CONSTITUTION IMPROVES.

WITH OLD SAIL AND NEW JIB SHE DOES BETTER WORK.

COLUMBIA SQUEEZES HOME SLIGHTLY IN THE LEAD—JOCKEYING TACTICS OF CAPTAIN BARR.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Sept. 4.—In one of the most exciting finishes that have been seen for many a day, and with the ribbons of a wrecked balloon jib streaming from the Constitution's bows, the Columbia ran to get the final gun yesterday just seventeen seconds ahead. It was a close call all around, because Barr twice gave away his chance of the race to damage the other boat's sailing. At the start, and after he had been officially timed on the line, he came back to blanket a boat which had not yet started. Then, after the Constitution had gybed inside the line, during the process of which the Columbia gained about three hundred yards to windward, Barr bore down a second time in the first long tack toward the outer mark, for the purpose of splitting the Constitution's wind. This was interpreted on the press boat to mean that Barr, being confident of winning, thought he could afford to give up on two occasions a commanding position for the sole purpose of having fun, or, as it was said on the press boat, for the purpose of making game of the rival skipper.

COLUMBIA'S TRICKS AT THE START.

Captain Barr did not find the amusement so easy as he expected. It is true that after he came down to "monkey" with the Constitution he went out over half a mile in the lead, but when the wind became lighter he lost a large part of this lead near the windward mark. In fact, he lost all his lead except forty seconds, and in the spinnaker run back the Constitution forged ahead for a while. In the run back both boats went to leeward of their course, and when they doused their starboard wings and headed up the course in the last two miles under balloon jibs, the Columbia went ahead at once, and kept her lead all the way to the finish. This last two miles was especially exciting, because the boats felt the whole force of the wind when they came luffing out, till they were beam on to it, and there the Constitution got her big balloon jib split across, and the Columbia had to lower her's, as she could not carry it on this course. The Columbia then set a reaching balloon jib and ran the rest of the way to the finish line, gaining a little all the way.

WEATHER CLEARS AS DAY ADVANCES.

As no one has ever proved a trustworthy prophet in regard to Newport weather, the bad promise and fog of the early morning were disregarded except perhaps as an augury for a fine day. In this region it is an even bet that the unexpected will arrive, so that when the general unpleasantness cleared away about 11:30 o'clock there was no surprise, and it was evident that the crews on the defenders went to work with a will when the order was given to make sail. They swarmed out on the bowsprits, and the covers came off the mainsails in a jiffy. About a quarter of an hour later the Columbia had her big kite in place, and then she broke out all three of her sails at once, and paid away from her moorings to beat out to the Brenton Reef Lightship. The Constitution saw her coming, and got away with two headsails set to clear the harbor first. There was a fine breeze coming in from about south-southwest, while the press yacht, the Wanda, went out alongside the big chartered steam yacht, the Cuhona, which on the end of her jibboom sported the wide tail of a shark. Viewed from seaward, the Constitution, after she got clear of the harbor, was seen to run back for a while, with men on her bowsprit and her jib down. It was thought that she was setting up something around the horn, and presently she pointed out again. The Columbia took the lead here, and lowered her jibtopsail as she beat out in the freshening breeze. Cornelius Vanderbilt's 70-footer, the Rainbow, was careening round under her biggest kite and lying down pretty well to it. The steam yacht Narada, which was flying the committee's flag, was waiting for the racers, and at 12:20 sent up the signal that the course would be the windward one, fifteen miles in the eye of the wind and return.

CONSTITUTION SHOWS A NEW JIB.

The course signals were D F J, meaning south-southwest, and both racers came in close to read what the bunting had to say. It was here seen that the Constitution had a new jib and the old mainsail, the first she ever sailed with, and it seemed to be a good sail. The Columbia's canvas was not any better than her rival's, and it looked as if the continuous strains of the whole season were now showing in its baggings. The tug Unique now took a long turn to straighten out her log line, and travelled out south-southwest across the starting line. The Constitution was not well up to windward, while the Columbia was near the lightship. Both were sending up their jibtopsails in stops as the 12:50 preparatory gun was fired. The Columbia then came east around the Narada, while the Constitution went down to leeward, and then passed westward and met the Columbia swinging round to windward of her. At the 12:55 gun both close hauled on the port tack, heading toward Narragansett Pier. When there was over four minutes to go before the starting gun, the Constitution wore ship and came upon the starboard tack. Barr did the same, thus retaining his windward position. But he was too far in the lead, and saw that he would be too soon for the gun, so he swung down hard to leeward, almost before the wind, to gain time. The Constitution came up under his lee, when he spun round up to the wind again, and then bore away down to the line of the Constitution's course, where he swung up closer to the wind, narrowly escaping a rub of his main boom on the Constitution's fore rigging. They thus proceeded to the crossing line, where the gun fired, and Barr came by the wind and crossed the line. But seeing that the Constitution intended to take more time on the start, and was bearing down inside the line, he payed his boat off and came down to blanket his rival. He lost here, because his time of starting had been already taken, and the Constitution's had not, so that Barr was giving away all he had gained in a sharp start.

Barr kept on blanketing the Constitution down the line, but passed out ahead to windward of the Narada, apparently expecting the Constitution to go in stays under his stern, for which there was room, or to follow after him past the Narada, for which the Columbia was making room by her extra speed in getting out of the way. But the Constitution declined to point in beside the Narada or to come about. Instead of doing either she wore ship and crossed the line very late, but before the handicap gun, being officially timed at 1:02:00 (21 seconds handicap). The Columbia had been timed when she first crossed, at 1:00:47. There were 13 seconds difference between them. Most of this had already been thrown away, but to make matters worse the Columbia continued to throw away her lead.

COLUMBIA CONTINUES HER JOCKEYING.

Barr, however, was a long way to windward when the Constitution crossed the line, but in order to "play ball" with the Constitution and blanket her and spoil her sailing, Barr came down from a windward position, sailing dead from his right four points, in order to place his boat on the Constitution's bow and split her wind. They thus headed westerly on the port tack, the Constitution having to luff up on her way to avoid a trading schooner. At 1:35 Rhodes came about to the starboard tack and Barr went about just to windward of him. This was where Barr wanted to get. He had come down from a commanding weatherly position evidently for the purpose of playing ducks and drakes with the Constitution, and to do this he gave up a position of at least three hundred yards to windward—this being gained while the Constitution was eating up the time two minutes before her official start. Rhodes here sent his boat broad off, to get clear of damaging influence to windward, and Barr gave a better full to hold his advantage. This went on for over sixteen minutes, when Constitution tacked to get clear. Barr went about also, but not being quite to windward of the leeward boat he bore away a little to get better legs on to pull out. The wind had now hauled two points and was steady out of the southwest, blowing at this time about ten miles an hour. The Constitution was heading well up, lying due west. When Barr got exactly to windward of the Constitution he began, apparently almost for the first time, to let his boat go up to windward all she could. The Columbia here pulled out a good lead, and at 2:06 she went to the starboard tack and left the Constitution, as if to show what the latter boat could do when left alone. Rhodes followed to the starboard tack a minute later, but Barr came back to the port tack and crossed the Constitution's bows. One minute later he tacked to cross her bows again.

CONSTITUTION TRIES TO DODGE COLUMBIA.

This time the Constitution went about to avoid the split. They met again on opposite tacks at 2:09:30, but Rhodes dodged as soon as Barr was committed to the starboard tack. Three minutes later they converged again, but Rhodes got away without damage to his wind. At 2:14 o'clock Barr stood away south to find the mark, as most of the beating had been to westward, and the two point shift of the wind made it possible that the fifteen mile outer mark would be picked up on a long starboard tack to the south. The Constitution waited to get well to windward of his course, and followed south a minute and a half later. There was no knowing whether Barr might not find the mark on his present course, and the Constitution could not afford to overstand. As she followed the Columbia the Constitution was a good half-mile or more in her wake, and even the most sanguine of her friends began to lose hope, if they had not lost it altogether. There were peculiar things happening in this beat to the outer mark. After giving up a windward position twice the Columbia started on almost even terms again at the end of the first tack, and increased her lead all the way till after 2:30 o'clock. By this time the locality of the outer mark was discovered, and found to be windward of both boats, and at 2:41:30 the Columbia went to the port tack and afterward made a number of short tacks.

CONSTITUTION GAINS AT OUTER MARK.

It may have been because the wind fell lighter here to about six or seven miles an hour, or it may have been that there was some difference in the luck in the finding of slants, but the outcome of the many short tacks was that the Constitution's relative position was found to be much improved when the boats neared the outer mark. So much improved, in fact, that instead of being over half a mile astern she turned the outer mark only forty seconds behind. As to this, Mr. Duncan said after the race that he attributed the gain altogether to the question of sails. The mainsail carried yesterday was, he said, the first she ever carried, and in looks he regarded it as the ugliest sail she possessed, with a belly here and a hard spot there, and altogether within criticism; but the worming of it, he was bound to say, suggested that it was the best performer of the three she owned. In this short tacking before reaching the mark the Columbia went about seven times, turning the last time at 2:40:30, and dropping her jib topsail to make way for the balloon jib at 3:04:25. She came to the mark, lowering her spinnaker boom before turning, and was unofficially timed at 3:06:42. The unofficial timing is given, because there was about four minutes difference between it and the official timing, which was clearly astray. After rounding the Columbia held out a considerable distance to windward, so as to have the most westerly position. Although it was ready, Barr did not break out his balloon jib immediately on rounding, because he was looking for a luffing match, but after he got well to the westward he spread it to the breezes.

LUFFING CONTEST ABANDONED.

In the mean time the Constitution turned at 3:07:29, and did not seek to luff out the Columbia. Mr. Duncan said that a luffing contest would have probably brought them out at Block Island, and that was the reason why his boat did not try for the westerly berth. His boat soon went to her north-northwest course for home and broke out her spinnaker first. Then the Columbia, which had her spinnaker ready, broke it out at the long run before the wind began, both boats also carrying their balloon jibs, this sail on the Columbia being self-cast. On this passage the boats were pretty well separated, and as the press yacht Wanda fell back or went ahead of the cutters it was hard to say which was ahead after they had been running some time. By 3:28 the Constitution was apparently on even terms and seemed to be gaining. At other times (reckoning being altered by the changing pace and position of the Wanda) the Columbia seemed to be gaining. There was much discussion on the point, and all that can be said with certainty was that there was some slight gain on the part of the Constitution.

The wind freshened, and Rhodes hastened to take in his spinnaker. As the men were dragging it down from the forestay, the man on the halyards let it down too soon, and a big bag of the sail went overboard on the lee side of the bow and filled with water. The only way they could get it out of the water was to hoist on the halyard again, and after it had been in the water for perhaps about thirty seconds it appeared wet up about fifteen feet or more. It was a bad job. The Columbia, to windward of the Constitution, began to go past as if the new boat was standing still, and was soon out on the lead. She also broke out a big reaching foresail that filled like an elephant. Rhodes set a worming foresail, and under these two headsails both boats were now travelling at a terrible gait.

The Columbia now took the lead, and as the Constitution tried to get past on her windward side she luffed out, and Rhodes gave up the attempt and pointed again to the Columbia's lee side. But perhaps this was only a bluff to get the Columbia to bear away, because a moment later the Constitution made a quick rush for the windward side again and luffed up high.

THE CONSTITUTION'S BALLOON WRECKED.

The Constitution was now nearly beam on to the wind, with the whole weight of it in the ballon sail, and suddenly the whole thing ripped from stem to gudgeon, and the front acre of light canvas was torn into ribbons. It tore right across the middle, and soon the lower half got clear of the bolt ropes, and drifted aft along the lee side of the mainsail. The upper half slapped the air away up on the stay. The crew now had their hands full to gather in the flying rags, and the boat was over on her ear all the time and going to beat the band, but not the Columbia. On the latter yacht they were having all they wanted. She seemed to be sailing chiefly on her starboard bowsprit shroud, and her huge balloon jib was dragging the life out of her. She was trying to head up all she could in spite of the big balloon. The Constitution had been relieved of her big forward incubus, and was heading out to windward, with all her rags adrift, and coming like the Empire State Express. There was only one thing for it—Barr had to get in his balloon jib, and down it came. But it came gingerly, and it was sudden death for anybody that played the fool. The sail came down as neatly as if it was parade day before the commodore, and the romping thing that threatened to wreck the boat went out of sight like a lamp.

THE DIFFERENCE IN SKIPPERS.

It was just here that the difference in skippers was shown. By this time the Constitution had cleared away the slatting remnants of her balloon jib, and seemed to have all clear to hoist something more. They were close, and this was the point to be printed, that as soon as the balloon jib disappeared on the Columbia, a long rope of new sail in stops went creeping fast up the topmast stay. Up it went, and the boat wanted it. "Barr is giving her the baby jibtopsail!" yelled some excited person. He wasn't. There was one pull on the sheet, and the full size of the largest reaching jibtopsail flapped out to the driving wind and bellied away in front with the power of a gale in it. It went out at the supreme moment, and it lifted the Columbia away as if it carried her in its bosom. She went away on the fling of the sea, and men looked in vain for the Constitution to set one more sail for victory. It never came. The boat fell behind. The finish was near. Another sail might have brought almost a tie finish, but the sail remained below hatches as the Columbia laced out ahead, and the Constitution was defeated on handling.

COLUMBIA WINS BY SUPERB HANDLING.

The fact remains that Barr gave away anything he gained by the first manœuvring, and that when the other boat had a chance to win she got crushed out by superior and superb handling. Barr was seen on the tender Park City for The Tribune, and was told that the Constitution people thought he had infringed the rules of the start. Barr said: "Then let the Constitution people file a regular protest with the committee, and let them see where they will fetch up. I did not infringe the rules. The Constitution could have passed out astern of the Columbia, and there was no necessity for her turning back and gybing. I am always ready to stand for what I do, and I would prefer a protest to be put in."

As there was no prize to be decided, it was said for the Constitution, while the arguments for that boat were given in full to the newspaper men, that no formal protest would be filed, so the hardest fought and most exciting race of the season goes to the Columbia, scoring the fifth consecutive victory for the older boat since she left the Larchmont racing, one of these races being not quite completed.

Boat.	Start.	Outer mark.	Finish.
Columbia	1:00:47	3:06:49	5:03:13
Constitution	1:02:00	3:07:29	5:03:32

Columbia winds on corrected time by 17 seconds. Columbia's elapsed time, 4:02:26. Constitution's elapsed time, 4:01:32. Columbia's corrected time, 4:01:15. Constitution's corrected time, 4:01:32.

FOURTEEN-KNOT CLIP.

THE SHAMROCK TRAVELS FAST AND SAILS CLOSE TO THE WIND.

Although under sail for only two hours yesterday the Shamrock astonished those who followed her by her remarkable speed and her ability to lie close to the wind. The yacht again demonstrated that she can sail, when reaching with the wind abeam so that her big jibtopsail can be made to draw, at a speed varying from fourteen to fifteen knots. The great mainsail was hoisted by 10 o'clock, and immediately after it was swayed up to the limit a perfectly fitting clubtopsail was mastheaded and sheeted out in place. The staysail, jib and a No. 2 jibtopsail were sent up in stops, and the yacht was ready to make a start by 11 o'clock. There was not a breath of wind, however. Just then the steam yacht Reverie ranged up alongside the Shamrock. Her owner, C. B. Thomas, hailed Sir Thomas Lipton.

"Sir Thomas," said he, "the members of the Irish rifle team are on board, with the ladies of their party. They drink your health, and wish you all success."

To this Sir Thomas replied: "I thank you very much. Won't you all come aboard the Shamrock? I will send a launch for you."

The invitation was accepted and the party of seventeen went on board the challenger. After inspecting the Shamrock the party was taken on board the Erin, and shown over the vessel.

Shortly after noon there were indications of a breeze, and the Shamrock got ready to slip her mooring. Soon after 1 o'clock a fresh breeze came from the southeast, and the yacht was changed in a moment to a thing of life. Staysail, jib and a small jibtopsail were broken out simultaneously, and as her sails filled and she gathered headway in the freshening breeze, she made a spirited picture.

When the point of Sandy Hook was cleared sheets were trimmed down flat on the port tack, and the yacht slipped rapidly through the smooth water. In ten minutes she was entering Gedney's Channel, and in five minutes more she had passed through it—nearly four miles in fifteen minutes. At 2:58 o'clock Captain Sycamore put the Shamrock on the starboard tack for seven minutes; then she came around, and stood along the Jersey Coast for ten minutes. When next she came about, at 3:24 o'clock, she swung around from "full to full" in twelve seconds. The yacht was lying remarkably close to the wind. As a matter of fact she headed southwest one-quarter south on one tack and southeast one-half south on the other, showing that she works in 7¼ points. She must therefore lie within 3¾ points of the wind when close hauled.

At 3:38 o'clock the main sheet was manned and rounded in smartly, and a moment later the great main boom swung across the deck as Captain Sycamore put the helm up and gybed her. The jibtopsail was down and stowed, and another one out on the bowsprit in two minutes. In two minutes more the new sail was snapped on its stay, hoisted in place and broken out.

Travelling at a fourteen-knot clip the Shamrock entered Gedney's Channel at 4:05 o'clock, with boom broad off to starboard. The jibtopsail came down at 4:10 o'clock, and then sheets were trimmed down for the close reach to the point off Sandy Hook, for the wind had freshened and shifted some to the southward. She stood well over toward the Southwest Spit, then made a tack into the bay, where the clubtopsail was taken in, and at 5:30 o'clock, after being towed to her mooring by the Lawrence she was made fast for the night.

Sir Thomas was well satisfied with the spin. The yacht will go out to-day at 11 o'clock.

BRINGS THE SHAMROCK'S MASCOT.

CAPTAIN WRINGE THINKS THE NEW CHALLENGER CAN BEAT THE COLUMBIA.

Captain Robert Wringe, substitute captain of the Shamrock, arrived yesterday on the Majestic, of the White Star Line. He brought with him from Liverpool Sir Thomas Lipton's Irish terrier Mike. The terrier is the Shamrock's mascot, and a lively sort of a mascot he is. Captain Wringe when last here sailed the 90-footer Mineola. He knows the waters of Sandy Hook as a policeman knows his beat. The captain smiled when told that there was some doubt as to whether the Constitution could defeat the Columbia.

"If the Shamrock has to go up against the Columbia," he said, "we shall surely win. I should like to take another chance at her in the old Shamrock. We were defeated in the last races on the windward work. The Columbia can never win against the new boat, for she is faster than the old one.

"If we race with the Constitution I cannot foretell the result. It is true that there is a feeling on the other side that the new Shamrock is not what she should be, but of that I shall not speak."

INDEPENDENCE METAL FOR SOUVENIRS.

Boston, Sept. 4.—"The Post" to-day prints a telegram received from Thomas W. Lawson, in reply to a query as to what was to be done with the metal of the yacht Independence, saying:

All metal will be used to make a figure or set of figures to illustrate the incident. To that end I am going to offer artists and sculptors in this country and Europe a set of suitable cash prizes for the best design.

PROBABLY EVEN MONEY.

The proposal of W. J. Kingsley to duplicate his bet of $150,000 on the Shamrock against $250,000 on the American Cup defender has not yet been accepted, and the probabilities seem to be that he will be unable to place any more big bets except on even terms. Holders of the American money are not willing, in view of the rather unsatisfactory showing made by the Constitution, to give any odds. As far as can be learned, there has been no betting in the Stock Exchange upon the yacht races.

Mr. Kingsley, who has been staying at the Hotel Imperial, left there shortly before 6 o'clock last night. It was said that he had gone to Buffalo. Several persons who called in the course of the evening to see him about wagers upon the international yacht race were disappointed not to find him in.

ITHACA AND SYRACUSE BOATS MATCHED.

Ithaca, N. Y., Sept. 4.—Commodore Collins, of the yacht Chonodote, an Ithaca boat, to-day, wired the owners of the yacht Katydid, of Syracuse, that he would accept the challenge of the Syracuse boat for a scratch race, to be held on Lake Cayuga, off Sheldrake, under the auspices of the Interlake Yachting Association. The boats named are considered the best in Central New-York, and the race will be sailed for $1,000 a side within two weeks.

TELEPHONE COMPANY SOLD.

Elizabeth, Sept. 4.—The Elizabeth Telephone Company, which was organized six years alo, has been sold to Barker Gummere, of Trenton, and J. L. Hammel, president of the Trenton Trust Company, who, it is understood, are interested in the Interstate Telephone Company. The negotiations were closed yesterday.

THE FIRE RECORD YESTERDAY.

1:25 a. m., No. 258 West Fifty-third-st., J. E. Monnel; $500.
9:50 a. m., No. 8 Goerck-st., John Monico; slight.
12:20 p. m., No. 226 Eldridge-st., owner unknown; slight.
12:40 p. m., No. 8 and 10 Avenue A, Samuel Schmorn; slight.
1:10 p. m., No. 514 West Forty-fourth-st., Joseph Mohigle; slight.
7:10 p. m., No. 136 Bleecker-st., K. Rosen; $400.

Lipton and the Cup.

EVERY ONE ADMIRES SIR THOMAS LIPTON AND HIS SPORTSMANLIKE EFFORTS TO SECURE THE AMERICA'S CUP.

The New-York Tribune's Yacht Race Extra,

which is now being prepared for publication, will have an excellent picture of Sir Thomas and his beautiful boat, Shamrock II.

It will also contain a full history of the America's Cup races from the time of the first contest for this celebrated trophy.

This will be the latest and most complete Yacht Race Book, publication having been purposely delayed to enable the editors to include all interesting events up to the eve of the 1901 Races.

The handsome letterpress will be embellished with beautiful half-tone engravings, together with the Ensigns of the various local Yacht Clubs printed in colors, the whole to be contained in a beautifully illustrated colored cover. This will make an attractive souvenir of the races, and every visitor will need one. Those who cannot attend the races will need it still more.

It will be for sale at all newsdealers' early in September, or sent to any address, postpaid, for

TWENTY-FIVE CENTS.

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ADDRESS

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HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

ALBEMARLE—M. B. I. Goddard, of Warwick, R. I. ASTOR—Edyth Tozier Wethered, Commissioner to the Pan-American Exposition from Oregon, and Captain Robert Wringe, of the Shamrock. BUCKINGHAM — Ex-Attorney-General Cyrus M. Van Sluyck, of Providence, R. I. FIFTH AVENUE—Dr. F. W. Seward, of Goshen. GILSEY—Richard Harding Davis, of Marion, Mass. IMPERIAL—Ex-Mayor D. C. Robinson of Elmira and Spencer Borden, jr., of Fall River. MANHATTAN—General John S. Saunders, of Maryland; Fred W. Gladen, U. S. A., and the Rev. S. G. Walker, of England. MURRAY HILL—Burdette Loomis, of Hartford. VICTORIA—C. E. Stone, general passenger agent of the Great Northern Railway, of St. Paul; Judge George F. Yeomans, of Buffalo, and Colonel Jacob Rubin, of Wheeling, W. Va. WALDORF—S. M. Felton, president of the Chicago and Alton Railroad, of Chicago, and Mrs. Leland Stanford, of California.

WHAT IS GOING ON TO-DAY.

Racing at Sheepshead Bay.

Meeting of the Association of Civil Employes in the State of New-York, Ebling's Casino, One-hundred-and-fifty-sixth-st. and St. Ann's-ave., 8 p. m.

Convention of Veterans of United States Navy, Odd Fellows' Hall, No. 325 Bowery.

Fireworks display at Manhattan Beach in aid of Child Workers' Protective Association, evening.

Band concert in East River Park, evening.

HACKMEN WIN OVER RAILROAD.

THE NEW-YORK, NEW-HAVEN AND HARTFORD COMPANY WORSTED IN ITS FIGHT WITH THE NEW-ROCHELLE CABBIES.

There was great rejoicing yesterday among the New-Rochelle hackmen over a decision handed down by Justice Rich, at a special term of the Supreme Court in Brooklyn, denying the injunction asked for by the New-York, New-Haven and Hartford Railroad Company, restraining the hackmen from going on the railroad company's grounds to solicit patronage. The hackmen, it is understood, are arranging to hold a big parade and jollification at Mayor Dillon's baseball field to celebrate their victory over the railroad. Mayor Dillon, who fought the case in the courts in their behalf, will address them, and hackmen from adjoining places will be invited to attend.

The suit grew out of the recent sale by the railroad company of all the hacking privileges at its stations in New-York. The New-Rochelle hackmen, numbering about thirty men, rebelled and refused to vacate the station grounds. When the police attempted to drive them away they said that the company was trying to form a trust. Mr. Dillon appeared on the scene with his cane and threatened to "break" any of them who interfered. They beat a hasty retreat, and the railroad company, finding itself without protection from the city, began an action in the courts, in which it assumed that the hackmen were trespassing, and sought to get a permanent injunction to keep them away.

OLD FORT BROOKE LAWSUIT.

EX-GOVERNOR OF FLORIDA IN RICHMOND TO CONSULT LAWYERS FOR LITIGANTS.

Richmond, Va., Sept. 4 (Special).—Ex-Governor F. P. Fleming of Florida is here in conference with local attorneys with reference to the litigation involving the old Fort Brooke military reservation in Florida, worth some $3,000, held by the government, but claimed by the heirs of Robert J. Hackley, formerly of this city.

The fight has been on for seventy-seven years. The case is pending in the United States Circuit Court of Southern Florida, and was being argued when the Jacksonville fire broke out. In 1823 Robert J. Hackley left Richmond and located in Florida on the tract of land now in controversy. A year later the United States troops, under Brooke, came and pitched camp on Hackley's land and drove him off.

In 1826 Congress passed a law giving the former settlers the prime right to take up or buy the land where thrown open for settlement. This particular tract, however, was kept as a military reservation and not opened. In 1835 Hackley made another effort to get the land. In fact, he kept up the fight, and in 1845 died and left the unfinished battle legacy to his heirs. They took up the case and to this day it remains undecided.

CONTROL OF AUSTIN CORBIN'S ESTATE.

NEW-HAMPSHIRE SUPREME COURT ASKED TO DECIDE THE RIGHTS OF HEIRS.

[BY TELEGRAPH TO THE TRIBUNE.]

Concord, N. H., Sept. 4.—In two cases, tried here to-day, the Supreme Court of the State is asked to decide whether or not the late Austin Corbin's desire to have the control of the vast Blue Mountain Park remain in his family can be legally carried into effect. Mr. Corbin made the park into a corporation and divided the stock among his four daughters, with the understanding that if either wished to sell the others should have an opportunity to buy. One daughter is dead, and her son, Andre C. Chamollion, a Harvard student, asks the court what are his rights. Another daughter, Mrs. Hallett Alsop Borrowe, not being on the most cordial terms with the rest of the family, desires to sell her stock outside and the others seek to restrain her. Arguments in both cases were made before the Supreme Court to-day by ex-Senator William E. Chandler in behalf of the Corbin estate.

YONKERS LUMBER FIRM INVOLVED.

The Yonkers business world was startled on Tuesday night, when the news spread that proceedings in involuntary bankruptcy had been begun against James V. Lawrence, the surviving partner of the lumber firm of Lawrence Brothers. The firm was started in 1848. On the death of William F. Lawrence, four years ago, James V. Lawrence became the sole surviving partner, Mrs. William F. Lawrence continuing her interest in the firm. On July 20, 1890, a new firm, known as Lawrence Brothers, Incorporated, was formed, with James V. Lawrence as principal partner, Mrs. William F. Lawrence having withdrawn. On July 24 James V. Lawrence was appointed receiver of the old firm to wind up its affairs.

The bankruptcy petition was filed by three creditors whose claims aggregated only $924. That the firm is heavily involved would seem to be indicated by the small amount of these claims to force proceedings where hundreds of thousands are involved.

EIGHT HOUR DAY FOR UPHOLSTERERS.

The Upholsterers' Union reported yesterday that out of twenty-three hundred members in the union, seven hundred had succeeded in getting an eight hour workday at $3 a day. It was decided to give the employers of the other sixteen hundred until September 16 to grant the demands.

INSANE HOSPITAL INQUIRY.

Trenton, Sept. 4.—The State Insane Hospital investigation was resumed to-day with all the members of the committee, except Governor Voorhees, present. A large array of witnesses was in attendance to testify in behalf of Warden Hay. They were principally dealers who had furnished supplies to the institution.

Before putting any of these on the stand, some attendants were called. Faus and Emerick, two attendants, gave the usual testimony concerning the food. Miss Edna Weber, also an attendant, testified that the food as a rule was all right, and was as good as she had received at the institution at Danville, Penn., where she was formerly employed.

A BRIDE WEEPS AT THE PIER.

A bride returning from her wedding trip wept yesterday because she thought a customs inspector was rude to her. The official told her that she could be arrested for failing to declare a few silver plated pieces. She is Mrs. Herman A. Kress, and she came from Bremen on the Kaiserin Maria Theresia. She had thought no duty would be required on her personal effects. She paid a small amount of duty and departed.

O'Neill's

New Fall Goods Now Open!

We are now prepared to show the latest and best Imported and Domestic Noveltiesfor the Autumn Season.

Trimmed and Untrimmed Millinery.

Fancy Feathers, New Breast Effects, Plumes, Etc., Millinery Ribbons and Velvets, Fine Silks, Dress Goods, Cloaks and Suits, Etc., Etc.

Sixth Avenue, 20th to 21st Street.

TEMPLE HAS A NEW PASTOR.

THE REV. ROBERT BAGNEL ACCEPTS A CALL TO THE METROPOLITAN.

The Rev. Robert Bagnel, of the First Methodist Episcopal Church of Sioux City, Iowa, has accepted a call to the pulpit of the Metropolitan Temple, in Seventh-ave. near Fourteenth-st. This pastorate was tended to Mr. Bagnel about ten days ago, and up to last night the Rev. F. J. Belcher, associate pastor of the Metropolitan Temple, had received no word from Mr. Bagnel, though Mr. Belcher expected a notification of acceptance before Sunday.

The Metropolitan Temple was formed about six years ago from a consolidation of the organization known as the Metropolitan Forward Movement with the old Central Methodist Episcopal Church, the latter having been in existence more than half a century.

The Rev. S. P. Cadman was pastor of the temple until about six weeks ago, when he accepted a call to the Central Congregational Church of Brooklyn. The Metropolitan Temple has a membership of more than eleven hundred. "Jack" Cooke, the "boy preacher," is speaking there nightly this week.

STRIKES OF CEMENT WORKERS ORDERED.

The Cement Workers' Union has made a general demand for 55 cents an hour and the eight hour workday. Twenty-seven out of thirty-three firms granted the demands yesterday, and strikes were ordered against the firms which refused them.

Announcements.

E. & W. Tiona. E. & W.
A New Collar.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 5:30 | Sunset 6:27 | Moon rises 11:11 | Moon's age 22

HIGH WATER.

A. M.—Sandy Hook 12:15 | Gov. Island 12:32 | Hell Gate 2:25
P. M.—Sandy Hook 12:46 | Gov. Island 1:14 | Hell Gate 3:07

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
Powhatan	Gibraltar, August 18	N Y & Mediter
Hildur	Curacoa, August 19	Red D
State of Nebraska	Glasgow, August 24	Allan State
Pontiac	Gibraltar, August 20	N Y & Mediter
Briardale	Huelva, August 21	——
Colorado	Hull, August 24	Wilson
El Norte	New-Orleans, August 31	Morgan
Princess Anne	Norfolk, September 4	Old Dominion

FRIDAY, SEPTEMBER 6.

Auguste Victoria	Hamburg, August 29	Hamb-Am
Dunstan	Para, August 25	Lamport & Holt
Jamestown	Norfolk, September 5	Old Dominion
Membland	St Lucia, August 31	——

SATURDAY, SEPTEMBER 7.

La Savoie	Southampton, August 31	French
Philadelphia	Liverpool, August 31	Red D
Umbria	Liverpool, August 30	Atl Transp
Celtic	Hamburg, August 26	White Star
Bulgaria	Havre, August 31	Hamb-Am

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
Buffon	Brazil and Argentine, L & H		10:30 a m	1:00 p m
Caribbee	Bermuda, Quebec		12:30 p m	3:00 p m
Cherokee	Dominican Republic, Clyde		12:30 p m	3:00 p m
Deutschland	Hamburg, Hamb-Am		6:30 a m	10:00 a m
Jefferson	Norfolk, Old Dominion		——	3:00 p m
La Champagne	Havre, French		7:00 a m	10:00 a m
Santiago de Cuba	Santiago, N Y & C		12:00 m	3:00 p m

FRIDAY, SEPTEMBER 6.

Matanzas	Havana, Ward		12:00 m	3:00 p m
Algonquin	Charleston, Clyde		——	3:00 p m
Colorado	Brunswick, Mallory		——	3:00 p m
Princess Anne	Norfolk, Old Dominion		——	3:00 p m

SATURDAY, SEPTEMBER 7.

Amsterdam	Rotterdam, Holl-Am	7:30 a m	10:00 a m
Campania	Liverpool, Cunard	8:30 a m	10:00 a m
Hohenzollern	Holy Land, N G Lloyd	9:00 a m	11:00 a m
City of Rome	——, Anchor Line	9:30 a m	12:00 m
Island	Denmark, Scand-Am	11:00 a m	2:00 p m
Canova	Argentina, ——	7:00 a m	9:00 a m
Philadelphia	Curacoa, Leyland	9:00 a m	11:00 a m
Altai	Jamaica, Atlas	9:30 a m	12:00 m
Andes	Hayti, Atlas	9:30 a m	12:00 m
Olinda	Bermuda, Munson	1:00 p m	3:00 p m
Trinidad	Bermuda, Quebec	1:00 p m	3:00 p m

SHIPPING NEWS.

PORT OF NEW-YORK—WEDNESDAY, SEPT. 4, 1901.

ARRIVED.

Steam yacht Niagara, Grant, Southampton August 24, with 6 passengers to Howard Gould. Arrived at the Bar at 1 p m.

Steamer Majestic (Br), Smith, Liverpool August 28 and Queenstown 29, with mdse, 458 cabin and 499 steerage passengers to the White Star Line. Arrived at the Bar at 12:16 p m.

Steamer Kaiserin Maria Theresia (Ger), Richter, Bremen August 27, Southampton and Cherbourg 28, with mdse, 432 cabin and 406 steerage passengers to Oelrichs & Co. Arrived at the Bar at 10:15 a m.

Steamer Barbarossa (Ger), Mentz, Bremen August 24 and Southampton 26, with mdse, 466 cabin and 1,029 steerage passengers to Oelrichs & Co. Arrived at the Bar at 3:40 a m.

Steamer Pontiac (Br), Scott, Venice July 29, Trieste August 3, Fiume 5, Bari 8, Palermo 14 and Gibraltar 20, with mdse to Phelps Bros & Co. Arrived at the Bar at 8:15 a m.

Steamer Nord Amerika (Ital), Motto, Genoa August 16, and Naples 21, with mdse, 43 cabin and 598 steerage passengers to Bolognosi, Hartfield & Co. Arrived at the Bar at 8:30 p m.

SAILED.

Steamers St. Louis, Southampton; Germanic (Br), Liverpool; Mongolian (Br), Glasgow; Kansas City (Br), Bristol; Excelsior (Ger), Flushing; Georgia (Ger), Genoa, etc; Lauenburg, Cape Haytien, etc; Esperanza, Havana, etc; Nueces, Galveston; El Dorado, New-Orleans; Hamilton, Norfolk and Newport News; Niagara, Philadelphia; Carib, Boston.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

Southampton, Sept 4—Arrived, steamer St Paul, Jamison, New-York (passed Hurst Castle 9:15 a m); 4:30 p m, sailed, steamers Lahn (Ger), Pohle (from Bremen), New-York; 5:50 p m, Haverford (Br, new), for New-York.

London, Sept 4—Arrived, steamer Manitou (Br), Cannons, New-York.

Lizard, Sept 4—Passed, steamers Phœnicia (Ger), Froelich, New-York for Hamburg; Toronto (Br), Jones, New-York for Hull.

Queenstown, Sept 4, 7:44 a m—Arrived, steamer Teutonic (Br), McKinstry, New-York for Liverpool (and proceeded).

Kinsale, Sept 4—Passed, steamer Georgian (Br), Parker, New-York for Liverpool.

Brow Head, Sept 4—Passed, steamers Cymric (Br), Thompson, New-York for Liverpool.

Amsterdam, Sept 2—Arrived, steamer Charlois (Dutch), Peters, New-York.

Rotterdam, Sept 2—Sailed, steamers Liv (Nor), Rasmussen, Wabana; 3d, Deutschland (Ger tank), Schierhorst, New-York; arrived, steamer Maasdam (Dutch), Bakker, New-York via Boulogne-sur-Mer.