

THE ENGLISH CUTTER BEATS THE VIGILANT BY OVER TWO MINUTES.

In Weather Sailing and Running the Prince of Wales's Boat Shows Surprising Speed - The Vigilant Did Not Extend Hauls - It Was Two Minutes to Be of Any Value - Three Match Races Arranged for the Vigilant and Britannia - George Gould Challenges for the Cape May Cup.

Crows, Aug. 9. - In a good club-to-club breeze, through white-capped, but not tumultuous seas, the Britannia defeated the American scull Vigilant today, over a course of about forty-eight nautical miles, by 2 minutes and 13 seconds actual time and 15 seconds on the clock.

and 18 seconds. If the centerboard had shown the same weatherly qualities in the first part of the race she would have won the Cowes Town Cup, valued at \$600, with the same ease that she captured the prize on the same course last Saturday.

There were six yachts entered for the race, including the Britannia, but only the Vigilant and the Britannia sailed. The wind was brisk from the west, the current on last Saturday, within fifteen days of the receipt of the challenge.

READY FOR TO-DAY'S BIG REGATTA.

SARATOGA, Aug. 9. - The Executive Committee of the National Association of Amateur Oarsmen met at the Windsor at 11 o'clock this morning and arranged the program for the two-day regatta, which will be held on Saratoga Lake to-morrow and Saturday.

THE VETERANS MEET IN A THREE-MILE RACE FOR A \$100 PURSE.

DANIELSVILLE, Conn., Aug. 9. - The boat race at Alexander's Lake to-day was the best yet. The double-scull boat race was interesting, McDonald and Ellis getting a little better of the wind over the other.

TARRASCH OUTPLAYS WALBRODT.

NURHEIM, Aug. 9. - Tarrasch took the sixth game of the chess match of ten games up against Walbrodt to-day, thus scoring his fifth victory. The score now stands 5 to 0 in favor of Tarrasch.

THE BEAVER MET ABOVE EVERYTHING ELSE.

Chairman Raymond of the L. A. W. Racing Board has his hands full in arranging details for the big Beaver meeting next week. Very little official business has recently been transacted, and the board has been in recess for some time.

THE HOUSE COMMITTEE OF THE SEAWAUKS.

The House Committee of the Seawauks (Continued) The club, comprising George Burdick, W. Allen, and others, has been organized.

NAVYHOE IN THE LEAD.

ROYAL PHELPS CARROLL'S SLOOP IS FIRST AT NEWPORT.

The Fleet of the New York Yacht Club Have a Pleasant Run Over a Forty-eight Course from New London - The Famous Old Cup Defender, Volunteer, Makes a Poor Display and is Easily Beaten by the Navyhoe - The Winners in the Various Classes - Starters for the Gulet Cups.

Newport, Aug. 9. - With kites flying and tons of yeasting foam bubbling in their wake, the New York Yacht Club's flying squadron came dashing into Newport harbor shortly after luncheon to-day, and to-night one can almost walk across the harbor of "America's Cows," as this port is sometimes called, dry shod, so closely are the boats packed together.

By far the most important feature of the day's run was the presence of that famous old cup defender, Volunteer, the conqueror of the Scotch cutter Thistle. Since her able defence of the America's Cup in 1867, the Volunteer has been the center of attention.

While it was rumored that the Volunteer would take part in to-day's run from New London, few yachtsmen thought she would make the trip against Rear Commodore Royal Phelps Carroll's Navyhoe and Constellation.

THE HERMIE CHESS EXPERT UNABLE TO WIN A GAME IN SIX.

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THE SUN FRIDAY AUGUST 10, 1894.

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CHAMPION WRENN VICTORIOUS.

He Defeats Goodbody the Norwood Park Tennis Player.

LONG BRANCH, Aug. 9. - It was the United States against Ireland to-day at the Norwood Park tennis tournament, and the United States won, B. D. Wrenn defeating M. F. Goodbody.

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JUMPED FROM A SCAFFOLD.

TWO MEN KILLED AND FIVE INJURED IN JERSEY CITY.

The Wall of the New City Hall Which They Were Constructing Shows Down Upon Them as They Fell - The Two Men Who Stayed on the Scaffold Were Unhurt.

An inside brick wall on the south side of the unfinished new City Hall in Jersey City was blown down by a heavy wind on Monday afternoon, causing the death of two workmen. Five others are dangerously injured, and one or two of them may die.

The wall was within two feet of the trusses when the accident occurred. Eight workmen were on the scaffold laying brick under the direction of Mr. English, who was standing in place. Supervising Architect Lewis H. Brown, when at the building yesterday morning, directed John English, who represents his father, Richard English, the contractor for the building, to see that the wall was thoroughly braced before the erection of the trusses was set on.

As the bricks crashed down through the lower floors they carried with them a quantity of iron girders and the masonry in which they were imbedded. The noise attracted the attention of Mr. English, who was standing in place, and he hurried to the scene.

John English and the remaining workmen saved their lives, as the scaffold remained standing. One man, who was standing on top of the iron girders and was not working, was rescued by Mr. English and some of the other workmen.

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RECKED FROM A SCAFFOLD.

A Strange Accident Caused the Death of Nicholas Carroll, a Bricklayer, 18 Years Old, of 70 Halsey street, Brooklyn, was knocked from a scaffold on the new wing of the Museum of Natural History, Eighty-first street and Ninth avenue, yesterday morning.

He was taken to the Presbyterian Hospital, where he died of internal hemorrhage. The scaffold on which Carroll was at work and which was being built by the men engaged on the second scaffold knocked it over. The heavy fall of the scaffold caused the death of the bricklayer to the ground, twenty-five feet below.

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Director John J. McCook, who is also a receiver, and Director Thomas Hanning both appeared before the committee and disclaimed any knowledge of responsibility for irregularities in the accounts.

The report of Stephen Little deals only with the overstatement of income for the years ended June 30, and will be followed by a complete report of the financial condition of the company and its earning capacity. He takes up first the subject of rebates to shippers, which in the four years under review he found amounted to \$3,700,770 on the Atchison system and \$305,100 on the St. Louis and San Francisco, a total of \$4,005,870.

This sum, Mr. Little says, "was charged not to the earnings from whence it came, as it should have been, but to an account entitled 'Auditor's Suspended Account - Special,' and reported from year to year as a good and available asset, while in fact it had no value whatever."

"Here I would inform you that in June, 1891, the so-called 'auditor's suspended account - special' of \$1,318,583 on the Atchison books, as above, was credited with \$1,015,110, thus leaving a net credit balance of \$303,473. In other words, the \$1,318,583 was capitalized into the account of 'franchises and property,' but for the purpose of this report, I have reversed the entry, restoring that amount to the 'auditor's suspended account - special' and eliminating it from 'franchises and property.'"

"If this credit of \$1,015,110 was a proper one, the appropriate course for it would have been 'franchises and property,' debtor to operating expenses, instead of a reduction of the rebates (auditor's suspended account - special), although the effect on the income account would be precisely the same."

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Mr. Little says he finds that an aggregate of \$1,015,110 was credited to the account of 'franchises and property' in the year 1890, and that this sum was added to earnings and \$781,000 deducted from the account of 'franchises and property' in the year 1891, thus leaving a net credit of \$234,110. He says that this sum was added to earnings and \$781,000 deducted from the account of 'franchises and property' in the year 1891, thus leaving a net credit of \$234,110.

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