lie this without a tack. From the Hook to Sandy Hook Lightship it was a close fetch, and on the way back it was two broad reaches, with a gybe at the Spit. In Course No. 2 there was a dead beat from the Hook to the Scotland, a run back to the Hook, and the rest the same as in Course No. 1. Thus all were jammed on the wind in the first course to the Spit, and though there was not much tacking, there was a lot of windward work.

When the first start was signalled at 11:25 o'clock the Vigilant crossed at 11:25:27 and the Ailsa at 11:26:33, the Isolde at 11:26:39 and the Hester at 11:26:41. The Vigilant got away from the Ailsa from the start, and increased her lead in all the windward sailing as long as she was in smooth water, and it was out in the ocean seaway that she lost her lead to the Ailsa. The Wasp crossed at 11:27:16, the Carmita at 11:27:49 and the Mermaid at 11:28:30.

These were all timed starts. Those at a distance did not know the official timing, and consequently did not know during the race whether a leading boat was really winning or not. The Mira and Effort let a good deal of their start time go before crossing at 11:29:03 and 11:27:35, respectively. Few people knew that the Elmina, which sailed close to the Quissetta all the way, had the race in hand from the start. When the 11:30 o'clock signal for schooners was given the Quissetta crossed first, at 11:30:38, and the Elmina rushed for the line as if she were going to cross, but she spun around just before she came to the official line, and tacked to the windward end of the line. Thus, when she crossed, she had nearly two minutes to her credit on the official chronometer as against the Quissetta, and over a minute and a half against the Amorita. This old trick seemed to many onlookers to be new.

In the flurry of getting away, while sheets were being hauled aft, the leaders did not make much, and Dennis soon had the Elmina close to them. The right play at the start practically gave him the race, because he did not come in first at the finish, but thirty seconds behind the Quissetta. The time gained on the start was just what he needed.

Several of the schooners and cutters tacked while on the port tack closehaul to the Spit, the Vigilant being the first to do so when off Swinburne Island. At 11:55 o'clock the Amorita was to windward but behind, the Quissetta further south but to leeward, the Elmina further to leeward and a little ahead, in other words, they were all about even in their work. The Amorita tried to show a small working maintopmast, but changed her mind and smoothed it down.

At the Southwest Spit these times were unofficially but carefully taken: Vigilant, 12:11:55; Ailsa, 12:15:25; Hester, 12:16:40; Isolde, 12:18:24; Humma, 12:22:50; Quissetta, 12:24:08; Amorita, 12:25:00; Elmina, 12:25:31; Wasp, 12:26:40; Altair, 12:27:31; Muriel, 12:30:10.

THE CYMBRA MAKES BAD WEATHER.

The Cymbra, started in the handicap class, was found early in the race to be making bad weather, although she carried one reef, and was apparently down to her cabin windows. She did not finish.

When near the point of the Hook the Amorita, which seemed to be doing well at the time, lost her foregaff, said to be a hollow spar. That took out one craft from a most interesting quartet. The new schooner Muriel was evidently not in trim for this, her first race. She is a sister ship to the Elmina, and ought to do equally well, and probably will in time, but she got left by miles in yesterday's race.

On the way out to the Sandy Hook Lightship it was noticed that the Quissetta's lee decks were swashed in the drift as high as her cabin hatches, and almost at the same moment the crew took in the club gaff topsail. This was at 12:45, and she set nothing in its place for a long time, the Elmina seeming to gain little in the mean time. The jib headed working topsail was set in about fifteen minutes. The Elmina was carrying jib topsail and her largest club topsail.

The big yawls were a long way ahead of everything now, and the unofficial times of the turns at the Sandy Hook Lightship were: The Ailsa, 1:01:33; the Vigilant, 1:06:10; the Hester, 1:13:13; the Isolde, 1:16:17; the Quissetta, 1:21:20, and the Elmina, 1:22:00. It was a great surprise when people on the Cepheus came up from luncheon and found the Vigilant four minutes and thirty-seven seconds behind. It was said at the club last night that her new bronze centreboard went wrong and could not be used. The Vigilant's centreboard has been the cause of many defeats. When she came back with the wind abaft beam she was carrying a large jib topsail that was not the balloon, and both she and the Ailsa were carrying mizzen trysails, which were regarded as great novelties by New-Yorkers, who were unaccustomed to the racing yawl rig, though they have been used for at least a quarter of a century in foreign waters.

As otherwise timed, the Wasp rounded the Scotland Lightship at 1:17:00, the Altair following at 1:20:00, the Carmita at 1:24:00 and the Mira at 1:33:00. As reported from Sandy Hook Point the yachts were there timed at the bell buoy on the return trip as follows: The Ailsa, 1:43:00; the Vigilant, 1:47:03; the Humma, 1:43:30; the Altair, 1:50:00; the Wasp, 1:51:30; the Carmita, 1:59:45; the Hester, 2:02:00; the Effort, 2:06:00; the Isolde (flying a protest flag), 2:08:00; the Quissetta, 2:09:00; the Elmina, 2:10:00, and the Mira, with topmast broken but still in the race, 2:13:00.

In this region the Altair's spreaders were carried away, and she left the race. At the Southwest Spit, on the return, the times of the leaders were: The Ailsa, 1:55:20, and the Vigilant, 1:59:03, showing a gain for Vigilant of slightly over a minute on the way in from the lightship. From there to the finish she lost again in a nearly free run, in which spinnakers were carried well forward. The finish times were: The Ailsa, 2:34:39; the Vigilant, 2:38:43. In the last course the Vigilant did not set her spinnaker till 2:19:00, while the Ailsa was carrying hers with good effect, both vessels travelling fast. The Ailsa was the better sailed boat of the two, and her owner Henry S. Redmond, looked justly proud as his new vessel swung in past the Cepheus after the race.

The finish times (official) of the other boats were: The Hester, 3:03:51; the Isolde, 3:09:47; the Wasp, 3:01:39; the Carmita, 3:13:43; the Mermaid, 3:23:33; the Humma, 2:50:29; the Mira (with topmast gone and the wreck cleared away and but little behind her adversary, the Effort), 3:26:28; the Effort, 3:18:16. The Quissetta finished at 3:07:59; the Elmina, 3:08:59; the Muriel, 3:19:43; the Katrina, 3:19:34; the Wayward, 3:46:16.

The Quissetta and the Isolde carried protest flags. The Isolde's complaint, it was said at the club last night, will probably be withdrawn, as it was found that she was a winner on time allowance. The Quissetta protests the Elmina because she left a harbor buoy on the wrong side, according to the printed description of the course, but on the chart supplied by the club the line supposed to indicate the course is drawn on the side of the buoy on which the Elmina passed. There was some doubt as to how the new lighthouse near the course in the bay should be passed, and one of the smiles last night at the club was at the fact that this new lighthouse had been totally forgotten. The Ailsa covered the thirty-three mile Course I in 3:08:06. There never was a regatta in which guests and members were more pleased and better favored by wind and weather. The whole regatta was a big success.

The following table shows the results of the racing:

YAWLS IN RACING TRIM—COURSE 1.

	Start.	Finish.	Elapsed time.	Corrected time.
Ailsa, H. S. Redmond	11:26:33	2:34:39	3:08:06	3:08:06
Vigilant, Percy Chubb	11:25:27	2:38:43	3:13:16	3:13:16

CLASS I—SIXTY-FIVE FOOT CUTTERS, RACING TRIM—COURSE 1.

Hester, C. L. Robinson	11:26:41	3:03:51	3:37:10	3:37:10
Isolde, F. Hoyt	11:26:39	3:09:47	3:43:08	3:33:18

CLASS J OF CUTTERS—CRUISING TRIM—COURSE 2.

Wasp, C. Dodge	11:27:16	3:01:39	3:34:23	3:34:23
Carmita, R. L. Forrest	11:27:49	3:13:43	3:45:54	3:45:47
Mermaid, A. P. Stokes	11:28:30	3:23:33	3:55:03	3:55:03

CLASS K—CUTTERS—RACING TRIM COURSE 2.

Altair, C. Meyer	11:27:25	Did not finish.		
Humma	11:27:03	2:50:29	3:23:26	3:23:26

FORTY-THREE FOOT CUTTERS—RACING TRIM—COURSE 2.

Mira, C. L. Poor	11:29:03	3:26:28	3:57:25	3:57:25
Effort, F. M. Smith	11:27:35	3:18:16	3:50:41	3:50:41

HANDICAP—RACING TRIM—COURSE 2.

Cymbra, F. C. Henderson. Did not finish.

SCHOONERS—CLASS D—RACING TRIM—COURSE 1.

Amorita, W. G. Brokaw	11:30:51	Did not finish.		
Elmina, F. W. Brewster	11:32:26	3:08:29	3:36:03	3:36:03
Quisetta, H. F. Lippitt	11:30:38	3:07:59	3:37:21	3:37:21
Muriel, Charles Smithers	11:32:08	3:19:43	3:47:40	3:47:40

SCHOONERS IN RACING TRIM—COURSE 1.

Katrina, J. B. Ford	11:31:38	3:19:34	3:47:56	3:47:56
Wayward, F. W. Duryea	11:33:41	3:46:16	4:12:35	4:04:10

Quisetta protests Elmina; Isolde protests Hester.

Ailsa covered Course 1 in 3 hours 8 minutes and 6 seconds.

The winners were Ailsa, Elmina, Wasp, Humma, Effort, Katrina and Isolde.

SHAMROCK'S NEW MAST STEPPED.

IT IS A SINGLE HOLLOW STEEL POLE ONE HUNDRED AND SIXTY FEET LONG.

Glasgow, June 20.—Shamrock II's new mast was stepped to-day.

The new spar consists of a hollow steel pole 160 feet long, built in a single piece from step to truck. It is the first spar of its kind ever made. The advantage is claimed for the new mast that it saves top weight and also presents a smaller wind surface. It permits of dispensing with gear for the hoisting and lowering of the topmast, and it is believed that a single spar can be braced more rigidly than a spliced telescopic mast. The chief disadvantage of the single piece pole lies in the impossibility of housing the topmast during heavy weather. In this respect it is pointed out that this manœuvre has been resorted to but once in the history of the Cup races.

Sir Thomas Lipton and Mr. Watson were present when the mast was stepped. The challenger's sails are due at Gourock next Monday, and the yacht will take her first spin under the new canvas on Thursday.

CONSTITUTION GOES TO BRISTOL.

Newport, R. I., June 20.—Manager Duncan and two or three guests, on board the Constitution, started for Bristol to-day. The yacht, under mainsail, No. 1 clubtopsail, jib and staysail, stood across the harbor. Then she set her jibtopsail, and easing off sheets soon was making good speed up the bay, in a light southerly breeze. Before starting Mr. Duncan said that he would make only a short stop at Bristol to take on board the wire rigging and then return here in the afternoon.

Bristol, R. I., June 20.—The Constitution came up the bay from Newport to-day under lower sails and large clubtopsail, in a fine southwest breeze. The sails set finely, especially the large clubtopsail, which towered high above all other objects in lower Narragansett Bay. She anchored in deep water off the southeast point of Hog Island, all of two miles south of the Herreshoff works.

The Mount Morris, which followed closely after the Constitution, rounded off under the lee of the yacht while luncheon was served.

After luncheon there was a conference between the Herreshoffs and Mr. Duncan and the programme was changed. The Constitution hauled up anchor and sailed into the harbor to her anchorage at the Herreshoff works.

Two hollow spars are at the wharf here, having come from a boat company at Ogdensburg, N. Y. One of the spars is apparently for the boom, and the other might be put to use for a clubtopsail.

PRESIDENT'S YACHT TO BE REPAIRED.

Washington, June 20.—The President's yacht, the Sylph, has been ordered into dock at Norfolk to undergo repairs.

RECORD BROKEN AT MINEOLA TRACK.

Mineola, Long Island, June 20.—At the second and last day of the thirty-fourth annual summer fair of the Queens-Nassau Agricultural Society to-day the trotting was the feature. In the free for all class the gray gelding Democracy, owned by J. G. Melbourn, of Chester, Penn., broke the track record by pacing the mile in 2:12¾. The previous record, 2:14, was held by Teddy B. The summaries follow:

TROTTING—2:30 CLASS—PURSE $200.

Lee Cuyler, b. g. (A. B. Van Houten)	1	1	1
Red Line, b. g. (R. L. Davis)	2	2	2
Mary Sapho, blk. m. (A. Munz)	3	3	3
Rosella, g. m. (Harlem Valley Stock Farm)	4	4	5
Prince, b. g. (Howard Hayden)	5	5	4
Parrot, b. g. (W. H. Rhodes)	dis		

Time, 2:31¼, 2:31¼, 2:29¾.

PACING—2:30 CLASS—PURSE $200.

George O. A., ch. g. (Huber's Stock Farm)	1	1	1
Maud M. (George Roeckell)	2	2	2
Dandy L., ch. g. (A. S. Rowland)	6	3	3
Billy Hudson, b. g. (E. D. Hollenbeck)	7	4	4
Little Fred (William Wortendyke)	3	10	5
Joe Hal, b. g. (W. E. Thorne)	4	5	9
General, b. g. (Morris Wright)	8	7	6
Nancy Roy (Howard Hayden)	9	8	8
Mollie Haroldmont, b. m. (A. B. Van Houten)	5	9	dr
Harry P. Madden, ch. g. (Dr. C. M. Master)	10	dis	
Minnie R., br. m. (A. Munz)	dis		

Time, 2:24¼, 2:25½, 2:25.

TROTTING—2:15 CLASS—PURSE $300.

Earline, b. g. (William L. Rhodes)	1	1	1
Castleton, br. g. (R. L. Davis)	2	2	2
Crescote, (Howard Hayden)	3	3	3

Time, 2:26¼, 2:27, 2:25¾.

PACING—FREE FOR ALL—PURSE $300.

Democracy, g. g. (J. G. Melbourn)	1	1	1
Birdina, b. m. (W. S. Dennis)	2	2	2
Rosie Wilkes, blk. m. (A. S. Rowland)	4	3	3
Easter, ch. g. (Howard Hayden)	3	4	4

Time, 2:25¼, 2:22, 2:12¾.

FACTORY INSPECTORS NOT ARRESTED.

INDICTED FOR EXTORTION BY A BROOKLYN GRAND JURY.

Indictments were found by the Kings County Grand Jury yesterday against several men who have been employed as factory inspectors in Brooklyn and against whom charges of extortion were made recently by G. H. Brannif, the Deputy State Superintendent. District-Attorney Clarke refused last night to talk about the indictments, and none of the accused men has been arrested. When they are brought to trial they will be prosecuted by the State. Job Hedges has been designated as special Deputy Attorney-General to conduct the prosecution.

ROWING.

ROUGH SEAS MAKE COLUMBIA OARSMEN JUMP OVERBOARD.

[BY TELEGRAPH TO THE TRIBUNE.]

Poughkeepsie, N. Y., June 20.—Pennsylvania's streak of hard luck communicated itself somewhat to Columbia to-day, when Maxwell Stevenson and A. D. Weekes, of the Columbia 'varsity crew, were unable to take rowing practice. Stevenson's rheumatic attack in his right knee is not supposed to be serious, and Hanlan hopes to have him right by Saturday. Weekes's indisposition is slight, and he is expected back in the boat to-morrow. The greatest concern is felt over Stevenson, as he had similar trouble with his wrist early in the year, which kept him from rowing for two weeks.

In addition to these troubles the freshman and 'varsity crews in their racing shells had a tough time this morning, in an unusually rough sea, which tossed the boats like eggshells over three full rollers. When the two eights started out Hanlan sent them to the west shore for calmer water. The shells, and even the launch, had a hard time