# UNFORTUNATE VIGILANT.

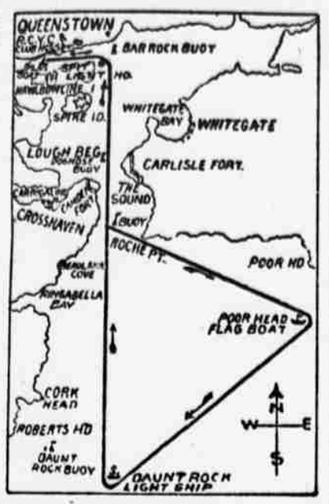
*AFTER HAVING THE RACE WELL IN HAND SHE RUNS INTO A CALM.*

**The American Yacht Gets Away on Even Terms With the Britannia, and, the Wind Being Fresh, She Soon Leaves the Cutter Astern—At Poor Head, When Nine-tenths of the Course Had Been Sailed, the Vigilant Led by 7 Minutes and 9 Seconds—She Then Strikes a Calm While the Britannia Holds the Breeze.**

ROCHE'S POINT, Ireland, July 23.—The Britannia and the Vigilant started in a race over the course of the Royal Munster Yacht Club this morning for a cup valued at £60. The course, ten turns, was laid out from Roche's Point to Poor Head, thence to Daunt's Rock and back to Roche's Point, three times around, and then to the club house of the Royal Cork Yacht Club at Queenstown, a distance of fifty miles.

A large fleet of steam and sailing yachts and craft of every conceivable build and rig filled the harbor, and excursion boats loaded to their utmost capacity conveyed the thousands of persons who had arrived during the night and morning by railway from all parts of Ireland and Queenstown to Roche's Point, Crosshaven, Poor Head, and other points where a good view of the race could be had.

The weather was clear and the wind fresh from the northwest. Both boats were near the line at gunfire, and crossed together at 11:07 o'clock. The Vigilant carried her big balloon jibtopsail and the Britannia a small jibtopsail and a jackyarder. As usual the Britannia got the weather berth. The fine northerly wind




THIS IS THE COURSE THEY EXPECTED US TO WIN ON.

shifted to the eastward, and both boats, close-hauled, ran to Poor Head. The Vigilant, sailing finely under the eight-knot breeze, went to the lee of the English boat, drew ahead, and gybed. They rounded the Poor Head mark as follows:

| | |
|---|---|
| Vigilant | 11:30:02 |
| Britannia | 11:31:33 |

It was not a free reach to Daunt's Rock. The Vigilant sheeted her jibtopsail three times, taking a different size, as the wind demanded. She rapidly increased her lead until she came near the lightship, when the Britannia began to draw up on her, so that when the Daunt's Rock light was passed the Vigilant was only 1 minute and 29 seconds ahead. Time:

| | |
|---|---|
| Vigilant | 11:55:04 |
| Britannia | 11:56:33 |

Rounding the Daunt's Rock mark the Vigilant beat to starboard for Roche's Point, but the Britannia held to the port tack. The Vigilant then went about to port and beat against a strong ebb tide. The Britannia made a long board to port, and then both boats made short tacks to Roche's Point. The Vigilant's boards were longer than those of the Britannia, which worked further in shore than the American boat, and she was almost a mile ahead at Roche's Point, having gained all her advantage in beating. The Vigilant had on board a local pilot, who took advantage of tides and eddies which she could not have done under the direction of one not thoroughly familiar with the peculiarities of these waters. The time taken at Roche's Point was:

| | |
|---|---|
| Vigilant | 12 36 06 |
| Britannia | 12 39 04 |

This was a clean lead for the Yankee boat of 2 minutes and 58 seconds. Bearing away for Poor Head the Vigilant sent out her balloon jibtopsail, but the Britannia carried only a small jibtopsail, just as she did in going over this part of the course before. It was a free reach to Poor Head which the Vigilant passed at 1:00:02, and the Britannia at 1:05:03. The Vigilant gybed and took in her big jibtopsail, but the Britannia retained her smaller one, and both boats made a starboard reach for Daunt's Rock, which was passed as follows:

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|---|---|
| Vigilant | 1:29:30 |
| Britannia | 1:31:24 |

The Britannia gained a little in the run but the centreboarder was still 3 minutes and 50 seconds ahead. The Britannia tacked along the western shore, but the Vigilant held to the east, the advantage of which was apparent in the fact that she rounded Roche's Point exactly six minutes in advance of the cutter. The time of the yachts at Roche's Point, which completed the second round, was:

| | |
|---|---|
| Vigilant | 2:10:55 |
| Britannia | 2:16:55 |

On the last leg the Vigilant had gained nearly three minutes, and everybody regarded her as a sure winner, barring accident. Rounding Roche's Point flagboat the Vigilant set her balloon jib, and the Britannia her jibtopsail, for the third run to Poor Head. The wind hauled to the eastward, and the Vigilant took in her balloon jibtopsail and set a small jibtopsail. Both boats were running on the starboard tack. They gybed at Poor Head to round the mark, which they did as follows:

| | |
|---|---|
| Vigilant | 2:36:11 |
| Britannia | 2:43:20 |

The cutter was 7 minutes and 9 seconds astern. As they came up in the wind both set their balloon jibtopsails. The breeze was stiff and steady as they rounded Poor Head for the run to Daunt's Rock, and both set their spinnakers, but the wind soon slackened and the Vigilant ran into a calm. Meanwhile the Britannia, the ability of whose Captain to find wind, if there is any, is only surpassed by the facility of the Vigilant's commander in finding calm spots and getting into them, held a good breeze and caught up with the centreboard.

The Vigilant took in her spinnaker and gybed to port, thereby catching a free breeze, but the Britannia still had the best of the wind. The Britannia had kept her spinnaker set while the Vigilant had taken hers in, and came down nicely on the wind. At exactly 3:19:00 the Britannia overhauled the Vigilant, passed her with perfect ease, and drew clear of her. The Vigilant then seemed to get better wind, and held her own to Daunt's Rock. Passing that point for the last time the yachts were in this order:

| | |
|---|---|
| Britannia | 3:26:50 |
| Vigilant | 3:27:51 |

From a lead of 7 minutes and 9 seconds at Poor Head, the Vigilant had now dropped to 1 minute and 29 seconds astern. She again set her spinnaker after passing Daunt's Rock, and both boats bore away for Roche's Point for the last time. The Vigilant succeeded in reducing the lead of the cutter to 30 seconds, the boats rounding Roche's Point as follows:

| | |
|---|---|
| Britannia | 3:52:00 |
| Vigilant | 3:52:30 |

The stretch to Roche's Point was a luffing match, and both boats fetched the finish close-hauled. The Britannia crossed the line at 4:12:55 and the Vigilant at 4:13:40, the Britannia winning by 45 seconds actual time. Adding her estimated time allowance of 1 minute and 10 seconds, the British boat won by 1 minute and 55 seconds.

During the early part of the race the yachts were followed by the gunboat Albacore, with Rear Admiral Henry C. St. John, senior officer on the coast of Ireland, on board.

The Britannia has now won nine out of the eleven races contested with the Vigilant.

LONDON, July 23.—The Vigilant will race at Penzance on July 28, at Falmouth on July 30, and at Plymouth on Aug. 1.

### The Valkyrie Docked at Greenock.

GLASGOW, July 23.—Lord Dunraven's Valkyrie, which was sunk at the beginning of a Clyde race by the Satanita, has been pumped dry, towed to Greenock, and docked. The damage to her hull is less than was supposed. The Satanita, which suffered some damage in the collision, has been repaired and put in fit condition to take part in the races in the Solent. She will leave the dock to-morrow.

### George Gould Again Says that He Has Not Ordered a New Yacht.

QUEENSTOWN, July 23.—George Gould was questioned by the United Press correspondent this evening as to the *Times's* announcement that he had ordered Mr. Herreshoff to build him a Tobin bronze racing yacht. He said that the announcement was utterly unfounded; he had given no such order.

# THE NEW YORK YACHT CLUB BOOK.

**A New Volume Which Shows 1,050 Members and 294 Yachts.**

The New York Yacht Club's new club book for 1894, which was sent to the members yesterday, is by far the most imposing volume yet issued by the club. Thanks to Secretary J. V. S. Oddie's careful compiling and supervision it is more complete than ever, and marks the club's progress for the past fifty years. It will probably be a souvenir of the club's semi-centennial anniversary. The new book, which is bound in royal blue with bevelled gilded edges, at first glance looks more like a prayer book than the official record of America's first and greatest yachting organization. On the cover, in gilt letters, are the words "Semi Centennial," and on either side "1844"—"1894," surmounting the title, "New York Yacht Club," and the club seal. On the fly leaf is a facsimile of the original minutes of the first meeting of the club, held on John C. Stevens's yacht Gimcrack, off the Battery, on July 30, 1844, which reads as follows:

Minutes of the New York Yacht Club.

On board of the Gimcrack, off the Battery, July 30, 1844, 5 P. M.

According to previous notice, the following gentlemen assembled for the purpose of organizing a yacht club, viz.:

John C. Stevens, Hamilton Wilkes, William Edgar, John C. Jay, George L. Schuyler, Louis A. Depew, George B. Rollins, James M. Waterbury, James Rogers.

On motion, it was resolved to form a yacht club.

On motion it was resolved that the title of the club be the New York Yacht Club.

On motion it was resolved that the gentlemen present be the original members of the club.

On motion it was resolved that John C. Stevens be the Commodore of the club.

On motion it was resolved that a committee of five be appointed by the Commodore to report rules and regulations for the government of the club. The following gentlemen were appointed: John C. Stevens, George L. Schuyler, John C. Jay, Hamilton Wilkes, Capt. Rogers.

On motion it was resolved that the club make a cruise to Newport, R. I., under command of the Commodore. The following yachts were represented at this meeting: Gimcrack, John C. Stevens; Spray, Hamilton Wilkes; Cygnet, William Edgar; La Coquille, John C. Jay; Dream, George L. Schuyler; Mist, Louis A. Depew; Minna, James M. Waterbury; Petrel, George B. Rollins; Idle, Capt. Rogers. After appointing Friday, Aug. 2, at 9 A. M., the time for sailing on the cruise, the meeting adjourned.

From the above record it will be seen that the club originally had nine members and the same number of yachts; to-day the club boasts of 1,050 members and 294 yachts.

Next in order comes the act of incorporation of the club dated Feb. 16, 1866, followed in turn by the club flags and private signals of the yacht owners which occupy thirty-three pages. This is followed by the officers of the club and standing committees for the year 1894, the New York Yacht Club's course, and a list of the yachts enrolled in the club with their owners, dimensions, and tonnage divided as follows:

Schooners, 75; sloops, cutters, and yawls, 84; steamers, 122; launches, 13. Total, 294.

Next come courses 4 and 5 off Newport and a list of the club's Honorary members, which includes, among other dignitaries, the President of the United States, the Secretaries of the Navy and Treasury, the Collector of the Port, the Admiral of the New York station, the Commander of the Brooklyn Navy Yard, the Prince of Wales, the Royal Highness the Prince of Wales, the Marquis of Dufferin and Ava, his Imperial Highness the Grand Duke Alexis of Russia, Lieut. William Henn, R. N.; the Earl of Dunraven, K. P., and the officers of the Royal London, Royal Harwich, and Royal Cork Yacht Clubs.

Then comes a list of the life and active members of the club, the club's constitution and bylaws, time allowances, sailing rules, signal code, yacht routine, uniform regulations, and a list of the club's officers and standing committees from 1844 to date.

Take it all in all it is by far the most complete book the club has ever issued, and it will undoubtedly prove of great use to the members.

# THE VALKYRIE'S SKIPPER'S STORY.

**The Recent Collision May Cause the Captains to Lose Their Certificates.**

Capt. Cranfield of the Valkyrie was interviewed by a correspondent of the *North British Daily Mail* after the accident with the Satanita and among other things says: "The Satanita came down on the port tack. We in the Valkyrie could not help ourselves. Had all gone right the Valkyrie would have been the first boat to cross the line and she would have done well. I know she would. I saw it stated in the papers that the Valkyrie was fifteen minutes slower than before her alterations. That is all bosh. I saw from the moment that the Satanita was bearing down on us a collision was inevitable and the thought which flashed through my mind, as I jumped to the tiller, to do what I could to save the ship, was that our bowsprit would merely going to be cut down and sink, but that lives were going to be lost. Sir, it is marvellous that lives were not lost. We shoved alongside of Hebe. The steward and two of the cooks were below. They rushed on deck, and one of the crew who went below had his cap washed off in the main cabin. Lord Dunraven, who kept remarkably cool, had been carrying out my instructions, but the moment I grasped the tiller it was every man save himself. Two of the crew caught Lady Lenox, and, by the way, she acted like a heroine, and lifted her into a boat which came alongside. There was a bit of a panic, but not much. All of the crew are, strange to say, swimmers, and the most of them jumped overboard and were saved. I, too, left the boat when I saw that it was hopeless that she could float, but thinking that I might do something to save her, I jumped back. However, before one had time to speculate she heeled over, and to my horror I saw the ship I had taken across the stormy Atlantic go down in a sea that a small boat could have lived in."

In speaking of the collision the *Yachting World* says: "A question has been raised as to whether a public investigation will take place into the circumstances attending the sinking of Valkyrie. We learn that the usual course followed in regard to such occurrences is that a report is sent to the Receiver of Wrecks and to the Board of Trade. This document will be considered by the nautical advisers of the Board, and if in their opinion the circumstances demand an investigation an inquiry will be ordered by their solicitor. A rather delicate complication is brought into the case by the fact that one of the four great yachts was registered, and ought, therefore, to have been in charge of their Captains, they were, as a matter of fact, put in charge of amateur steersmen. This state of matters was due, of course, to the terms of the race. But the Board of Trade do not, as we understand, recognize any such club rules in the case of registered yachts, and if an inquiry be held the respective Captains will be put upon their trials for their certificates. At first sight this may seem rather hard, but were it otherwise—if Captains of registered vessels were allowed to hand them over to the management of irresponsible amateurs—it would inevitably lead to the greatest dangers and abuses.

# HOWARD GOULD INTERVIEWED.

**He will Challenge for the Cups May and Royal Victoria Cups.**

Howard Gould was interviewed by a correspondent of the London *Yachting World* after the second race with the Britannia, and, among other things, said:

"It was a great race, and, I should think, will become historical as one of the keenest contests ever sailed in these waters between two large cutters. The Britannia got the best of us at the start, and we could not get past her. Time and again we broke tack to get away, but it was of no use. Round she came on top of us again, stopping our wind and fairly holding us. Had we once got clear I do not think she would have caught us again. We also expected to catch her on the run, but the Vigilant was not running so fast to-day as on Thursday. In the strong winds that day we thought she was laying down too much and we took two tons of lead on board. This we stowed right aft, and I expect that was a mistake. Just before we overlapped the Britannia nearing Kilcraggan in the last round we sent the whole crew from aft into amidships. Whether it was owing to that or to a little better puff of wind from astern I cannot say, but in a few minutes afterward we got alongside of the Britannia. We have just now finished stowing all of the lead amidships. We were not pleased with our sails either to-day. The mainsail and both head sails are standing badly."

Mr. Gould also said that as yet he had not received the Vigilant's certificate of rating under Y. R. A. rules, and that he was as curious as any one to find out just what allowance they would have to give the Britannia.

He said: "Your rules are harder on sail area than ours, and I intend to see where I can cut anything down which we can spare, so as to reduce our rating as much as possible. After to-day's race I can see that this time allowance is going to be an important matter for us."

Mr. Gould thought the system of flying starts rather against the Vigilant, and said he preferred the American system of allowing the yachts five minutes to cross the line.

About the Vigilant's future plans he said: "We cross to Ireland next week, and work our way south for the Cowes week. In the south we expect to sail some specially arranged match races with the Britannia, and we will challenge for the Cape May Cup and the Royal Victoria Gold Cup."

### Indian Harbor Yacht Club's Cruise.

The fleet of the Indian Harbor Yacht Club will rendezvous at the anchorage of the club station, Finch's Island, Greenwich, Conn., on Thursday evening next, to participate in a three days' cruise. Captains will report to the fleet Captain on the flagship Nirvana at half past 9 Friday morning, when a meeting will be held to decide the destination of the first day's run. All owners of yachts enrolled in the club are earnestly requested to join in the cruise.

Chicago is one hour nearer New York by the New York Central's Limited than it used to be.—Adv.

# RACING AT THE CANOE CAMP.

**Many of the Little Boats Disabled, but on the Whole They Did Good Work.**

CROTON POINT, N. Y., July 23.—The annual regatta of the American Canoe Association was begun this morning. The first race called was the unlimited sailing race event number six on the official programme. It was sailed over a triangular course one-half mile on each side, four times around making a total distance of six miles. The time limit was two and one-half hours. This race was one of the most important of the sailing events, for the reason that the starters in the race for the sailing championship trophy are selected from the contestants in this event. The start was made at 9:44 o'clock, and the fleet crossed the line in the following order: Mab, C. E. Archbald, Point Claire Boating Club, Montreal, Canada; Chiquita, J. S. Ormsbee, Yonkers Canoe Club; Beta, Thomas Hale, Jr., Yonkers Canoe Club; Cricket, Lincoln B. Palmer, Ianthe Canoe Club, Newark, N. J.; Bopeep, D. B. Goodsell, Yonkers Canoe Club; Gull, H. D. McVean, Rochester, N. Y., Canoe Club; Eel, W. J. Sparrow, Toronto, Canada, Canoe Club; Daisie, H. V. Backus, Rochester Canoe Club; Fineen, J. W. Hamilton, Red Dragon Canoe Club of Philadelphia, Pa.; No Name, Enoch Aston, Troy Canoe Club, Troy, N. Y.; Bully Wagga, W. C. Witherbee, Bulwagga Canoe Club, Port Henry, N. Y.; Claire, F. C. Johnston, Point Claire Canoe Club, Montreal, Canada; Torment, Frank C. Moore, Knickerbocker Canoe Club of New York, carried away the deck seat just before the race was called and could not start.

The first leg was a run dead to leeward, the second was a long and a short reach, and the third was a long and easy reach with a gybe at the buoy. The wind was strong and puffy, and more than one-half the fleet were disabled and withdrew. The first round was completed in the following order: Mab, Chiquita, Bopeep, Cricket, Beta, Eel, No Name, Zaidee, and Gull. Claire and Eel were disabled, and Bully Wagga withdrew. The order on the second round was: Mab, Chiquita, Bopeep, Cricket, Beta, and Zaidee. Zaidee capsized and was disabled, Cricket withdrew. The order on the third round was: Mab, Chiquita, Beta, and Bopeep. Chiquita upset, but righted. Bopeep withdrew. The finish was: Mab first, Chiquita second, and Bopeep third. Archbald in Mab sailed a perfect race from start to finish, and steadily increased the lead with which he started. His time was 1 hour 37 minutes 29 seconds. Chiquita's time was 1 hour 41 minutes 15 seconds, and Beta's time was 1 hour 41 minutes and 46 seconds. Moore's break down at the start was greatly regretted, as his chances of winning were considered very good.

The next race was event No. 2, the record paddling. It was called at 12:18:20. The starters were:

Thomas Hale, Jr., Yonkers Canoe Club; W. J. Sparrow, Toronto, Canada, Canoe Club; H. V. Backus, Rochester, N. Y., Canoe Club; D. B. Goodsell, Yonkers Canoe Club; L. B. Palmer, Ianthe Canoe Club of Newark, N. J.; J. M. Hamilton, Red Dragon Canoe Club, Philadelphia, Pa.

They drew places in the following order from shore out: Goodsell, Palmer, Backus, Hale, Sparrow, and Hamilton. The course was one-half mile straightaway against the tide, which this gave an advantage to the inshore men. A good start was made, with Hamilton and Sparrow slightly in the lead. Palmer was third, but drew ahead rapidly, gained the lead within the first 100 yards, and won easily. Time, 6 minutes 25 seconds. Sparrow was second. Time, 6 minutes 38 seconds. Hale, Backus, Goodsell, and Hamilton finished in the order named. Palmer scored 9 points for the royal silver Highness the Prince of Wales, the Marquis of Dufferin and Ava, his Imperial Highness the Grand Duke Alexis of Russia, Lieut. William Henn, R. N.; the Earl of Dunraven, K. P., and the officers of the Royal London, Royal Harwich, and Royal Cork Yacht Clubs.

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Fineen, J. M. Hamilton, Red Dragon Canoe Club; Beta, Thomas Hale, Jr., Yonkers Canoe Club; Cricket, Lincoln B. Palmer, Ianthe Canoe Club; Bopeep, D. B. Goodsell, Yonkers Canoe Club; Eel, W. J. Sparrow, Toronto Canoe Club; Zaidee, H. V. Backus, Rochester Canoe Club.

Fineen quickly dropped behind, and Beta was passed by both Cricket and Bopeep. The first time round resulted as follows: Cricket, Bopeep, Beta, Eel, Fineen, and Haidee. Fineen then dropped out. The order on the second round was: Bopeep passed Cricket, and the order was: Bopeep, Cricket, Beta, and Eel. Zaidee withdrew. Cricket repassed Bopeep on the last time round, and made an exciting finish. Time, 1 hour 11 minutes 11 seconds. Bopeep was a close second. Time, 1 hour 11 minutes 14 seconds. Eela's time was third. Time, 1 hour 18 minutes 20 seconds. Palmer scored 6 more points for the record, Goodsell 5, and Hale 4. Palmer has thus won first place on the record for this year, as he has won two out of the three events. His score so far is 12 out of a possible 18 to Goodsell's 7 and Hale's 8, the others scattering. He has only to obtain a place in the other record event to win the record.

The next race called was the unclassified sailing for canoe yawls and cruisers, which is event No. 13 on the program. The course was three times around the triangle, a total distance of 4½ miles. There were four entries as follows: La Gloria, M. T. Bennett, New York Canoe Club; Tadpole, R. G. Fleischmann, Red Dragon Canoe Club; Nethla, J. F. Van Dulfsenn, Newburgh Boating and Canoing Association, and Nannawit, Nate Smith, Newburgh Boating and Canoing Association. The start was at 4:13, and the boats crossed in the following order: La Gloria, Tadpole, Nethla, and Nannawit. It was practically a walk over for La Gloria, which was the lightest sailing boat, and is much larger than her competitors. She finished an easy winner in 1 hour 15 minutes 29 seconds. The three little ones had a procession in the order in which they started until near the finish, when Nannawit ran in near the point and, striking a favorable slant of wind, ran down and passed the other two in a sharp finish. Her time was 1 hour 18 minutes. Tadpole's time was 1 hour 18 minutes 2 seconds.

The last race of the day was the sailing upset and maneuvring event No. 16, which was called at 5 o'clock. There were but three competitors, Torment, Frank C. Moore, Knickerbocker Canoe Club; Mab, Charles E. Archbald, Point Clair Boating Association, Montreal, Canada, and Eel; J. W. Sparrow, Toronto Club. The course was about one-eighth of a mile and return. Archbald obtained the lead at the start, and Sparrow second. Half way out the mark a gun was fired, and each man threw a paddle astern and then sailed back and recovered it. Archbald and Moore recovered their paddles at the same time, but Sparrow failed on the first trial and was passed by Moore. Half way back to the mark to the finish a second gun was fired, and each man heeled over his canoe to leeward until the masts touched the water and then righted it. Archbald and Moore righted at the same time, but the former had the advantage of the lead he had gained at the start and finished first. Moore was second and Sparrow third. No times were taken.

The racing will be resumed to-morrow morning, and the combined sailing and paddling race, which is the remaining record event, will be the first called. The trophy paddling race will be run off if the water is smooth enough.

Vice-Commodore E. H. Barney of Springfield, Mass., and Paul Butler of Lowell, Mass., arrived to-day to attend the annual meeting of the Eastern division, which was held this afternoon. Division officers for next year were elected as follows:

Vice-Commodore, Raymond Appolonio, Shuh Shuh Gar Canoe Club, Winchester, Mass.; Rear Commodore, Robert P. Wakeman, Owaux Canoe Association, Bridgeport, Conn.; Purser, Louis F. Cutter, Shuh Shuh Gar Canoe Club, Winchester, Mass.; Executive Committee, the officers ex-officio and Dr. George L. Parmelee, Hartford Canoe Club, and Howard Frost, Tatasit Canoe Club, Worcester, Mass.; member of Board of Governors of the American Canoe Association, Paul Butler, Vesper Boat Club, Lowell, Mass.

The division voted to waive its rights to the Commodore and meet for next year, so that the Executive Committee are at liberty to choose the Commodore from any division and may locate the meet next year outside the Eastern division. The next meet will, therefore, probably be held on the St. Lawrence River. The Northern division will elect officers at a meeting to be held at the Ottawa camp.

The sloop yacht Mariposa of the Jersey City Yacht Club arrived to-day and will remain until the meet is over. Her owner, Dr. O. F. Cox of the Jersey City Canoe Club is on board, accompanied by C. J. Peckman and C. J. Smith.

### The Racing Stable of Leigh & Rose to Be Sold.

LEXINGTON, July 23.—Eugene Leigh officially announced here to-day that the racing stable of Leigh & Rose would be sold on the first Tuesday of the Sheepshead Bay fall meeting. The cracks Clifford, Chant, Lazzarone, Ducat, and Handspun are among the number. Spendthrift yearlings will also be sold at the same time.

### Winnings of the Canadian Marksmen at Bisley.

LONDON, July 23.—The Canadian marksmen at Bisley have won about £550 besides cups and trophies. The corporation of London gives fifteen prizes to the colonial and Indian volunteers making the highest scores, in what is known as the grand aggregate the Canadians won all but one.

### Shooting Fixtures of the Week.

Tuesday—Hell Gate Gun Club, live birds, at Dexter Park.

Wednesday—Nassau Gun Club, live birds, at Dexter Park.

Thursday—Down Town Gun Club, live birds, at Dexter Park.

Saturday—New Utrecht Gun Club, live birds, at Woodlawn Park.

### Movements of the Yachts at Vineyard Haven

VINEYARD HAVEN, MASS., July 23.—The Steam yacht Vamoose, E. T. Morrell, owner, arrived last night from Newport and sailed this morning for Boston; schooner yachts Shamrock, W. P. Ward, owner, Newport, for Boston, and Her Royal Highness, from Nantucket, arrived this afternoon. Sloop yachts Winsome, Dr. G. H. Tucker, owner, New Bedford, for Nantucket; Notus, Oliver C. Stevens, owner, Marion, for Boston; Mystery, Commodore A. L. Pope, Boston, for New York; Vetor and Chummer, cruising, anchored here to-day. Steam yacht Ituna sailed, cruising.

### New York Yacht Racing Association Meeting.

A meeting of the New York Yacht Racing Association will be held on Friday evening next, at 8 o'clock, at O'Neill's, to arrange details of Labor Day regatta. The Regatta Committee earnestly and specially request that all clubs be represented at the meeting, and delegates unable to attend will kindly see that others are present to represent their club, as a strong interest of all clubs is wanted to insure the regatta a success.

# ROSEBERY'S MAJORITY.

*AN IRISH BILL IS 39 VOTES AHEAD ON SECOND READING.*

**Chamberlain and Balfour Make a Savage Attack on the Evicted Tenants Bill—Morley and Dillon Plead for Justice for the Unfortunate—Rousing Cheers Given Over the Result of the House Division.**

LONDON, July 23.—In the House of Commons to-day Mr. Chamberlain resumed the debate on the Evicted Tenants bill. He denied that there was any necessity for exceptional legislation. There was no district in Great Britain in which the annual number of evictions did not far exceed in proportion the evictions which the House is called upon to deal with in Ireland. The bill originated in the Irish system of clamor, and was forced from the Government, not by social, but by political and parliamentary exigencies. [Cheers.] It might reëstablish a small minority of tenants, while it would induce the rest to demand further legislation.

He suggested that the measure be withdrawn, and the evicted tenants in Ireland be relieved through the reënactment and extension of the thirteenth clause of the Land act of 1891.

John Dillon, Anti-Parnellite for East Mayo, spoke warmly for the Evicted Tenants bill. The men active in the plan of campaign, he said, had been denounced sometimes as criminals and conspirators, sometimes as the dupes of himself and his colleagues. But were the poor women and children, who had borne the worst of the pain and wretchedness from evictions, to be classed as conspirators? Would the House seek to wreak vengeance upon them for his crimes? If the vote of the Irish people could be taken to-day the present bill, or one much more drastic, would be carried six to one. There were 3,000 families in Ireland who possessed the undoubted right to be reinstated. He appealed to the House to be generous to these poor, starving creatures, even if not admitting the full claims of justice.

Arthur J. Balfour, leader of the Unionists, attacked the bill in detail. It was a mad measure, he said, not only because it was antagonistic to the interests of every single biass, cut also because it provided for a contribution from public funds toward parish funds, of which everybody had heard so much. He did not see why members of the House should be called on by the Government to assist Ireland's representatives in this illegal, vile, and impracticable conspiracy.

John Morley, Chief Secretary for Ireland, said it was notorious that the great mass of the Irish people approved of the bill. Would not the landlords prefer the arrears of one or two years rather than nothing at all? What profit would a landlord get from a derelict holding on his hands? It was regrettable that the Opposition had thrown themselves into the arms of the irreconcilable group of landlords. The Government would not scruple to face their constituents, standing upon the principles of this bill, whatever might be done with it by the House of Lords.

The division on the second reading followed Mr. Morley's speech. It showed a vote of 259 for the bill and 227 against it. The announcement of the result was greeted with prolonged cheers from the Government benches. The anti-Parnellites were especially enthusiastic.

# MINNIE PALMER'S HUSBAND.

**Mr. Rogers's Motto is "America for Money, England for Home."**

LONDON, July 23.—The trial of the action for divorce brought by John R. Rogers, the husband of Minnie Palmer, the actress, was resumed in the divorce division of the High Court of Justice this morning. Miss Palmer was called to the witness stand. She testified that she and her husband were American citizens. They were not domiciled in England, but were wanderers, living in hotels. She had quarrelled with her husband in 1890 while she was living with him in Gramercy Park, New York. As the result of the quarrel she left her husband and went to live with her mother. When she left her husband she assigned to him her furniture, half her diamonds, and her carriage, for the consideration of £300. She also gave him 25 per cent. of her earnings from certain plays.

She thought he had got rid of him cheaply. Miss Palmer said she left the Gramercy Park house because her husband one night, while he was drunk, tried to cut her throat. She came to England in 1891 and Rogers followed her. She foolishly consented to live with him again, but at the end of 1892 she left her. Subsequently, he had tried to make up with her, but she declared to him that she never would become reconciled to him again, but would apply for a divorce.

John R. Rogers, the husband, testified that his flat in the Marlborough mansions in London was the permanent residence. His motto, he said, was "America for money, England for home." His flat in Gramercy Park, New York, he said, was a mere speculation, which had proven unsuccessful. The court adjourned after Rogers's testimony.

# WAR ON THE ANARCHISTS.

**The French Deputies Support the Ministry's Repressive Proposals.**

PARIS, July 23.—The Chamber of Deputies assembled at 9 o'clock this morning and resumed consideration of the Anti-Anarchist bill. Amendment after amendment was proposed, but the Ministry declined to discuss a single one of them. MM. Goblet, Brisson, Millerand, Pourquery de Boisserin and others protested vehemently against the Government's attitude, but without avail.

Premier Dupuy asked that as a mark of confidence in the Government the Chamber reject all amendments to the Government's Press bill, aimed at the suppression of Anarchy. The request of the Premier was granted, the Chamber rejecting all amendments by majorities ranging from 82 to 127.

The final vote on the second article of the Anti-Anarchist bill was reserved, although the article was approved, subject to additions, by a show of hands after several divisions on the paragraphs.

The Deputies passed without reserve Article III., which provides that certain persons found guilty under Articles I. and II. may be transported.

# ITALY'S NEW PRIZE.

**It Is Thought a Campaign Against Khartoum Will Be Necessary.**

ROME, July 23.—The military authorities estimate that a permanent garrison of 2,000 men will be required to hold Kassala unless the Italians should continue to advance. The place is at all times exposed to the attacks of the Mahdists as long as they hold Khartoum. It is the opinion here that an Anglo-Italian campaign against Khartoum is necessary.

King Humbert's telegram of congratulation to Col. Baratieri, who commanded the Italian force in the battle with the Mahdists, contained these words:

"The capture of Kassala is a triumph of civilization. It gives peace to the people under our protection and assures the commerce of the Soudan.

# TAILOR DOWE'S CUIRASS.

**A Bullet Sent Through His So-called Bullet-proof Coat.**

BERLIN, July 23.—Major Brinkmah sent a bullet through one of Tailor Dowe's so-called bullet-proof cuirasses at Spandau to-day. He shot with a regulation army rifle at a distance of about 2,000 feet.

### False Reports About Eulalia.

LONDON, July 23.—A London despatch cabled back from America represents the Infanta Eulalia of Spain as living in obscurity in London. She is living neither in obscurity nor in London. The Princess paid a visit to London less than a fortnight ago, and while here was the guest of the Duke and Duchess of Teck, whom she accompanied to garden parties at the residence of the Countess of Ilchester, Holland House, and elsewhere. She was also a guest at several aristocratic fêtes, and Baron de Worms gave a special dinner in her honor, at which the Spanish, French, and Turkish Ambassadors, the Swedish Minister, and several Spanish dignitaries were present.

### Bishop Keane Talks with the Pope.

ROME, July 23.—The Pope gave an audience to-day to Bishop Keane of the Catholic University at Washington which lasted half an hour. His Holiness was very cordial and asked many questions in regard to the affairs of the Church in the United States.

Dr. Burtsell of Rondout, N. Y., has completed all of the business which brought him to Rome and has started for home.

### Morocco's New Sultan Enters Fez.

TANGIER, July 23.—Sultan Abdul Aziz entered Fez on Saturday with 30,000 troops and courtiers. He was cheered loudly by the people.

### John Sinnamon's Death.

LONDON, July 23.—A post mortem examination of the body of John Sinnamon, the American who was found dead in the slums of Glasgow on Saturday morning, shows that he died from fright, presumably while being robbed. His daughter has taken charge of the body and will take it to New York.

# ITALIAN SOCIETIES AT LAW.

**Three Have United, but Members of One Refuse to Give Up Their Flag.**

In union there is dissension, according to the experiences of three Italian military societies of this city, which have been trying to get together on a common basis. They are the Società Italiana Reduci delle Patrie Battaglie, the Società Italiana delle Milizia Territoriale, and the Società Italiana Reduci delle Patrie Battaglie Veterani. All three are composed of men who have seen service in the Italian army.

Just a year ago the first two societies named above joined forces and took the name of Società Italiana Reduci delle Patrie Battaglie e Militari in Congendo di Mutuo Soccorose in New York e dintorno. Altogether about 145 men went with this name. Pius C. Volta, formerly President of one of the old societies, became President of the new organization.

A few weeks ago overtures were made to the third, or Veterani Society, with a view to its absorption. The new conglomerated society was willing to add a few more lines to its name, if necessary, as an evidence of good faith. The proposal was well received by the Veterani, and a committee of three was appointed by President Antonio Allano to confer with the Militari. The result was that a new constitution was begun for the three societies, and application was made for incorporation. When the Veterani finally voted for consolidation, President Allano took the precaution to circulate a paper for the signature of all the members. It said, in Italian, that the signers agreed on April 8, 1894, to join with the other two societies under their joint name. All the forty-two members signed, and the new society was incorporated on July 9.

At the last meeting, on July 18, the committee reported that all the preliminaries had been completed, and that on July 23, last night, all the property of the Veterani would be turned over to the new organization. President Volta offered his resignation, but by general consent was asked to continue in office until the regular election in January.

Then the trouble began. Serviglio Mutti of 217 Thompson street, an ex-President of the Veterani, thought a second time about turning over the society's property. There was $210 in the treasury, but that didn't trouble him half so much as the flags. And of the three flags it was the Piccinini flag which affected him most, for he had been instrumental in acquiring it. About two years ago Mutti entered into correspondence with the Piccinini family in Italy and persuaded them to present his society with a flag. When it arrived it had a picture of Piccinini all over it.

"We don't care about the flag," said President Volta last night. "The Veterani had to pay duty on it, and when they unrolled it there was Piccinini's picture. They never carried it, because they couldn't recognize that kind of a flag. Piccinini was a Garibaldi veteran, but in the picture he looks like a cowboy."

Mutti evidently viewed the flag differently. He was not at the meeting last Wednesday night, but his friend, Pietro Rocchinotti of 71 West Third street, was and got all about the arrangements to transfer the property. They resolved to save the Piccinini flag, along with the other belongings of the society. In this resolve they were joined by Giovanni Lagorio of 161 Prince street.

On Sunday evening President Volta, accompanied by Secretary Amibile Manenti and Treasurer Andrea Cassaza, and armed with a letter from ex-President Allano authorizing him to remove the property, went to the meeting rooms at 407 Canal street. The place was locked up, and the owner, Parato, refused entrance to the party, saying he had received word from a lawyer that he must allow nothing to be taken away.

Mr. Volta understood better what the trouble was when he received yesterday a copy of a temporary injunction and a summons to appear on Friday and show cause why the injunction should not be made permanent. The injunction was issued yesterday by Justice Stover of the Supreme Court on application of Olcott & Olcott, counsel for Mutti, Rocchinotti, and Lagorio, and restrained the Militari Society and its officers from removing the property of the Veterani. The Piccinini flag was particularly specified, and was described as a treasure without price, which it would be impossible to replace.

The next meeting of the Militari will take place to-morrow night at 524 Broome street, and some action will be taken to repel the charge of the three objectors.

# ARRESTED THE BICYCLE RIDER.

**He Tried Hard to Get Away, but the Fleet Policeman Overtook Him.**

Samuel Jackson, a clerk 18 years old, of 71 East 123d street, was arrested last night by Policeman Bowden of the East 126th street station for riding his bicycle on Morris avenue without a light. When the policeman ordered him to stop, Jackson spurted by him and tried to get away. The policeman, who is the crack sprinter of the Twenty-eighth precinct, ran after him, and, at the 120th street turning, caught him and overturned the bicycle. Jackson refused to get up, saying his leg was broken. He wanted