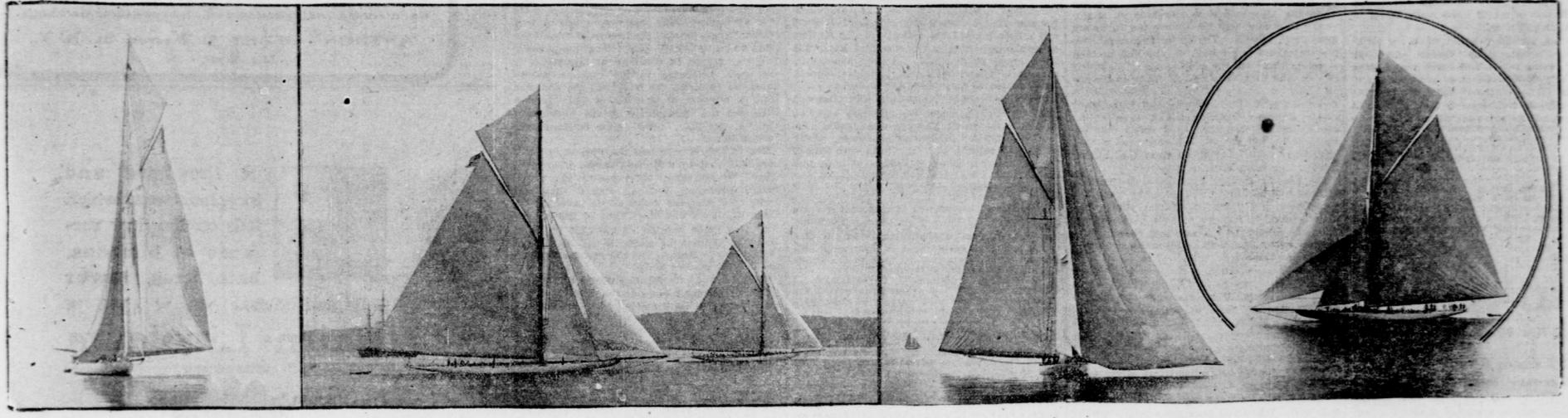




THE FIRST MEETING OF THE YACHTS RELIANCE AND COLUMBIA ON LONG ISLAND SOUND. As they appeared yesterday during a scrub race, in which the Columbia outsailed the new yacht.



TAKING IN THE SPINNAKER OF THE RELIANCE.

THE ST. MARY'S.

THE RELIANCE.

THE COLUMBIA.

THE RELIANCE WITH SPINNAKER SET.

THE RELIANCE REACHING.

AT LEAST TWENTY LOST.

STEAMER SAGINAW, SUNK.

Hamilton Almost Biscuits Her— Boat Upsets with Fifteen Women.

[BY TELEGRAPH TO THE TRIBUNE.] Norfolk, Va., May 5.—Replete with the tragedy and heroism which form so large a part of the annals of the sea is the story of the sinking of the steamer Saginaw, of the Clyde Line, from Richmond and Norfolk, for Philadelphia, and the drowning of at least twenty of her passengers and crew off the Virginia coast at 4:40 a. m. to-day. The steel propeller of the steamer Hamilton, of the Old Dominion Line, from New-York for Norfolk, cut off twenty feet of the Saginaw's stern, as though it was so much cheese, and then, in the darkness of fog so thick that objects a boat's length away could hardly be discerned, with the almost bisected Saginaw sinking, as the waters rushed in, ensued a shipwreck scene more thrilling than which the pages of fact have seldom recorded.

From both steamers boats were lowered into the pit of the fog amid the clamor of panic and the silence of despair from passengers who had been roused from sound sleep and rushed on deck to see the water pouring into the ship. As the first boat from the Saginaw's side struck the water it capsized, and fourteen negro women sank. With the roar of a battleship's broadside the decks of the Saginaw burst, and belched forth freight, crew and passengers into the sea. Lashed to a mast above it all was Captain Tunnell, with some of his wife broken, and others of the crew and passengers who had taken refuge there, and amid the wreckage, the Hamilton, picking up those who had kept afloat. When the Saginaw sank, a few minutes after the collision, there went to the bottom with her some who had been killed in their bunks by parts of the cargo, which had fallen on them.

The list of the dead and missing is still somewhat mixed and incomplete. So far as known it is as follows:

PASSENGERS. A. GILMORE, P. L. PENDELTON, FLORENCE NEWBY, EDNA WARD, M. E. JONES and MARY ROBERTSON.

CREW. EDWARD GOSLEE, first mate; WILLIAM BITTER, first assistant engineer; MARY ANDERSON, stewardess; cook; WILLIAM MORRIS, steward; unknown colored waiter; PETER SWANSON, misting.

Just how many of the passengers named were among the fifteen lost in the swamped lifeboat cannot be determined. A number of the passengers left Richmond on Sunday on the Saginaw, and until the list of these is obtained it will be impossible to get an accurate estimate of the dead.

The known saved from the Saginaw are (from) Captain J. S. Tunnell, badly injured about the head and internally, two ribs broken; Chief Engineer Beltzer, Second Assistant Engineer Murray; Second Mate W. L. Morris and several colored deckhands, firemen and coal passers; (passengers) E. B. Cole, of Philadelphia; J. Trevor, of Philadelphia; R. B. Younghead, of Chester, Penn.; George B. Hood, of Philadelphia; Harry F. Winters, of Camden, N. J.; Mary A. Sanderson, of Windsor, N. C.; Morris Payner, Jr., of Northwest, Va.; John Reese, of Norfolk; Miller Pennell, of Norfolk; Judson Sewalls, of Berkeley, and David Rowland, of Newport News.

The scene of the wreck was about fourteen miles offshore between Winter Quarter Lightship and Fenwick Island Lightship. The first officers of both steamers were at the wheel, both were proceeding under reduced speed and both were sounding their fog sirens, each hearing the other. Captain R. B. Boaz says:

It was clear when we left New-York yesterday afternoon, but we ran into a fog bank four miles north of Egg Harbor, the fog lasting until we reached Cape Charles this morning. It was about 4:30 o'clock this morning, and we were under about nine miles since encountering the fog. We could not see a ship's length ahead, when we heard a whistle on the starboard bow two points ahead. We stopped the Hamilton, and then I heard another whistle. Suddenly the Saginaw loomed up three rods across the Hamilton's bow. We backed at full speed, but struck the Saginaw and her crew turned towards the other boat, hoping to save some human lives. When the Hamilton crested and we again saw the steamer through the fog and mist only her two masts were showing as she had scuttled and was resting quietly on the bottom. It was quiet and dark as the sea was quiet. Our boats brought off at least ten people, of whom four were white. So

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SUMPTUOUS TRAINS WESTWARD. Convient service via the Pennsylvania Railroad to Chicago and St. Louis, connecting for all points in the West and Southwest.—Advt.

BEATEN BY COLUMBIA.

RELIANCE OUTSAILED.

Old Yacht Proves the Victor in Brief Race in the Sound.

With poorly setting sails, the peerless yacht Columbia fairly outsailed the Reliance, the latest entrant for the honor of defending the America's Cup, in a brief scrub race on Long Island Sound yesterday afternoon, and now yachtsmen are wondering if the Columbia is really invincible, and if Herreshoff has reached his speed limit in the yacht that has twice defeated a British challenger.

There were some anxious moments when these two giant sloops met for the first time, and it must have been a proud moment for Edwin D. Morgan and Captain "Lem" Miller when they saw their boat not only holding her own with the new yacht, but actually outsailing her. Even Captain Barr must have felt a thrill of pride when he saw the boat he had so often steered to victory now defeating the one on whose deck he stood.

By a tacit agreement between C. Oliver Iselin, the manager of the new syndicate boat, and Edwin D. Morgan, of the first time yesterday to gauge their speed, in whatever weather might prevail, so that any needed changes might be made in the sails or in the trim of the yachts. This trial lasted just twenty-two minutes, in a breeze that varied in strength from five to eight miles an hour. Each yacht carried practically the same sail, and the test was all windward work, in absolutely smooth water.

For an hour Captain Barr, of the Reliance, had been drilling his crew in the handling of light sails in the middle of the Sound, while Captain Miller, of the Columbia, had been doing the same, but with less wind and further to the eastward, off Mattinecock Point.

At 4:35 p. m. the yachts were both heading for Red Spring Point, on the Long Island shore, east of Glen Cove. Both were on the starboard tack, sailing at about five knots in a light breeze from the southwest. The Columbia, carrying a small jibtopsail, had the leeward position. The Reliance carried a large reaching jibtopsail. Both had the wind abeam. Captain Barr had run the Reliance across the Sound from the westward with a free sheet and on a course that would bring her, he hoped, a dozen lengths. His calculations were all right, with this exception, that the breeze he brought with him hit the Columbia about the time they ranged alongside each other, and she at once began to lie over, and travel faster than the Reliance.

In a few moments the Columbia's crew began slowly to trim in the main sheet to the freshening breeze that came out of Hempstead Bay. With her small jibtopsail she was able to point better than the Reliance, whose reaching sail could not be kept full on the wind. When this new breeze struck the Reliance, the Columbia had gained several lengths on the new boat, and it was hopeless to try to point with her, so Barr put his helm up, and gave the Reliance a hard pull. She showed a great spurt of speed for a few minutes and seemed to be overhauling the old boat. She crossed the Columbia's wake, going at a ten knot clip. Both were nearing the shore very fast now, so at 4:46:30 Captain Miller luffed the Columbia and let her slowly headreach to the port tack, and took in her jibtopsail. Barr put the Reliance about to the same tack thirty seconds later, at the same time taking in her jibtopsail. When both yachts filled away the Reliance was berthed a dozen lengths on the lee quarter of the Columbia.

Then came the supreme test of the day. It only lasted twelve minutes, to be sure, but it meant much to those on board the yachts. They were now on absolutely even terms as to sail-mainsail, clubtopsail, forestaysail and jib. The Columbia, being to windward, had, of course, the best position, full, hoping in the fresh breeze then blowing to make her go through the Columbia's lee.

Taking the schooner St. Mary's, lying at anchor half a mile to windward, as an imaginary stakeboat, the nautical sharps on board of both yachts, timed them as they passed her. The Columbia's mast passed the mark at 3:52, and that of the Reliance at 3:52:35, showing that the Columbia was at that time 35 seconds in the lead. The Reliance had been much further astern when tacked, and was now plainly overhauling the Columbia. She continued to gain until she was abeam of the old boat, apparently pointing higher than that yacht, but the Columbia held her. She was close enough to give the Reliance her "backwind," and that undoubtedly had much to do with the slackening of speed.

If it had been a real race and the leg had continued, the Reliance might have succeeded in going through her lee, or, by spitting tacks, might have worked out in this brief space. Certain it is, however, that in this brief space of time the Columbia did outpace her rival.

At 4:56 Captain Miller put the Columbia about and headed her for her moorings in Glen Cove Harbor. Barr followed, when the Reliance had crossed the other's wake. Then, keeping her hard full, he let go for the Columbia, but the old boat continued to draw away so fast that Barr gave up the chase five minutes later, and headed the Reliance for her moorings at New-Rochelle. The Constitution, which has also been out-sailed during the race, without her manager, August Belmont, on board, was passed close aboard by the Reliance on her way home.

As a matter of fact, it is hardly fair to condemn the Reliance on the strength of her performance yesterday, for, while the conditions of wind and water were equal, there has never been a 90-footer that did her best work after only half a dozen spins, and to be beaten by such a well tried yacht as the Columbia at their first meeting is not considered by any means a disgrace. It will take an actual race over a long course in a good breeze to determine with any degree of accuracy the merit of the new boat.

Just as two bells (1 o'clock) struck the stops were cast off the mainsail of the Reliance. In just fourteen minutes the mainsail and a big club topsail were set. Then there was a long wait for a breeze. C. Oliver Iselin, seeing a breeze coming from the southward and westward at 3 o'clock, ordered the launch alongside the tender Sunbeam. Boarding it with Woodbury Kane, Herbert C. Leeds and Dr. Monahan, he went on board the Reliance. He had scarcely stepped over the starboard gangway when the jib was broken out, the mooring was slipped and the big yacht started on the starboard tack, heading across the Sound.

The Columbia, meanwhile, had set her club topsail over a new mainsail. Having left her berth at Glen Cove, she was now standing out into the Sound off Mattinecock Point in a very light breeze, which barely gave her steerage way. The tender Park City followed her.

Seventeen minutes after the Constitution had suddenly kept the Reliance broad off, and gave the order to set the spinnaker to starboard. At 3:34 the sail was taken in. The main boom was gybed to starboard, and the spinnaker set to port. Jib topsails were shifted several times, and there was a good deal of box-hauling done to woo the fickle breezes and try to reach the Columbia. The Constitution had meanwhile left her moorings. Setting her spinnaker, she tried to work out of Hempstead Bay into the Sound. Finally the breeze came that brought the Columbia and Reliance together, and the race took place.

It is understood that these two yachts are to meet again to-day in another trial of speed.

KILLS MAN AND ESCAPES.

Cold Blooded Shooting in Hamilton—Result of Quarrel.

POLICE RESERVES CALLED OUT.

William McMahon, twenty-one years old, of No. 45 Henry-st., was shot and almost instantly killed yesterday afternoon in front of No. 9 Hamilton-st. His slayer, said to be Patrick, alias "John" Shea, escaped immediately after firing the revolver shot which put an end to McMahon's life. Up to a late hour last night Shea had not been arrested, although ten detectives from the Madison-st. station and Inspector Schmittberger's staff and from Police Headquarters were engaged in searching for him. According to the story of the few witnesses of the shooting, McMahon had no warning. He was grasped by the neck and a revolver shoved squarely in his face. The case of the shooting, from what the police can learn, was apparently trivial, the result of a quarrel.

Shea has been living with his mother and sisters at No. 31 Hamilton-st. since the first of the month. For the two months previous he had been confined in the Workhouse on Blackwell's Island for disorderly conduct.

At the end of his sentence he went to his home, and on Sunday he met McMahon. The latter has relatives also living at No. 31 Hamilton-st., and went to call on them. Shea had a quarrel with McMahon's sister-in-law, and it is alleged, called her a vile name. McMahon overheard him, and the two had trouble. It is said that McMahon got the better of the fight and left Shea nursing a broken finger. He did not see him again until yesterday. It is said, in fact, that Shea had time to get away, and it is supposed that he went to Brooklyn.

Lillian Burney, of No. 18 Hamilton-st., saw the shot fired, and the injured man reeled toward her. She wrapped his head in her handkerchief and dragged him into a hallway. Policeman Frank Malone, on post in Hamilton-st., was hit by a block away and heard the shot, and saw Shea run up the sidewalk. The latter dodged into the crowd, and in this way eluded the policeman. Malone followed him to the hall-way of No. 31, and there was told by a woman that the man had run further down Hamilton-st. It is supposed that Shea ran through the house at No. 31, and got out of the back door. James J. Cassidy, twenty-two years old, of No. 112 Hamilton-st., and Philip Leonard, twenty-one years old, of No. 128 Cherry-st., were with the dying man when Malone returned, accompanied by Patrolman McGee, Dr. Monroe, of Gouverneur Hospital, was called, and pronounced McMahon dead.

Police Commissioner Greene yesterday talked with inspectors of districts through which the subway passes, and was assured that the police would be able to keep order along the subway. In Peñham-ave., in The Bronx, where the laying of large city water mains has been delayed by a strike of Italian rock drillers and diggers, the police reported that more men were at work yesterday. Policemen were stationed there to keep away all Italians except those who wanted to work.

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TO ARBITRATE SUBWAY STRIKE

CONTRACTORS MAY STOP WORK ON BUILDINGS

COSTING \$10,000,000.

Possibility That Carpenters' War Will Compel This Extreme Action—Italians Put Mount Vernon People in Terror.

AN AGREEMENT SIGNED. WOULD MAKE 70,000 IDLE.

Men Expected to Return to Work To-morrow—No Negroes Coming.

A settlement of the strike in the subway was announced late yesterday afternoon at the office of John B. McDonald, in the Park Row Building, after a conference had been held there between representatives of the contractors and the Central Federated Union. It is expected that the strikers will return to work to-morrow and that there will be no further trouble. Mr. McDonald and John J. Pallas, chairman of the Central Federated Union's committee, signed the following statement of the basis of settlement of the strike:

The proposition is that the men return to work on the subway pending arbitration by the two committees, as provided for under the agreement of June 4, 1902; that immediate application be made by the Central Federated Union to take the Rockmen and Excavators' Union and Team Drivers' Union into the regular agreement, the same as the recent application of the Cable Splicers' Union.

The only sub-contractors for subway work not represented at the conference were the Degnon-McLean company and McMillen & McBean. As nearly two thousand of the four thousand strikers among subway employees were in the employ of the Degnon-McLean company, it seemed to be important to ascertain if that company would abide by the terms of agreement. Mr. Degnon could not be found later, but other contractors who were represented at the conference said the Degnon-McLean company and McMillen & McBean would abide by the agreement. Some members of the Central Federated Union's committee said there might be a delay of forty-eight hours to enable the unions to ratify the agreement, but they would do all they possibly could to have the men return to work to-day, pending the ratification.

Two thousand members of the Rockmen and Excavators' Union met in their quarters at No. 2229 First-ave., last night, and ratified unanimously the agreement signed in the afternoon. The men will probably not go back to work until Friday morning, by which time the wages and hours may have been settled.

The Central Federated Union committee appeared at the meeting. It presented the offer of the Contractors' Protective Association to the union. This offer was \$187 a day to all the men. The hours of work were left to be settled at the meeting to-morrow by the committee. This offer seemed to meet the approval of the men. They expect the hours to be eight or nine. The contractors say they won't concede an eight hour day. They are now paying \$187 to the ten hour a day men and \$150 to eight hour men.

The striking employees of the subway contractors were paid yesterday afternoon. Policemen were stationed at the places where the men received their pay, and strong police reserves were stationed along the line of the subway in Forty-second-st., and north of that street in Broadway as far as One-hundredth-st. The strikers made no troublesome demonstrations, however, and the police had no work to do.

William Bradley, one of the sub-contractors in Broadway, said there was no truth in a report that he had engaged five hundred negroes to take the place of strikers. There was a report yesterday that some of the sub-contractors were making arrangements to bring several hundred negroes to this city from the South to work in the subway, in anticipation of a long continuation of the strike, but this was contradicted.

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CHASES DUCKS INTO DITCH: DROWNS.

Jersey City Boy, Three Years Old, Was Playing Near Home.

Myles O'Brien, three years old, of No. 382 Union-st., Jersey City, was drowned yesterday in the meadows near his home. He and several children had been playing. There were a number of ducks near by and the boys chased them. The ducks jumped into a ditch and the boy fell in after them and was drowned. The body was soon recovered.

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MAKE NEGROES JOIN IT.

Italians Force Them Into Union—Riots in Mount Vernon.

Two hundred and fifty Italian strikers, who are employed by T. E. Crimmins, the contractor, in laying the tracks in this city trolley road, compelled nearly all the other Italians at work in Mount Vernon and Peñham to quit work yesterday. The strikers completely outnumbered the local police. In the afternoon Chief Foley sent the reserves to the handsome home of William Archer at Corcoran Manor, to protect a gang of men who were grading his grounds. The strikers were armed with clubs and pick axes. The police found about one hundred and fifty Italians in front of the Archer house. The foreman for Mr. Archer said that the strikers

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OFF TO BUFFALO.

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THINK CHURCH MEMBER IS BURGLAR.

All Bensonhurst Talking of a Strange Sunday Evening Robbery.

All Bensonhurst is talking about an attempted burglary there on Sunday night which, following the robbery of several homes of churchgoing people in that part of Brooklyn, has led to the suspicion that some member of the congregation of the St. James Methodist Episcopal Church is a burglar.

Although the attempted robbery of the Charles A. Berry home, at Eighty-third-st. and Twentieth-ave., occurred on Sunday, it was suppressed by the police on the morning Mr. Berry, who is treasurer of St. James' Church, received \$1,000 collected for repairs. The money was placed in a safe in Mr. Berry's home, and in the evening all the family, except the eighteen-year-old daughter, Lottie, went to church. She went to bed about 8 o'clock. Half an hour later she was awakened and saw some one in her room. She screamed and saw a man, who she thought was a burglar, and the man, turning with a startled look, hurried out. Then he ran out of the house. It was found that he had taken a gold watch, a diamond ring and a diamond bracelet. Many drawers had been ransacked in an effort to find the church money, but the desk in which it was kept, which held the communion service also, had not been explored. It is said that Miss Berry recognized the burglar as an attendant at the church.

1,000-COLUMN SUNDAY WORLD. Out May 16. Twentieth Century-Sunday. Large. Do not increase its price.—Advt.

FOUR 24-HOUR TRAINS TO CHICAGO. In addition to the 24-hour train and three slower in addition, have given the New York Central the train daily, between the East and West. Do you wonder at this?—Advt.

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THE WAY THE INDIAN TRAVELED IS IN STRIKING CONTRAST to the staid home service of the Pennsylvania Railroad between New York and Chicago.—Advt.