

CROWN ELENA QUEEN OF NEW YORK YACHTS

Morton F. Plant's Schooner Wins Astor Cup, with the Irolita Far in Rear.

LITTLE BREEZE FOR RACE

Skilful Seamanship of George M. Pynchon Brings Carolina II Home the Victor Among the Sloops.

[From a Staff Correspondent of The Tribune.] On Board The Tribune's Special Yacht off Newport, R. I., Aug. 7.—Sailing at a speed of not more than two knots, the schooner Elena, owned by Morton F. Plant, fanned along by a paltry westerly air that just filled her balloon jib topsail, crossed the finish line off Brenton's Reef Lightship at 5:43.53 this afternoon, the winner, for the second time in two years, of the Astor Cup for schooners. A tragic feature of the Elena's victory, however, was the news conveyed to the fleet soon after anchoring that Mrs. Plant had died at her New London home.

Although the second yacht, E. Walter Clark's Irolita, was beaten by 27 minutes 40 seconds corrected time and 20 minutes 35 seconds elapsed time, she sailed a most creditable race. Starting half an hour after the Elena by reason of the light winds prevailing, she cut that lead down to 4 minutes 35 seconds on the first seventeen miles of the course, when she had a breeze, but lost again when she ran into some "soft spots."

An interesting feature of the race was the remarkable performance of the Carolina II, owned by Pembroke Jones and sailed by George M. Pynchon. She was entered at the last moment on Wednesday night by consent of the owners of other sloops and through clever handling won the Astor Cup for sloops.

Wind Falls the Yachts. Taken as a whole, the race was not as successful as in former years, principally because of the light weather conditions, which prevented a fair test of the speed of the yachts, and also by reason of the small amount of windward work. There was no lack of interest or enthusiasm in the fixture, either from a racing or social view of point yachts, each with its quota of guests on board, gathered off old Brenton's Reef Lightship to witness the start.

After heavy showers during the night, the dark clouds that threatened more rain during the early morning hours were displaced by sunshine from 9 o'clock on, but there was so little wind for the next two hours that the right "50s" entered in the race had to be towed part way out to the starting line. The big schooners made the way out under sail.

The fleet of steam yachts was circling about the old yellow lightship that marks Brenton's Reef when C. K. G. Billings's big steam yacht Vanadis, flying the regatta committee flag at the main and Commodore Pratt's flag at the fore, anchored a cable's length southeast of the lightship, establishing the starting line.

Spinnakers were set to starboard as the sloops straightened out on the northerly course for the next mark, but the big schooners held their inboard until the four and a half miles had nearly been covered.

Maxwell Gybes the Avenger. Harry L. Maxwell did an odd thing after sending his sloop, the Avenger, around the lightship. He gybed her boom to starboard and headed her about west-northwest, as if he had quit and was going home. There was a strong west tide running, and, cutting across it, it soon became evident that he was going to "tack down the wind" and try to reach the lee mark ahead of the others. When he gybed at 2:10 o'clock and set his spinnaker to starboard it seemed as if he was ahead, but the wind shifted to the westward, and the Avenger, which was the third of the sloops at Vineyard lightship, became fifth at the Hen and Chickens lightship, which was rounded as follows:

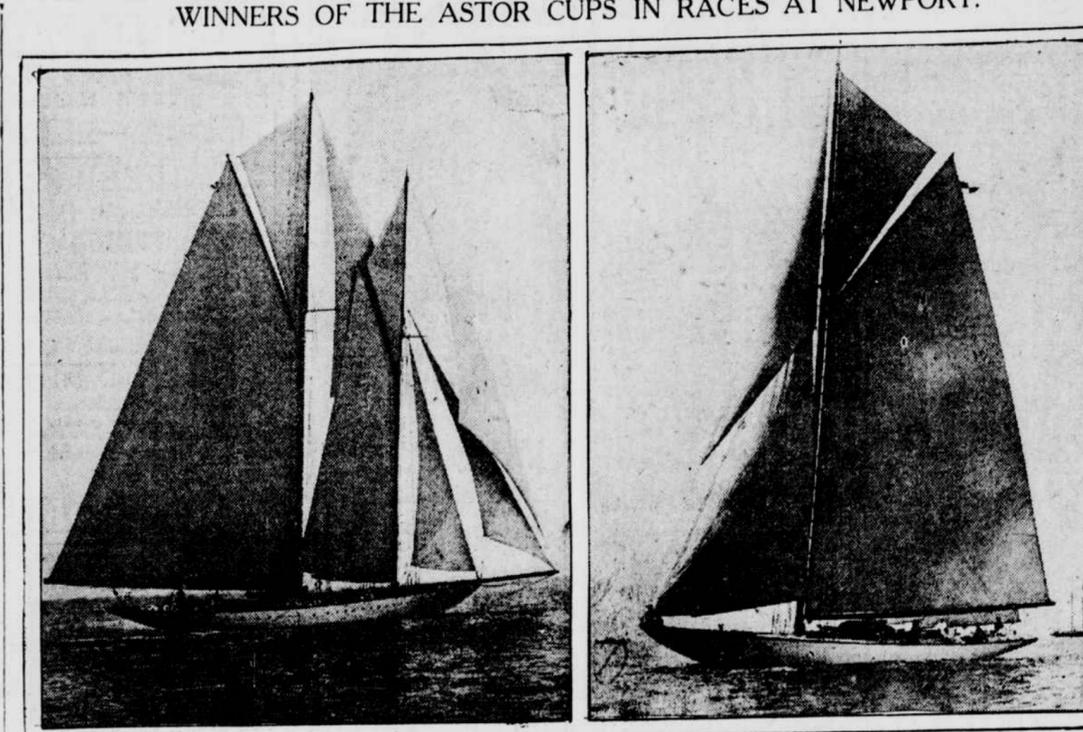
It is always the aim of the regatta committee to give the yachts windward work on one leg of the course. To-day at the start it looked as if the first leg would be a dead beat to windward, but the breeze came to the southward after the start, so that all were able to fetch close to the Vineyard Sound lightship on one long starboard tack, and then with a short hitch to port they were able to weather it. The Elena and the Irolita made it with one short board to port of 5 minutes. There was so little wind when the starting signal for the sloops was given at 10:40 o'clock that only five were able to stem the strong west running tide and get across within the handicap time of 2 minutes. These were the schooner Elena and the sloops Samuri, Barbara, Avenger and Carolina II. The Irolita was unable to cross the line until 11:15 o'clock, half an hour after her starting signal.

The Shima, the Dorelio II, the Iroquois II, the Graying, the Spartan, the Acushla and the Pielone, were delayed from 20 minutes to half an hour, while the little 30-foot sloop Phryne and the Stamford schooner Elemah were even later in crossing the line. It was one of the most tedious starts ever seen in an Astor Cup race.

At 11:20 o'clock a nice breeze came from the southeast. The Carolina, the Elena, the Samuri, the Barbara and the Avenger caught it first, and with sheets trimmed flat on the starboard tack, heading about east by south, they began their first leg of 17 miles. The schooner Irolita and the rest of the sloops soon caught the breeze and the race began in earnest.

Elena Off in Lead. The Elena led the Irolita by a mile when the Clark schooner finally got started. She began at once gaining on the Plant yacht. When the Elena passed West Island—eight miles from the start—at 12:05 o'clock, the Irolita had gained nearly half a mile. Pembroke Jones's sloop Carolina II, carefully sailed by George M. Pynchon, had taken the lead among the "fifties," with W. E. Dodge's Samuri just off her weather quarter. The Samuri had split tacks with the rest a little earlier and had now come about to the starboard tack.

All were heading within half a point of the course, and, with their sails gleaming in the sunlight, the fourteen yachts made an extremely pretty picture, some three miles intervening between the first and the last yacht of the fleet of racing craft. Approaching the red lightship marked "Vineyard" in big white letters, the crew of each yacht took in the small jib topsails and smartly set aloft the reaching balloons, for the next leg of the course was a four and a half mile run to the Hen and Chickens lightship. With old Gay Head looming out of the haze to starboard and the sandy bluffs of Cuttyhunk ahead, the fleet rounded the Vineyard Sound lightship in the following order, the elapsed times being figured from the start, without allowing the two-minute handicap:



Morton F. Plant's schooner Elena (left) and Pembroke Jones's sloop Carolina II.

HUNDREDS SEE RACE FROM STEAM YACHTS

[From a Staff Correspondent of The Tribune.] Newport, R. I., Aug. 7.—Mrs. John Astor made her first appearance as a hostess to-day in connection with the Astor Cup race at Newport. She entertained aboard the steam yacht Noma a party which included Mr. and Mrs. William Payne Thompson, Mr. and Mrs. Arthur Iselin and Mr. and Mrs. Clarence Dolan. Mrs. Astor has not been in society since her divorce from her late husband. She returned from Europe a few days ago. She came on to Newport and this was her first appearance in public.

Mrs. Astor to-day greeted her guests at the head of the gangway leading to the Noma. She wore an English tailored suit of blue serge, a huge slouch hat with red ribbon trimmings and a white ruche over her neck.

H. A. C. Taylor had as his guest on board the Wanderer, the Russian Ambassador, George Bakhtmetoff, and Mrs. Henry Redmond, who has the steam yacht Admiral under charter, entertained Mrs. Stuyvesant.

The list of yacht owners and their guests who saw the race follows:

Sea Fox—Commodore Dallas B. Pratt, First Captain Franklin A. Plummer and Fleet Surgeon George A. Dixon. Commodore J. Pierpont Morgan, Elliott Tuckerman, J. C. R. Penobscot, Louis Curtis, Jr., Edward B. Watson and Verena E. Morgan, Jr. Narada—Henry Walters, Lewis G. Jones and Pembroke Jones. William E. Iselin, Mrs. William E. Iselin and W. O. D. Iselin. Katrina—James B. Ford, A. H. W. Johnson and James D. Sparkman. San Toy II—William L. Marshall, William P. Maloney and John B. Jones. Tabular—Alexander N. Orr and James R. Pierson. Misses—George W. Scott, George D. Helme, J. C. Funn, R. E. St. Hill and H. F. Parmelee. Interlop—Louis Phoenix, T. Dennis Boardman and Colonel Schuyler Crosby. Carolina IV—Leonard Richards, Daniel Appleton, Alvan Martin, Wilson Marshall and J. D. Bradley. Felice—J. H. Metcalf, J. H. Merriam, H. B. Cross and N. W. Smith. Graying—Edward Palmer, Walter B. Herrick and Halsey Burand. Verana—M. E. Metcalf, Mrs. Metcalf, Mrs. Dorelio II—George L. Hatchelder, Mrs. George L. Hatchelder, Miss Eleanor Hatchelder and Mrs. J. H. Metcalf. Joyous—William H. Childs, E. Burton Hart, Abbott P. Brush and J. R. Johnson. Joke—William H. Childs, Mrs. William H. Childs, A. B. Clements and Frank Rowe Jones. Elena—Morton F. Plant, William H. Busk, P. M. Hoyt, A. H. McGill and J. F. Lovejoy.

WOMAN HURT IN PARK

Automobiles in Collision on the West Drive. Miss Laura Lyman, fifty-five years old, of No. 419 West 11th street, was seriously bruised about the face, head and arms yesterday afternoon when the automobile in which she was riding came into collision with another car on the West Drive of Central Park.

Miss Lyman was in the automobile of William B. Dillon, a paper manufacturer. The other machine, owned by Joseph Mundt, of No. 59 Pearl street, was operated by William Brown, of No. 843 Amsterdam avenue, who, the Dillon chauffeur told the police, was on the wrong side of the road at the time of the collision.

Both cars were damaged, and a passing automobile took Miss Lyman to St. Luke's Hospital, where her injuries were treated. Later she was taken to her home. No arrests were made.

TO CHECK FACTORY FIRES.

The industrial board of the New York State Department of Labor gave notice yesterday of public hearings to be held at No. 381 Fourth avenue on Wednesday, August 29, and Friday, August 22. The hearings will deal with fire conditions in factories.

Endymion 5:28.06 5:07.03
Ariol 5:48.25 5:21.06

SCHOONERS—SECOND DIVISION—START.

Table with columns for yacht name, elapsed time, and corrected time. Includes yachts like Hopewell, Toornina, Almahooka, Wileaway, Eleuth, Verona, Mihadi, Katrina, and SLOOPS AND YAWLS—FIRST DIVISION—START.

SLOOPS AND YAWLS—FIRST DIVISION—START.

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SOUTH WANTS HALF OF \$50,000,000 DEPOSIT

Clearing Houses of Thirty-six Cities Represented at McAdoo Conference.

BANKERS APPROVE OFFER

Commercial Paper To Be Accepted After Careful Scrutiny for United States Loans to Move Crops.

[From The Tribune Bureau.] Washington, Aug. 7.—More than one hundred representatives of the clearing houses of thirty-six of the leading cities of the South met in conference at the Treasury Department to-day upon the invitation of Secretary McAdoo to discuss plans and arrangements to carry out the Secretary's offer to deposit \$50,000,000 with Western and Southern banks to facilitate the movement of the crops.

Secretary McAdoo opened the conference with an address in which he explained the aims and purposes of the deposit of government funds at this season, the general character of the security which he would require, the time proposed for making the deposit with the banks, and the time suggested for the withdrawal, and invited comments and recommendations from the assembled bankers in regard to the details in carrying out the plan.

Mr. McAdoo left the meeting at the close of his address, Assistant Secretary Williams presiding. The chairman of each delegation was then called upon to explain conditions in his respective section, indicating the amount of money he would like to have deposited. The Southern bankers asked for about one-half of the total amount to be deposited.

The following tentative arrangements were agreed upon, pending the conference with Western representatives to-morrow and that with Pacific Coast delegations a few days later:

The Secretary proposes to accept as security for deposits government bonds and high-class state, municipal and other bonds of unquestioned standing and also prime commercial paper. All government bonds will be accepted at par; all other bonds must be passed upon by the Secretary, and when approved will be accepted at 75 per cent of their market value. All commercial paper offered must be passed upon by a committee of six in each city, composed of five members of the Clearing House Association and one additional member not a member of the clearing house, who shall be the special representative of the department. In sub-treasury cities the sixth member of the committee will be the Assistant Treasurer of the United States resident in such city. In cities other than sub-treasury cities the representative will be some business man of high character and familiar with the local banks and conditions, to be designated by the Secretary of the Treasury.

It is proposed that the commercial paper offered as security shall be deposited with one of the leading banks in the clearing house cities to be selected by the secretary. The bank thus designated as custodian of the commercial paper will be required to give a bond for its safekeeping in some surety company satisfactory to the department.

It is proposed that one-half of the amount allotted to each bank will be deposited with that bank in the month of August, the other 50 per cent in September. Of the funds deposited, 25 per cent shall be returned by December 15, 25 per cent by January 15, 25 per cent by February 15, and the remaining 25 per cent by March 1. Some of the bankers present expressed a desire to return the entire deposit on or before January 1, and all agreed that the whole amount should be returned not later than March 1.

Between the morning conference, which took place in the secretary's office, and the afternoon conference, which was held in the Pan-American Union Building, the delegates were received by President Wilson, who told them it was his purpose to see that all bankers were fairly treated and that there should be no alliance between the government and the bankers of any section.

Senator Owen and Representative Glass delivered addresses at the afternoon conference, explaining the operations and results expected from the currency bill as finally approved by the House committee. Secretary McAdoo closed the conference with a brief address in which, among other things, he emphasized the determination of the government to protect and maintain its credit, and declared that all of its obligations, direct and implied, would be fully and faithfully carried out.

M'LOUGHLIN LAUDS TENNIS

Says It Should Be on List of Recognized School Games. (By Cable to The Tribune.) London, Aug. 8.—McLoughlin, the tennis champion, writing in the magazine, "Health and Strength," in reply to current English attacks on tennis as a children's and women's game, advocates placing lawn tennis on the list of recognized school games.

He says: "If this is done you will soon begin to turn out good tennis players, as well as good cricketers and footballers."

"The idea that tennis is a namby-pamby pastime is surely exploded by now. It requires as hard training and as careful practice as cricket, football, rowing or running, and the man who does not train assiduously will not be champion long, even if he ever becomes a champion."

HANAN GEMS OFFERED HERE?

Two pieces of the \$100,000 worth of jewelry stolen from the home of Mrs. John H. Hanan at Narragansett Pier, R. I., were offered Wednesday for sale to a dealer in this city, according to the proprietor of a private detective agency at No. 329 Broadway. He said yesterday he had a dozen men on the case, and was confident the man would be arrested to-day. The price asked for the jewels was high, but he said the jeweler made an engagement with the man to return.

WAS A FAMOUS VICTORY BATTLE DAY AND NIGHT

Major Martin's "Reds" Defeat "Blues" with Great Ease.

FLANK ATTACK SUCCEEDS

War Department's Stand on Appropriations to Militia Causes Anxiety.

[From The Tribune Correspondent.] Camp Fielder, Sea Girt, N. J., Aug. 7.—Major William B. Martin, of the First Battalion, 3d Infantry, of the New Jersey National Guard, to-day displayed good generalship in a battle which took place between the Red army and the Blues near Hill 190, between Manasquan and Allowood. Five minutes after he opened his flank attack upon the Blue army, with Major John H. McCullough and Major Conrad Hall commanding, he had won a decision over his opponents, who had twice his strength. So clean a defeat did he administer to the Blue army that the umpire, regular army officers and Colonel Horace M. Reading, gave their decision almost instantly.

Major Martin, whose forces represented the advance guard of the Red army, which had proceeded from Brown's Mills to a point near Farmingdale, was ordered to proceed to the Manasquan River and burn the Blues.

Major McCullough was taken unawares when Major Martin, by a flank movement on the left, cut in behind the Blues, shot up their column, captured their wagon train and proceeded on his way to destroy the bridges over the river and cut off the further advance of the main army of the Blue from the south.

There was no evening parade to-night, Colonel Reading deciding to give the men no further work following their manoeuvre in the country west of here. To-morrow will be Governor's Day. The troops will have a field firing problem in the morning and pass in review before Governor Fielder in the afternoon.

News of the projected discontinuance by the War Department of appropriations to organized militia which has not conformed to the requirements of the Dick act has thrown the National Guard of New Jersey in general, and the 2d Regiment, of Trenton, now encamped here, and the 3d, of Camden, in particular, into decided anxiety. The New Jersey guard is threatened with the loss of its regimental organization, while the 2d and 3d divisions will after the first of the year be regarded as separate organizations unless another complete regiment of twelve full companies can be mustered to complete the 2d Brigade.

Secretary Lindley M. Garrison of the War Department, a New Jersey man, has decided to cut off all governmental appropriations in aid of organized militia which has not complied with the requirements of the Dick act during the ten years of extensions which have been granted.

In New Jersey such compliance has been impossible. To conform to the code and maintain in the future the division organization the New Jersey guard would have to be organized as three full brigades of infantry, two regiments of field artillery, one regiment of cavalry, four signal corps companies, four field hospitals, four ambulance companies, a supply train, an ammunition train and a pack train. The circular which has been issued by the War Department states all of these adjuncts must be provided before July 1, 1915, and all but two field hospitals, two ambulance companies, a pack train, an ammunition train and a supply train before January 1, 1914.

The 1st Brigade under command of Brigadier General Edwin W. Hine, composed of the Newark, Paterson and Jersey City troops, would be affected but slightly under the provisions of the new order from the War Department.

SUFFRAGETTES RUSH LUNA

Sell Badges and Buttons Despite Gate Guardians.

Suffragettes clashed with the Luna Park management last night over the question of selling "votes for women" playing cards and buttons in the park. Miss Beatrice Brown insisted she obtained permission from the "man highest up" to sell all the suffrage matter visitors to the park would buy. The guardians of the gate said no such permission was given.

They finally compromised on three suffragettes, with purple, green and white baskets, who went up and down the Pike selling their wares. About \$20 was taken in.

The Luna Park management also paid the suffragettes the compliment of dressing up one of their clowns in a green dress, red stockings and a long wax nose. He flapped about with a sign "Votes for Men," and when he encountered one of the girls with a basket he fed for his life.

All of the employees and ticket choppers bought buttons, which they boldly displayed on their white coats, but otherwise the suffragettes made little impression on the crowds.

The suffragettes were not above looking for a few thrills themselves. But their hollow joy came when they heard a woman call to the five men in her wake: "Look out, boys, or the suffragettes 'll get you."

TO BUY AEROS FOR MEXICO

Major Lebrija Sails for Europe to Purchase \$1,000,000 Worth.

Major Miguel Lebrija, head of the aviation corps of the Mexican army, sailed on the Lorraine, of the French line, yesterday to buy twenty aeroplanes and two dirigibles for his government. On the machines and their accessories the major expects to spend nearly \$1,000,000.

The aviator expressed his conviction that aeroplanes could sink within an hour any battleship ever built, by dropping bombs on its decks. On one of the altitudes of the City of Mexico, the machines which he is going to purchase will have to be far more powerful and will have greater wing surfaces than those ordinarily in use at sea level.

Among his fellow passengers were René Bazin, Rear Admiral Aaron Ward and Mr. and Mrs. C. T. Wade.

AUTO KILLS SHOEMAKER'S SON.

Charles Arbat, six years old, son of a shoemaker of No. 202 West 128th street, was killed last night by an automobile at Eighth avenue and 129th street. The car belonged to Theodore Mansfield, who lives in the Hotel Ansonia. In the car were Mr. Mansfield's chauffeur, Ernest Belamy, of No. 62 West 67th street, and Albert Chuarros, of No. 1321 Franklin avenue, The Bronx, a friend of Belamy.

Black Fleet Expected to Win in Mimic Warfare.

MAY ENTER SOUND TO-DAY

Three Thousand Soldiers in Forts Under General Barry Try to Destroy Ships.

[By Telegraph to The Tribune.] New London, Conn., Aug. 7.—Major General Barry's garrisons at Fort Wright, Fort Michie and Fort Terry, numbering nearly three thousand men, had a hard time the last twenty-four hours in their effort to locate and destroy the Black fleet which was stretched from Point Judith to Montauk Point.

The mimic battle began at 10 o'clock, and there was no let-up until 2 this morning. Fort Wright and Fort Michie were the main targets for the broadside discharges from the huge guns on the ships. The fleet retired at daybreak after annihilating sections of the forts, sweeping mines and destroying observation stations and searchlights. In turn the naval vessels were raked and sunk by the fire from the land batteries—theoretically, of course.

Rear Admiral Badger's fleet did not go into action again until 2 o'clock this afternoon. Then for three hours there were constant streaks of flame from the mortars and guns on land and sea. Late tonight the warships are about fourteen miles to the southeast of the island forts. Another battle is expected before morning, and the land forces are anxiously awaiting the approach of the enemy.

This afternoon the Black Fleet put two divisions of torpedo boat destroyers and two divisions of battleships in the line of attack, with the flagship Wyoming and a third division of destroyers in reserve. The Dixie and the Tompkins were placed in the line of the battleships.

The battleships in the afternoon were some 10,000 yards, while some of the destroyers darted right directly under the guns at Fort Wright and Fort Michie and sent up clouds of ebony smoke from their funnels that totally eclipsed the view of the ships from the observing stations. In front of Fort Michie two destroyers were engaged in sweeping the mines.

To-morrow will be the last day of the manoeuvres, and it was reported the fleet will attempt to dash through and enter Long Island Sound.

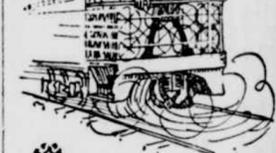
The government cable was put out of commission by an accident and was not out, as reported. The anchor of a schooner fouled the wires. The break caused the army officers great inconvenience.

MRS. BURRELLE LEFT \$25,458

Appraisal Filed Gives Clipping Bureau Stock Nominal Value.

The estate of Mrs. Nellie M. Burrelle, widow of Frank Burrelle, owner of a press clipping bureau, was appraised yesterday at \$25,458. Mrs. Burrelle died December 6, 1911.

The business left by her husband was said to be worth \$175,000. Mrs. Burrelle held fifty-two shares of its stock, each of \$10 par value, but appraised at nominal value. Two sisters of Mrs. Burrelle will share the estate in equal parts.



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AMUSEMENTS.

NEW AMSTERDAM W. 42 St. Coolidge Theatre in World. Shows 8:15. Mat. 2:30. Wed. 2:15.

ZIEGFELD FOLLIES FULTON W. 46 St. NEXT MON. AT 8:15. Resuming and Sat. 2:30.

RICHARD BENNETT and CO. WORKERS IN DAMAGED GOODS

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ELTINGE WITHIN THE LAW LONGACRE 48th St. WEST NEXT MONDAY

THE SILVER WEDDING WITH THOMAS WISE

AUTO RACES SAT. 9 ASTOR (Geo. Klein) 2:30 P. M. H. 3:15 P. M. Mrs. KREVIN THAW