another year. As for the delay in starting the race there were two reasons for it. In the first place, the Valkyrie was not on hand at the appointed time. Afterward we caused the delay. Our centreboard got jammed and we could neither raise nor lower it. After repeated but fruitless efforts to fix it, we concluded to start any way.

"The centreboard is of heavy bronze. When it got jammed before the start we couldn't budge it for a long time. It got jammed again on the homeward run, so that over twelve feet hung below the box. We dragged this over forty feet before we could get the tackle partly working again. We finally got only five feet down, but it took a long time and we could only reduce the distance by inches. This mishap certainly retarded the Vigilant, but it would be difficult, I suppose, for anybody to estimate exactly what the loss was. The centreboard certainly was out of order on the home stretch."

Mr. Iselin said that the Vigilant would be taken up the river to-day and anchored off his country place at New Rochelle.

On the question of what might have happened had the Valkyrie not split her spinnaker, Mr. Iselin said:

"I think she would have won. But then we had our share of accidents. But for our centreboard being jammed, I am certain we could have beaten her, spinnaker or no spinnaker."

LORD DUNRAVEN'S OPINION.

He Still Thinks that the Valkyrie Is Just As Good As the Vigilant.

Lord Dunraven is convinced that the race proves what he has insisted upon all along, that in a breeze the Valkyrie is just as good a boat as the Vigilant, and in a big breeze would probably show herself the better of the two. He expressed this opinion to friends on board after the race, and authorized its repetition at the Waldorf last night, when Mr. H. Maitland Kersey acted as spokesman for him:

"Lord Dunraven," said Mr. Kersey, "is satisfied that but for the accidents to the Valkyrie's spinnakers she would certainly have won the race by at least a minute.

"When we were getting ready for the start we had our first accident. The sheave broke in the main halyard block just as we were raising the sail. We were compelled to lower the mainsail and get the carpenter to put in a new sheave.

"Coming down the homestretch, when we were setting the spinnaker, there was a little tear in the bottom of the canvas as it filled out, and we had to take it in, intending to stitch it up. It split from top to bottom while we were at work upon it, and we substituted a big light-weather spinnaker. In raising this it got caught in a clip hook of the jib topsail, and was torn into shreds. The block jammed after that, and we were compelled to cut both the sail and the rigging loose. Finally we set a 'one' jibtopsail half the size of the ordinary spinnaker which the Valkyrie carries. Five minutes' time was lost by these accidents, but in spite of that we were beaten by only forty seconds. Lord Dunraven is satisfied that but for the accident the Valkyrie would certainly have won, for she beat the Vigilant fairly and squarely to the windward.

"Lord Dunraven believes that the Vigilant is a splendid ship, the best that America ever turned out, but he is satisfied that a keel boat, properly constructed and handled, can go to the windward just as well as a centreboarder. The race does not prove to his mind that the American centreboarder is superior to the English keel racer."

Lord Dunraven entertains the opinion that the Valkyrie was not in as good condition in the three races with the Vigilant as when she raced in England. Had she been in as good form, he believes that she would have won to a certainty. He has expressed much satisfaction with the generous and courteous treatment received at the hands of the American yachtsmen, but is much annoyed at what he called the enthusiasm of the Captains of the various excursion boats that caused the racers so much bother while they were sailing over the course.

The Valkyrie will be laid up for the winter on this side of the water, but her anchorage has not yet been decided upon. She will sail for England in the spring. Lord Dunraven and his party have arranged to return on the Teutonic a week from Wednesday, and he says he has no plans for the rest of his stay here.

The Marquis of Ormonde and Lord Wolverton, who have been the guests of Mrs. Paran Stevens, sail to-day on the Lucania. The Hon. Mr. Langrishe will follow on the Britannic.

MR. WATSON ON THE RESULT.

He Does Not Think that Centreboards Have Been Proved Better Than Keels.

George L. Watson, the designer of the Valkyrie, saw the race from Commodore Morgan's flagship May. An acquaintance asked him at the Atlantic Yacht Club last night if he was satisfied with the result of the race.

"No," he replied; "I am just 40 seconds dissatisfied."

It was suggested that in the other races the Vigilant pointed higher than the Valkyrie. Mr. Watson shook his head and said:

"I don't quiet know, and I am not sure that she did. It struck me that in Monday's race, under club topsails and three lower sails, we pointed quite as high as they did whenever the wind freshened."

Mr. Watson said that he failed to see that the races had demonstrated anything in regard to the merits of centreboards vs. keels, and that he was quite certain a centreboard boat would be of little use on the other side, no matter how well it was adapted for use here. On the other side yachts had to race in narrow channels, like the Thames, Solent, and Belfast waters, and a boat with a board down, drawing twenty-two or twenty-three feet, like the Vigilant, would be at an immense disadvantage.

"It is absurd to judge models by one race or half a dozen," he went on. "On the other side boats like the Valkyrie and Vigilant might sail forty races in a season, and at the end of that time five men would favor one and five the other.

"This was really the only fair test we have had. The breeze held true, and was not streaky and patchy, as in the other two races. In addition to this a man coming over here to race labors at a great disadvantage. You see, we had hardly time to get ready in. The crew were disorganized after their long trip, and the boat was hardly trimmed just right."

"Did the added lead help the Valkyrie much?"

"Yes, some. You see, we were down by the head and we put the lead aft. After watching her carefully in the first two races we found she was not right. On Monday we tried keeping the crew further aft, and it was found to help her considerably."

Mr. Watson was of the opinion that the Valkyrie would have won but for the accident.

"Yes," he said in answer to a question; "I know they got their centreboard hauled on the Vigilant, which may have hurt her some; but except for our unfortunate spinnakers I am certain the Valkyrie would have won."

He admitted that the accident to her spinnakers was caused by setting them flying, and when asked why English sailors did not set them in stops, as is done on the Vigilant, he whispered confidentially:

"You know that is the way Noah set them on the ark, and we have only followed his example."

Mr. Watson does not think a challenge will be sent next year. It was a long trip, he said, and one labored under certain disadvantages in foreign waters. In his opinion, John Jameson was about the last man who would think of sending a challenge, because he has too good a time racing over there all summer to come over here for one race.

Then turning to the reporters, Mr. Watson said:

"I wish you would say for me that I was much impressed with the extreme courtesy with which we have been treated on this side of the water by every one we have come in contact with, from Commodore Morgan down.

"They have shown themselves to be thorough yachtsmen, and know their business as well as any one on the other side, and above all they are fair minded. The races could not have been fairer. Every condition has been scrupulously adhered to, the races have been started on time to the second, and they have been precise in everything. Things could not have been done better on the other side, if they could have managed them as well."

Mr. Watson said that he would not be able to come over again next year, and that in his opinion it would be a long time before the America's Cup was challenged for again.

A Glasgow newspaper cabled to Mr. Watson on Wednesday to ascertain whether despatches from New York were correct in saying that he admitted the superiority of centreboard yachts. Mr. Watson made this reply yesterday:

All that I admit is that the particular centreboard Vigilant has beaten the particular keelboat Valkyrie.

"The race," said Sailmaker Ratsey, "proved that the centreboards are not in it with keels in going to windward in a heavy wind and sea. We hardly meet on equal terms over here. Your boats are bigger and larger in every way. You have more beam and a larger sail plan. I think you ought to put some limit, and race boats somewhere near an equal size."

Pilot Lyons of the Valkyrie was emphatic in his praise of the way the Dunraven cutter acted.

"I have got $1,000 to bet against $500," he said, "that if they were to race to-morrow the Valkyrie would win, sure. We outpointed and outsailed her in every way. We had just the day we wanted, the stronger the wind and the higher the seas the better off we were. The Vigilant, from her form, cannot possibly stand the seas the Valkyrie can, and for that reason we beat the Vigilant in the thrash to windward. The success of the Vigilant in keeping up with the Valkyrie as long as she did was due very largely to the great number of men on board. Why, their deck was crowded. I think they had something like 70 men all told sitting up to windward like so many pigs of lead. We were one man short yesterday. If we had our 30 men against say a crew of 40 on the Vigilant, which is ample to handle her, the Valkyrie would beat her in any sort of weather. The Vigilant jumped so that twice we were certain we could see her board while we were going smoothly all the time."

R. Suydam Palmer of the Pilgrim sailed on the Valkyrie yesterday as the representative of the New York Yacht Club, in place of Mr. Archibald Rogers.

EXCITED AT THE FINISH.

Watches and Field Glasses in Great Demand Among the Spectators.

If the yachting public had known that yesterday's race was going to be the greatest, the closest, and the most exhilarating and exciting contest of the series, there would probably have been a bigger excursion fleet. But no kind prophet appeared to announce that the race was going to be worth seeing, so there weren't as many excursion boats to follow the racers as on the previous days.

Perhaps it was the cloudy weather that had a depressing effect upon the boats, for there was very little of the tooting and whistling that aped the racers on their way on previous days.

Something of the kind was noticed at first on board the St. John's among the members of the New York Yacht Club and their guests. The Vigilant was going to run, of course, people said, so they sat around below and chatted. The Valkyrie's behavior aroused some interest, which lasted in a mild way until the stakeboat was passed. Then it looked so like a sure thing for the Valkyrie that the yachtsmen went below again.

"It's a walkaway for Dunraven," they said. "Better luck next time."

Presently a man came flying down the cabin stairs, describing concentric circles in the air with his hat and a field glass, and shouted that the Vigilant was ahead. The next minute the stairs to the upper deck looked like the exit from a theatre after some one had yelled fire. The crowd swarmed up on the deck; they clambered up on the pilot house; they gathered around the smokestack; they thronged the roof of the cabin; they perched on the rails, maintaining themselves perilously by means of somewhat uncertain stays; they even ran up the ratlines, and hung on with their teeth while they pressed their field glasses to their eyes. From that time on there was no lack of excitement on board the St. Johns.

When the Vigilant ran over the line and it became a question of the Valkyrie winning on her time allowance, there was a fine display of gold watches. Every man kept his head bobbing back and forth between his watch and his opera glass, and the crowd on the railings began to bob so rapidly at the finish that they strongly resembled a line of tip-ups on a telegraph wire.

It was fortunate for the landlubbers, if there be any such among the yacht clubmen or their friends, that they had taken their friends with them, for not a single person on the St. John's was visibly affected by the lively tossing about that the big boat received. The waves ran high enough to splash up over the bow, and most of the crowd who had pitched their camp stools there were drowned out. One pretty young lady, who sat very far forward in the bow, enveloped herself in her mackintosh coat and stuck to her post in spite of the drenching spray that flew over her. She finally gave it up after a masculine voice from the upper deck expressed a desire to know if the Captain had hired her to act as figurehead for the boat.

TURNED HIM UPSIDE DOWN.

The Way the Victory Affected a Colored Gentleman from Alabama.

A whistling colored man, with a brown Derby and a brown coat, walked up to the entrance of the New York Yacht Club building at 8½ o'clock last night and took off his hat and stuck it in the bars of the club railing.

"I will now show you," he said, "how a gentleman from Alabama feels about this race."

Then he walked out into the middle of the roadway, stood on his head, and shoved himself along the asphalt in an extraordinary sort of locomotion. This was the most unique and extravagant expression of joy around the club house over the victory of the American yacht.

The yachtsmen stared in amazement at the colored man. Steward Niels Olsen finally induced him to get right side up again and walk away.

There were lots of yachtsmen at the club house, of course, and they were happy over the Vigilant's victory, but there was no particular celebration of it.

Yachtsman Iselin came in for a moment with Yachtsman Willard just before 8 o'clock.

"We were scared at the outer mark," he said. "It was a tight race home, and we had to hustle to win."

ON BOARD A RACING YACHT.

Rigorous Simplicity of Fittings the Rule in Order to Save Weight.

To the many whose ideas of the interior of a yacht embrace carved and panelled wainscoting, Oriental rugs, soft hangings, and a general air of luxury, an inspection of the Vigilant in racing trim would be a revelation. The usual fittings and, in fact, everything that would tend to add weight to her or interfere with quick and easy access to every part has been rigorously omitted.

The Vigilant's companionway aft runs down to a small compartment that leads into the cabin, beyond which is the sail room and stowing place for the ropes and minor duplicate fittings for the yacht. In the rear of the companionway are Mr. Iselin's apartments. The cabin proper is fitted with covered seats, or transoms, as they are called, running along the sides. The ribs of the yacht are not hidden in any way, the saving of weight of material being thus made. No chairs are visible, and a large table on one side of the cabin serves the purpose of rack, shelf, and general repository of personal belongings.

In the sail room the canvas is stored with a great idea toward the economy of room, and ropes are laid in neat coils. Sailors were busy there last night rearranging various articles that had been disturbed during the race.

What gives the visitor an immediate idea of the stability of the craft is the mast that pierces the deck like a huge polished tree trunk, and and its bracings convey a notion of the enormous strain it has to bear.

On the flush deck a pile of life preservers aft by the wheel catch the eye. They are kept within easy reach in order that they may be thrown to the assistance of any unlucky sailor who should tumble overboard from his station at the weather rail. Apparently the only movable objects on the deck are the yard and club for the club topsail, but they are strongly secured the moment they are sent down from aloft. Coiled aft of the wheel are the yards and yards of the main sheet. Taken all in all, the modern racing yacht is like the gull—most beautiful when on the wing.

London Papers Advocate the Centreboard.

LONDON, Oct. 14.—The *Daily Graphic*, commenting on yesterday's yacht race, says:

"We are fairly beaten, nevertheless. Lord Dunraven has no cause to be ashamed of a yacht that was defeated by so narrow a margin. English builders must try to outmanœuvre American builders, else some day an American yacht will come here and sweep the board."

The *Speaker* says: "If the race were across the Atlantic, and in December, Valkyrie would certainly win. But in light weather and in the Sandy Hook racing season, the odds are heavily against a yacht built to cross the Atlantic. If ever by luck rather than by skill the America's cup returns to England, it will be our own fault if we fail to keep it."

The *Morning Post* says that Englishmen will regret the result, but they will find in the defeat a stimulus to further efforts. Echoing the conclusion of the *Speaker*, the *Post* proposes that the next challenger for the America's Cup be provided with a centreboard.

The *Daily News* says: "Yesterday's race proves that Valkyrie has not been sailing in anything like her proper form. The experiment of lightening her was as singular as it was unwise. However, the Vigilant well deserves the praise that must have been given her. It will also be felt that we are not disgraced, and that the Valkyrie, when in proper trim, is slightly, if at all, inferior to the best American boat."

The *Times* says: "Yesterday's race will be memorable in the history of races for the America's Cup. It is only comparable to the race for the Brenton Reef Cup between the Britannia and Navahoe. Though defeated, the Valkyrie did so well that her performance suggests a doubt whether her two previous discomfitures did her justice. The Valkyrie has shown herself the better boat to windward, and that is the finest test of a vessel and crew.

"It is difficult to say whether her improved form was due to her ballast or to the heavier weather. Yesterday's experience does not leave the superiority of the centreboard so unassailably established as the Americans would have us believe.

"Probably the only safe moral is that it is much easier to defend the trophy than to recapture it, owing to the necessity of the challenger's crossing the Atlantic."

The *Daily Chronicle* echoes the comments of the others papers, and adds:

"If Lord Dunraven does not care again to challenge, there are doubtless plenty of yachting men here willing to step into his shoes."

WINDS UP AND WIRES DOWN.

THE SOUTHERN CYCLONE HITS US WITH ITS NORTHEAST EDGE.

No News to Be Had from Washington and Little from the West—Wind 49 Miles an Hour in Town and 55 at Sandy Hook—The Storm Centre Apparently at Washington at 11 P. M. and Coming This Way—Heavy Rain as Well as Furious Winds.

The weather demon, who has been displaying pernicious activity in the South, failed to reach this region in time to spoil yesterday's race, or even to chase the returning craft homeward. But when he did get here he vented his spite upon this city in a most unpleasant fashion.

At a little after 6 o'clock yesterday evening he sent a little nineteen miles an hour puff of wind whistling through the streets. Then he tossed down a modicum of rain. But these were only samples of the goods which he furnished later on. There were more small puffs and showers; then the brisk southeast wind that had been blowing along the coast all the afternoon suddenly waxed great, and swept down upon this city, bringing with it a driving rain.

By 9 o'clock the wind was blowing more than forty miles an hour, and the rain was coming in big sheets. It was a very good time to stay indoors. The man without an umbrella was a pitiable object, and the man with one was still more pitiable, for not only did he get soaked by the rain and buffeted by the wind, but he lost his umbrella. Broadway looked like a thoroughfare in the infernal regions. For some time the electric lights went down to mere sparks, and in the dim light dark figures could be seen scudding up the street, aided and abetted by the wind astern, while the cable cars ploughed along through the drive and drift of the gale like fiery demons.

The worst of the gale was its entire uncertainty. A man would be walking, or, rather, be carried along, with the wind blowing bubbles about the back of his neck, and would turn into a side street for shelter, only to catch another blast, apparently quite independent of the first one, square in the face. In City Hall Park the squalls came from all four quarters and met in the middle, and the man who was in their meeting place was fortunate if he could grab a tree and stay on the earth.

It was a southeast gale, they said, on top of the Equitable building. At 11 o'clock the wind was forty-nine miles an hour and .03 of an inch of rain had fallen. The barometer, which had at 8 o'clock registered 29.7, had fallen by 11 o'clock to less than 29.5. Sandy Hook was getting more wind than New York, as at 9:30 the wind was blowing fifty-five miles an hour there.

Owing to the destruction of telegraph communication between here and Washington and almost all points further south, the weather experts could tell very little about the storm's area.

The cyclone came up from the West Indies, swept along the coast of the Carolinas, with its centre inland over Georgia at 8 o'clock yesterday morning, and then proceeded nearly due north, bearing heavy rains with it, and seeming to gather force as it travelled.

Storm signals were flying all along the coast, warning coastwise shipping. An official warning was also given yesterday morning to the press associations, the telephone and telegraph companies, and many Postmasters of the probability of high tides and destructive seas and winds in the following twenty-four hours. The barometer in this city was very low in the storm centre—a condition favorable to winds of unusual force.

As near as can be learned the storm centre at eleven o'clock was at Washington, where the barometer was 29.00, the wind about ten miles an hour, and the rain so far recorded 1.082 inches. Between here and there the storm was raging heavily and the wires were down. Imperfect communication with Washington, as with the few points south where the wires were in condition, was kept up by way of Chicago. New York city was on the northeast edge of the storm, and the prospect was that she would be drenched and buffeted with wind and rain until morning at least. The weather experts thought that the storm should be over by afternoon.

Points west of here reported more rain than wind. Pittsburgh had 1.1-100 inches of rain at 9 o'clock with wind only ten miles an hour. All along Lake Erie and Lake Ontario there was heavy rain, and in Cincinnati, Milwaukee, and Chicago, and probably all along the Atlantic coast south of here.

New England and the northeast coast will catch it to-day. West of the Mississippi there was fair weather. At Jacksonville the barometer was rising yesterday evening, indicating that the storm had passed there. The weather people suppose that we are not on the extreme outer edge of the storm, but that it extends some distance out to sea.

The storm began to cut New York off from telegraphic communication with the South early in the afternoon by breaking wires, blowing down poles, or blowing trees over on the wires, and at 9 o'clock the Western Union's wires of the Southern route, through Baltimore and Washington, were entirely cut off up to Washington. Then Baltimore was lost, and by 9:30 nothing south of Philadelphia could be reached. Next the wires began to give out south and west of Pittsburgh until late after line to the West was made useless.

At 11 o'clock a few wires could be used to Chicago and Cincinnati, through Buffalo, but these only with difficulty, and the Southern connections through those telegraphic centres were down.

There was no interference with the working of the wires to the Eastern States. A window on the eighth floor of the Western Union building blew in at 9 o'clock and struck Frank Aldridge, an operator, breaking his collar bone.

A few minutes after the second act began at the Park Theatre a gust of wind blew a shutter from its hinges. The shutter fell in a balcony aisle, which had been crowded a few moments before, and made a loud noise, which alarmed the audience for a minute. The performance was not interrupted.

Part of the tall chimney of the Edison plant, 117 West Thirty-seventh street, was blown down.

HOUSES UNROOFED IN BROOKLYN.

The storm swept over Brooklyn with great force. Trees and fences were blown down in all directions, and at some points the fallen trees blocked the railroad tracks and stopped the trolley cars. Several unfinished houses in the outlying wards were unroofed and the telegraph systems were more or less disturbed.

Hundreds of cellars were flooded in the low lands. A two-story frame house at Ralph avenue and Park place, which had just been completed, was blown down. Up to midnight no serious accident was reported.

WIND BLOWING 50 MILES AN HOUR IN NEW JERSEY.

SOMERVILLE, N. J., Oct. 13.—A gale of wind accompanied by rain is howling through this part of New Jersey to-night, and much damage is being done. Trees have been uprooted, fences blown down, and buildings unroofed. For the past two hours the rain has fallen in sheets, and the streets are flooded to a depth of from two to three inches. All trains coming from the West are late from two to four hours. At 11 o'clock the wind was estimated to be blowing at the rate of fifty miles an hour.

It is reported that a brakeman was blown from the top of a freight car on the Central Railroad of New Jersey near the junction. A farmhouse back of North Branch was blown over. At Lamington the church steeple was blown down for the second time within a year. The Raritan River is rising very rapidly.

THE STORM IN THE SOUTH.

Meagre Despatches with no Reports After the Early Morning News.

AUGUSTA, Ga., Oct. 13.—The storm has passed, and but little damage was done here. Along the Florida coast it was quite severe, blowing down poles and wires. The smaller towns suffered slightly.

Savannah escaped practically unharmed. From the signal service reports people expected a repetition of the hurricane of Aug. 27 but were agreeably disappointed. No loss of life has been reported from any quarter.

CHARLESTON, S. C., Oct. 13.—The prediction of the Weather Bureau officials that, although the storm would pass close to Charleston, it would do no serious damage, has come true. There are no casualties to report. Wet and dirty streets, many leaking roofs not repaired since August, and a strong wind and lowering clouds are all there are of storm this morning.

Mariners along the water front had had warning and were prepared. The big ocean steamers and the coastwise steamships had steam up and extra hawsers ashore, some of the smaller craft made a run for the Ashley River, but most of the merchant fleet rode the storm out at their anchorages.

The East Shore Terminal Railroad remembering their losses by the August cyclone, just before the storm set in anchored all their bridges and wharves with carloads of granite, and consequently not a pier on the eastern water front is damaged.

The barometer reached the lowest point at 7:45 this morning, reading 28.80 inches. The wind attained a speed of sixty miles an hour last night at 9 o'clock. There were severe gusts and puffs off and on during the night. The rainfall up to 8 o'clock last night was 1.80 inches, a total rainfall the last twenty-four hours of 4.72 inches.

The Storm Desolation in Louisiana.

NEW ORLEANS, Oct. 13.—Peter Frey, who has just returned from Cheniere Caminada, says that on Monday night seventy-five bodies of victims were picked up on the seashore, thirty miles away, and forty bodies were found at the other end of Grand Island. There are still 200 persons left at Cheniere, and many of them are in distress. In spite of the relief that has been sent. The majority of the survivors are children who have lost their parents and relatives. Thieves, mostly from New Orleans, have stolen much of the furniture picked up along the shore, robbed the dead and stolen from the living, as well as making away with rations given out to deserving people.

SANTOS LOYAL TO PEIXOTO.

A Guardship's Crew, Who Sympathized with Mello, Captured and Probably Shot.

The steamer Biela, Capt. Davis, which was at Santos from Sept. 1 to the 20th, arrived yesterday with news of the revolution.

First Officer John Byrnes says that the residents of Santos apparently remained loyal to Peixoto, and made arrangements to defend the harbor against Mello. They secured a number of old hulks and prepared to sink them to blockade the port in case of attack. One torpedo was sunk. The crew of the guardship stationed at Santos were in armpathy with Mello, and they escaped on Sept. 12, and under a tow of confiscated tugs started for Rio. The coal gave out in the guardship, and the crew scuttled her and went to San Sebastian on the tugs. Peixoto learned of this and sent a fleet of tugs to San Sebastian and captured the crew and took them to Santos. The report at Santos was that the crew were all to be shot for treason.

Mello's cruiser, Republica, arrived at Santos on Sept. 20 and fired several shots upon the town while lying outside the harbor. The cruiser's commander seemed afraid to come aboard the place, hearing that a number of foreigners were there. The single gun of the port of Santos replied with several shots, and then the Republica sailed away. Its departure rendered unnecessary the sinking of the hulks.

Another story told by a passenger on the Biela was that a number of young revolutionists instigated a plot to seize the fort in the interest of Mello, but that a woman who heard of the plot revealed it to Peixoto's officers. The result was that the plotters were captured, and two of them were sent overland to Peixoto. It is supposed that these two have been shot.

Capt. Davis says that the revolution hasn't perceptibly interfered with business at Santos. He got a full cargo of coffee without difficulty.

M. V. GANNON RESIGNS.

Gives Up the Presidency of the Irish National League of America.

CHICAGO, Oct. 13.—M. V. Gannon, formerly of Omaha, but now permanently located in Chicago, has resigned the Presidency of the Irish National League of America. Although the notice of his withdrawal as executive was formally presented to the Executive Committee of the League two weeks ago, it was not made public until to-day. It is authoritatively stated that the acceptance of the resignation at this critical period in the fortunes of the Liberal party across the ocean would be to give a semblance of truth to the rumor that the League had outlived its usefulness, and was about to be disbanded. Herein is the foundation for the statement that Mr. Gannon's resignation was deliberately suppressed. It is also a matter of discussion that the real reason for Gannon's withdrawal from the League was his expressed disgust with the anti-Gladstone and other malcontents in the League. Mr. Gannon said to-day:

"With no pronounced principles of organic law existing in the foundation of the league, how could there be any incentive or motive for the collection here of money to be used in the old country. Funds could not be distributed to either one side or the other, because of this lack of definiteness. Enthusiasm could not be aroused. It became palpable to every observer here that the Parnellites and anti-Parnellites could not be brought together. They stood together and voted for Gladstone's measure in the House of Commons, but even that did not bring them into the same camp. There was the secret of the inanition.

"It is very evident that something must be done to get the league upon the right lines, otherwise it will go out of existence. I think that perhaps in midwinter an attempt will be made by those in power to call a convention and to endeavor to reorganize and rehabilitate the league. I will take no further active part in the management or details of the league."

DISMAL AT JACKSON PARK.

Damp, Cold, Cheerless Weather Makes the Attendance Poorest of the Week.

CHICAGO, Oct. 13.—To-day's attendance at the World's Fair was the poorest of the week. In spite of the most unfavorable conditions, however, a very big crowd was present, but sightseeing was necessarily confined to inside the buildings. The damp, cold, cheerless weather of yesterday continued all day, and about 3 o'clock a hard, disagreeable rain fell and continued all the evening. Under the circumstances the number of admissions was really remarkable, and it proved that strangers are here in great crowds. The night attendance was nothing, and there was nothing to see save the illumination, which made a poor showing in the mist. The special attractions were all declared off.

Minnesota had the dreary day for its own, and about 20,000 people from that State tried to enjoy themselves. Shortly before noon Gov. Knute Nelson with staff rode into the grounds and the procession wound around to the Minnesota State building. The escort saluted the Governor and the executive carriage with the Minnesota Commissioner went to Festival Hall, where the exercises were held. Gov. Nelson, National Commissioner Tousley, and other speakers entertained the audience with addresses.

Several thousand trainmen from all parts of the country took an inning to-day. They inspected exhibits, giving special attention to the displays arranged by the various railroads in the Transportation building. Rides on the John Bull train and the old Samson were features.

$10,000 FOR FIREWORKS

To Wind Up Manhattan Day on the Grounds of the World's Fair.

William H. McDonough, the Mayor's confidential clerk, when he went to Chicago yesterday was accompanied by O. S. Cockey, general agent of the Grand Trunk Railway, who had also been designated by the Manhattan Day Committee to represent it at the World's Fair in making arrangements for the celebration on Oct. 21. They are empowered to lay out $10,000 in fireworks for the night of Oct. 21, when the grounds will remain open until midnight.

Fifty thousand additional badges have been ordered for distribution, and 100,000 souvenir admission tickets to the grounds will arrive to-day and be on sale at the Bureau of Information in the City Hall and at all the railway and steamship offices in town.

A letter was sent yesterday to the Presidents of the various railways likely to be benefited by the increased travel to Chicago due to Manhattan day, asking them to contribute to the expenses of the celebration, which are estimated in the letter at $20,000.

Comptroller Myers received the following additional subscriptions yesterday:

Perry Belmont	$200
C. P. Huntington	200
James S. Coleman	100
Robert McCaffrey	100
Fred D. Tappen	100
S. W. Fairchild	100
Robert B. Mooney	100
John T. Ryan	50
A. C. Merriam	50
Previously received	4,740
Total	$5,740

The Old Guard, for their guests and band of seventy pieces, the party numbering two hundred in all, have arranged with the West Shore Railroad to run a special train, consisting of nine vestibuled sleeping cars and two dining cars, through to Chicago in twenty-five hours. The train will leave West Forty-second street at 3 P. M., Oct. 19.

May Go Through Canada in Uniform.

OTTAWA, Ont., Oct. 13.—The Government has granted permission to the Old Guard of New York to pass through Canada in uniform, and with side arms and accoutrements, en route to Chicago.

A Challenge to Match Pixley Against Alix.

LEXINGTON, Ky., Oct. 13.—The new Lexington track, which is pronounced by all the noted drivers attending the trotting here to be one of the fastest in the country, will, in all probability, have a chance for another world's record test:

By consent of Mr. Budd Doble, I hereby challenge Morris J. Jones of Kenosha, Wis., to match the mare Alix, 2.07¾, against Pixley, 2.08¼, for $5,000 a side, the race to be mile heats, three in five, and the winner to take the entire purse. The race may be trotted over any good mile track that Mr. Jones may select.

M. C. McIlvaey.

Manhattan Day $15.00 Excursions via West Shore Railroad.

Through cars to Chicago in charge of attendant via West Shore Railroad 10 A. M. Wednesday and Thursday, Oct. 18 and 19. Tickets good to return to New York until the morning of Oct. 26. Excursion tickets valid for ten days at $17.00 will be good on train running Tuesday, Oct. 19. Last $17.00 excursion Monday, Oct. 23.—Ads.

TWELVE KILLED IN A WRECK.

TERRIBLE REAR-END COLLISION AT JACKSON, MICH.

Second Section of a World's Fair Special Excursion Smashes into the First Section at a Station—Air Brakes Won't Work.

JACKSON, Mich., Oct. 13.—The second section of the Oswego special on the Delaware and Lackawanna ran into the rear end of the head section 100 yards from the station here at 9:40 o'clock this morning. The cars were piled in a mass upon the tracks and the engine of the second train smashed up.

The trains were day coach excursion specials. The first section had stopped to let the passengers take breakfast. It had been standing at the station twenty-six minutes when the second section came crashing into it. The signal semaphore was up all right, but the engineer says that his air brakes would not work and he was powerless to avoid the accident.

The cars were terribly smashed, two of them being thrown across the track. One car was driven completely through another, and others were knocked upside down. Several hundred persons were aboard the two trains and they were wedged in in all kinds of shapes. Within twenty minutes after the accident occurred six dead bodies had been taken out of the wreck.

Some of the cars were not badly enough wrecked to kill any of the people on board them, but it is miraculous, considering the shape the cars were left in, that any escaped without some more or less serious injury.

Following is a corrected list of killed and injured, so far as known:

DEAD.

Maggie McMasters, Penn Yan, N. Y.
Mrs. L. N. Beardsley, Canton, Pa.
Miss Harriet Breece, Pine City, N. Y.
Susie Beatley, Warrior Run, Pa.
James Woodbury, Bath, N. Y.
Baby of Mrs. Harrington.
Mrs. Lloyd Woodbury, Bath, daughter-in-law of James Woodbury.
Mrs. J. H. Keeler, Hammondsport, N. Y.
George H. Hoffman, Lowville, N. Y.
Mrs. Charles Starr, Elmira N. Y.
Mrs. Anna L. Gibbs, Almond, N. Y.
Engineer Whalen died this afternoon.

INJURED.

L. N. Beardsley, Canton, Pa., slightly.
Miss Blanche Beardsley, Canton, Pa., fatally.
Mrs. Searle, Elmira, N. Y., seriously.
Edward Fay, Elmira, seriously.
Mrs. C. W. Fay, Elmira, seriously.
Miss Laura Fay, Elmira, seriously.
William Whalen, engineer Webb special, seriously burned, leg broken.
Mrs. J. H. Gardner, Horseheads, N. Y., slightly.
Mrs. Allen Harris, Troy, Pa., two ribs broken and bruised.
Frank Farley, Columbia Cross Roads, Pa., slightly.
Mrs. J. A. Burlingham, Springfield, N. Y., arm and shoulder fractured.
L. R. Sherwood, Jackson, slightly.
Robert Walsh, rear brakeman, first section, slightly.
Johanna Healey, both legs broken near ankles, right arm broken above elbow; recovery doubtful.
J. N. Anderson, aged 50, Morris Run, Pa., cut badly about face and back and legs; recovery doubtful.
Miss Kate Healey, Morris Run, Pa., aged 25, right thigh fractured, bruised; probably recover.
Mr. Timothy Donovan, Morris Run, Pa., internal injuries; recovery doubtful.
Mrs. Anson Herrington, Elmira, N. Y., right leg broken be ow knee, body bruised; recovery doubtful.
Miss Maude Benedict, Canton, Pa., injured in back, body painfully bruised; may recover.
Miss Maude Gardner, Horseheads, N. Y., slightly.
Mary C. Sears, Elmira, N. Y., slightly.
Miss Headley, Elmira, slightly.
Sarah Keeler, Hammondsport, N. Y., legs broken and injured internally.
Mary H. Wakefield, Elmira, slightly.
Mrs. F. A. Dolemetch, Elmira, slightly.
Mrs. W. R. Humphrey, Chenango, N. Y., leg broken.
Frederick Brooks, Norwich, N. Y.
Mrs. Frederick Brooks.
Edward Nash, Norwich.
Mrs. Edward Nash.
W. R. Humphrey, Norwich, not seriously.

The first section of the excursion train was called the "Oswego," and the last section the "Webb" special. F. J. Reid, conductor of the Oswego special, has sent this despatch to the officers of the road in Detroit.

I was stopping at Jackson for breakfast and had just started when the "Webb" special going west struck my train in the rear part and broke three coaches. I cannot say how many were injured. My train was protected in the Jackson yard by the semaphore.

Engineer William Whalen, who lives at Jackson, was running the last section. He says:

"I saw the signal in the yard to keep back, and had my engine in hand, as I thought, but when I came down near the train, which was still, my air brakes would not work, and I ran into the coaches. The failure of the air made it impossible to stop. I never had such an experience before."

One of the most horrible sights in connection with the accident was a woman carrying a head by the hair around through the crowd, moaning and weeping, and apparently a raving maniac. She was taken care of by the police, and the head which she carried was taken to Police Headquarters.

IN BEHALF OF THE RED MAN.

The Platform Adopted by the Mohonk Lake Indian Conference.

MOHONK LAKE, N. Y., Oct. 13.—The following is a summary of the platform adopted by the Indian Conference this evening:

We believe that it is no longer a question what ought to be done for the Indian, but what shall be done. Public sentiment is formed. It should be carried into effect. We therefore recommend that a permanent committee be constituted by this Conference, consisting of five persons, of whom the President of this Conference shall be Chairman, whose duty it shall be to prepare an appeal to the American people, embodying these accepted principles, to secure the endorsement of them by representative men of all religious bodies and geographical sections, and to urge them upon the public through the press, and upon Congress and the officials at Washington by personal appeal. Among these principles we include:

First—The extension of civil rules over the principles of civil service, so as to remove utterly from party politics the appointment of Indian agents, allotment agents, and inspectors.

Second—Appropriations, sufficient to equip and maintain a system of schools adequate to provide for all Indian children of school age not otherwise provided for, and compulsory attendance of children at these or other schools.

Third—The protection of Indian trust funds against unjust claims, and their expenditure, so far as possible, for the education and civilization of the Indians.

Fourth—The breaking up of the reservations as rapidly as the interests of the Indians will allow and the incorporation of the Indian in the mass of American citizens.

Fifth—Due provision made by Congressional appropriations, or from trust funds, for the maintenance of legal protection for schools, roads, or other public burdens, in counties where Indians have taken allotments of lands which, by protected Indian title, are exempt from taxation, in order that no unjust burden may be put upon other resident citizens of these counties.

The committee provided for was not announced by the Chairman. A resolution was passed expressing regret that the appropriation for education in Alaska had been reduced, thereby closing several schools there. The Conference then adjourned until Oct. 10, 1894.

STATE TAXES.

The Amount To Be Paid by Each County Under the Tax Rate for 1893.

ALBANY, Oct. 13.—The tax rate for 1893 having been fixed at 2 58-100 mills, the amount to be paid by each county, as shown by the table of tax receipts, just completed, will be as follows:

Albany	$236,428 12	Onondaga	$191,609 84
Allegany	36,012 66	Ontario	75,010 47
Broome	76,921 22	Orange	114,423 89
Cattaraugus	53,816 79	Orleans	38,306 79
Cayuga	77,094 34	Oswego	69,859 59
Chautauqua	71,796 42	Otsego	53,803 38
Chemung	34,336 33	Putnam	17,824 71
Chenango	39,847 02	Queens	1,087,056 56
Clinton	17,329 47	Rensselaer	161,053 47
Columbia	66,085 05	Richmond	96,310 03
Cortland	25,817 03	Rockland	34,189 58
Delaware	37,223 86	Saratoga	60,422 93
Dutchess	113,571 03	Schenectady	36,244 81
Erie	585,965 86	Schoharie	26,676 57
Essex	22,504 25	Schuyler	17,066 83
Franklin	22,158 75	Seneca	36,908 97
Fulton	29,119 67	St. Lawrence	71,410 56
Genesee	35,554 34	Steuben	68,378 26
Greene	33,398 05	Suffolk	152,845 24
Hamilton	3,817 35	S