THE MOST RELIABLE
List of
LEADING SUMMER RESORTS
Is Published in THE SUN Every Day.

The Sun.

THE WEATHER PREDICTION
For New York and Its Vicinity:
Partly cloudy; warmer; winds becoming southerly.

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LAWS NOT HALF ENFORCED

NO SOFT DRINKS IN SALOONS; PLENTY IN DRUG STORES.

113 Excise Arrests Yesterday, and One Lone Druggist Taken In, Apparently by Mistake—Fake Meals Not Served at the Hotels, but Guests at Some of Them Got All They Wanted to Drink Without Meals—Police Neglect Everything Else in the Effort to Keep the Saloons Closed.

Behold our cops suppressing Sabbath vice,
Reforming saints! too delicately nice!
By whose decrees, our sinful souls to save,
No Sunday tankards foam, no barbers shave;
And beer undrawn, and beards unmown, display
Your holy reverence for the Sabbath day.
With Apologies to Lord Byron.

Yesterday was another dry Sunday, with the police as vigilant as ever, and the saloon keepers almost afraid to be seen in the vicinity of their places. The majority of the saloon keepers have realized that the police mean to enforce the Excise law to the letter, and they just shut down their places and let their patrons suffer. There was no concerted effort on the part of the police to enforce the rest of the Sunday law, and while flagrant cases of Sabbath breaking were attended to, they, with few exceptions, confined themselves to the Excise law. They seem to think that they have their hands full in attending to that, and everything else will have to give way to it.

Besides, there were no orders from the "Main Guy of Mulberry street," as the Fourth ward cops call President Roosevelt, to stop the sale of soda water at drug stores and stands. A few timid drug store keepers, however, closed their places. The saloonkeepers who had intended to take the liquors out of their bars and throw the places wide open for the sale of temperance drinks, changed their mind after reading Judge McAdam's decision in the Quinlan case, and the police had no trouble on that score yesterday.

DISORDER GOES UNCHECKED.

The rigid enforcement of the Excise law is a snap for the rank and file of the department. The system adopted is such that while the patrolmen have to put in extra hours of work, they are only asked to stand in front of saloons that are suspected of doing business. The patrolmen are obeying orders now, and once they are told to stand in front of a place they will not move for anything. All along Park row in the vicinity of Chatham square a number of longshoremen and roustabouts may be seen on Sundays lying in doorways and stretched out on the sidewalks sleeping off the effects of Saturday night's debauch. There were a lot of them there yesterday, and at 2½ o'clock a fight took place in Park row, between Pearl and Roosevelt streets. An old longshoreman got into a brawl with a sturdy young fellow, who pummelled the old man all around the sidewalk, and came near pitching him headlong into a basement. Within two blocks of the fight there were four policemen stationed in front of saloons, and they just folded their arms and watched the battle complacently.

PASTOR HALSEY'S VIGILANCE LEAGUE.

The Rev. A. Woodruff Halsey, pastor of the Spring Street Presbyterian Church, who has organized a vigilance league among the male members of his congregation, said yesterday that the results of the enforcement of the Excise law were very encouraging. He has been going about with Acting Captain O'Keefe of the Macdougal street station on Sundays and as a rule they have found all the saloons closed. Dr. Halsey has asked the members of his congregation to report to the police all saloons doing business.

"There has been a vast improvement in the observance of Sunday in the Macdougal street precinct since the police began to enforce the laws," said he yesterday, "and we can make it much better. All the reputable saloon keepers close up their places entirely and keep us informed as to those that don't. Now to-day, with a few exceptions, where saloon keepers are doing a cautious business, I can say that all the saloons in this precinct are closed. I would prefer a religious Sunday entirely myself, but if we can't have that we must come as near it as possible."

HOTELS OBEYED THE LAW.

The hotels along Broadway observed the law, both in letter and spirit. There were no special menus for the day. If a man wanted a drink he had, unless he was a bona fide guest of the house, to order something from the regular bill of fare. Anything on the bill was considered a meal. At the Hotel Netherland a drink was served with a bowl of soup, for which a charge of 25 cents was made. At the St. James a regular guest could get a drink in the café without ordering a meal. At the Hoffman House the only requirement from a bona fide guest was that he order a sandwich.

The restaurants, which, under a restaurant keeper's license, have been accustomed to sell drinks with food on Sunday, have found that such sale is against the law, and they very generally refused to sell intoxicants to their patrons yesterday.

The only excise arrest in the Tenderloin, up to 7 o'clock last evening, was that of Claude Berthelet, a restaurant keeper, at 104 West Thirty-third street. Officers Beech and Minnerly of the steamboat squad, who were assigned to duty in the Tenderloin, were passing Berthelet's place and saw that it was wide open. There was not even the precaution of the side door.

In arresting Berthelet, Beech received a rough handling, which Madam Berthelet took an active part in inflicting. The arrest was a tug-of-war between the officers and the woman, with Berthelet figuring as the rope.

There was no end of grumbling among the patrons of the Casino in Central Park, where only soft drinks were sold, with or without food. The draught on the lower east side was worse than ever. Acting Capt. Sheehan of the Eldridge street station, whose precinct has a population of $103,000, and a saloon for every twenty families, was particularly aggressive. There is more rebellion against the Sunday law in that precinct than in any other, as the majority of the stores and saloons are closed on Saturday according to the dictates of the Jewish religion, and the proprietors believe they have a right to keep open on Sunday.

HEBREW SHOPKEEPERS RAIDED.

Capt. Sheehan's men swooped down on the shopkeepers of Canal street, and nine of them were arrested. Saloon keepers with a pull do not meet with any favor from Capt. Sheehan, and he stationed a policeman yesterday in front of a Bowery saloon, kept by a politician who was at one time a powerful factor on the east side.

The Atlantic Garden in the Bowery, the rear of which is across the street from the Eldridge street police station, was closed yesterday for the first time, and the usual sacred concert was abandoned. The Garden is the resort of hundreds of east side Germans on Sundays, and the proprietor did not want to run the risk of being arrested for selling soft drinks, so he decided to close up the garden altogether.

The regular patrons of the place were astonished to find it closed. The proprietor improvised a small restaurant in a remote part of the place and sold table d'hôte dinners for 25 cents; but, as he said, there was not enough profit in that to pay his gas bill.

Judge McAdam's decision had the effect of closing up the saloon of James A. Lyon at 129th street and Third avenue, who had been keeping his saloon open and selling soft drinks. Lyon is the man who wrote a letter to Mr. Roosevelt on Saturday informing him that he would bring charges against him if he did not do his full duty in the enforcement of the entire Sunday law.

Quinlan's place at 138 Park row was also closed, and was on Quinlan's application for an injunction to restrain the authorities from interfering with the sale of soft drinks in his saloon that Judge McAdam rendered his decision. A policeman was stationed in front of Quinlan's place yesterday to see that he did not do a business of any sort.

INSTANCES OF PETTY TYRANNY.

The police in some cases exercised the petty tyranny which they seem to think the law allows. Yesterday morning, just before the steamer John G. Schmitzer started for the Fishing Banks from the foot of East Twenty-first street, Herman Quasier, 17 years old, of 322 East Twenty-sixth street, and Frank Thomas, 17 years, of 122 East Seventeenth street, were doing a thriving business selling bait to the fishermen. Policeman Boyle of the East Twenty-second street station came along and arrested the boys for violating the Sunday law. Lawyer Steinert

Continued on Second Page.

ART TREASURES BURNED.

The Collection of W. H. Knowles Destroyed by Fire with His Residence.

BALTIMORE, July 14.—A valuable collection of paintings and bronzes belonging to Mr. William Humphrey Knowles was destroyed when his house in Baltimore county burned last night. Mr. Knowles says that his art treasures were the collections of members of his family for the last 300 years and included, besides paintings, rare tapestries, mosaics and curiosities from various parts of the world. It was impossible for him to place a valuation upon them, but the collection had been roughly estimated to be worth from $50,000 to $60,000. The house and furniture were insured, but the art collection was not.

One of the paintings was an original of Alpine scenery, representing Lake Geneva, with Mt. Blanc in the distance, by the celebrated Italian artist Fasolvola. The picture was much admired. A similar one by the same artist recently sold in New York for $6,000. There was a wooded scene by the French master, Gustave Courbet. There were in the collection a marine scene by the English artist Hardy; "Napoleon at the Battle of Austerlitz," by Davids, and a portrait of Mme. Du Barry. Mr. Knowles had also a portrait of the celebrated French beauty, Mme. Vernet, painted by her husband.

The loss of two vases which were presented to Mr. Knowles's grandfather by Napoleon I. is most deeply deplored by him. He said that his tapestry and bric-à-brac collection consisted mostly of work executed by nuns in the fourteenth and fifteenth centuries. The most valuable piece of statuary was a copy of "Truth Overcoming Error," the original of which is at the Vatican.

A SKIN OF FLAME ON THE RIVER.

Leaking Naphtha from the Equitable's Tanks Bursts Into Fire—Dump Destroyed.

The plant of the Equitable Gas Light Company occupies the three blocks between Thirty-ninth and Forty-third streets, First avenue and the East River. On the First avenue end of the central block are the gas reservoirs. Behind them, two-thirds of the way down the block and extending out to the end of the pier between Fortieth and Forty-first streets, is what appears to be only a well-kept grassy lawn. Under the grass and the few feet of earth are four large naphtha tanks further protected by a casing of cement. Feed pipes lead from them to the company's works. Naphtha is brought to the works in specially constructed boats, and is pumped into the tanks from the boats through pipes that run out to the end of the pier. There is always some leakage from the ends of the pipes, and the water of the river thereabouts usually bears a thin film of oil.

At the foot of Fortieth street there is a private dump owned by Brown & Fleming. On Saturday night two scows were moored to the dump. The one on the south side was the City of Paris.

Last night at 7:30 o'clock Capt. Ole Monson of the City of Paris, with his wife and child, were eating supper; Capt. Henry Thompson of the other scow was smoking on deck, and a small boy was crawling over the cargo of ashes. There was a dull explosion, and the next instant a sheet of flame spread out on all sides of the naphtha pier. Then the flames, preceded by a cloud of heavy smoke, turned skyward.

The cabin where the Monsons were at supper was enveloped in the first puff of flame. Monson ran with his wife and child to the other end of the scow and hoisted them up on the dump. Then he ran back to cast off the moorings. The naphtha scum on the water took fire and he was enveloped in flame. He succeeded in casting off the line, however, and then ran for the dump. But some one there had cast the aft line loose and his scow was floating free in a sea of fire.

Just then the transport Maryland came up, and, throwing a line to Monson, towed him and his scow out of danger to the Forty-third street pier. Monson, who was seriously burned about the head and arms, was sent to Bellevue Hospital.

The blazing oil on the river set fire to the dump. Capt. Thompson, on the other scow, cast it adrift. Then, followed by the small boy, he jumped into a rowboat and pulled out into the stream. The water all about him was covered with flame.

After the first explosion three others of considerable force occurred and any number of little ones during the two hours that elapsed before the fire was finally dispersed and extinguished by heavy streams from the fireboat Havemeyer. The dump was destroyed.

FELL THROUGH PLATE GLASS.

The Boston Man's Neck Badly Cut and $50 Damage Done.

David H. Burns, a wholesale liquor dealer of Boston, while on his way through Broadway, at 2 o'clock yesterday morning, tripped and fell through a plate glass window in the basement at 1,140 Broadway. The window was demolished, $50 worth of damage being done, and Burns's neck was severely cut.

Policeman Barry of the West Thirtieth street station picked him up and sent in a hurry call for an ambulance. When it arrived Burns was sent to the New York Hospital, where it was found that he had narrowly escaped severing the jugular vein.

BALLET GIRLS IN QUARANTINE.

Twelve of Them Come Back From Havana Unacclimated and Unprosperous.

On the steamship Ciudad Condal of the Spanish line, which arrived yesterday from Havana, were twenty-two passengers who had no acclimation certificates. They were sent to Hoffman Island, where they will stay until 5 P. M. to-day, when they will have been five days from Havana. Twelve of the detained passengers are ballet girls who left New York two months ago to join the Louise Calderon Dramatic Company, which wasn't a success. The girls had return tickets, otherwise they might not be here now. Ciudad Condal and the acclimated passengers came up to the city.

Two Negroes Lynched.

CAMDEN, Ark., July 14.—Two negro prisoners were lynched by seventy-five men at midnight last night at Hampton, thirty miles away. Two weeks ago a white man named Martin was killed by three negroes. Two of them were arrested and confined in jail.

A mob gathered several nights before, but were persuaded to desist. Last night seventy-five men demanded of the Sheriff the delivery of the murderers. It was useless to resist such a force with but a handful of men to summon to his aid, so the boys were delivered to them.

The negroes were secured and carried to the neighboring woods. The mob gave them a few minutes for prayer, when the ropes were adjusted and they were hanged.

Took Women Out of Jail and Whipped Them.

BOONVILLE, Ky., July 14.—A mob of armed men broke down the jail door here night before last and took three adulteresses from their cells and gave each a hundred lashes on her bare back.

The offenders were then returned to jail, where they will await their trials. The victims were Cora Pace, colored; Mary Hundley, and Lewes Stewart, whites. The mob also posted notices on all the doors of supposed offenders in town, telling them that unless they cease their unlawful life they would be whipped to death.

Blackburn Says He Will Win.

LEXINGTON, Ky., July 14.—Senator Blackburn is determined to fight his own battles, regardless of the actions of the Democratic Committee, which adjourned on Thursday at Louisville. He says here to-day.

"I shall win this fight," said he. "The gold men cannot prevent it, hard as they are trying. The fight has narrowed itself down between myself and a Republican. I will be Senator or a Republican will succeed me. I have now some thirty nominees who are bound to win."

Texas Has a Law to Prohibit Prize Fighting.

AUSTIN, July 14.—Attorney-General Crane today gave to the public his opinion on the law of 1891, which prohibits prize fighting in Texas.

The opinion is handed down at the instance of the county attorney of Dallas county in view of the proposed fight there in November between Corbett and Fitzsimmons. The Attorney-General holds that the law of 1891 is valid and operative.

A Constable Kills a Farmer.

ARDELIA, Mo., July 14.—Constable James Jones and Farmer Samuel Johnson were deadly enemies, and both went armed. They met yesterday near town and both fired. Johnson fell dead with bullet through his heart. Jones surrendered and pleads self-defence.

DEFENDER MEETS VIGILANT

EXCELS HER AT REACHING AND IN TACKS TO WINDWARD.

The Vigilant Retires Abruptly When Well Astern—Little to Choose Between the Boats in Running to Leeward—Defender Leaves Her Rival a Furlong Astern in Sixteen Minutes' Reaching—An Extra Brush Off Point Judith—The Boats Will Have It Out Next Saturday.

NEWPORT, July 14.—The long-expected trial between the Defender and the Vigilant has at last taken place, but it cannot be said that those interested in the boats are as much wiser concerning their respective abilities as they expected to be. Fresher information they certainly have, but some which they confidently expected to secure is not at hand. It is reasonably certain from the trial, for instance, that the Defender can beat the Vigilant in the light weather conditions which prevailed, but there is still room for doubt as to the amount of time she could beat her, or whether the Defender showed a light weather speed which would inspire confidence in a race with Valkyrie III. under similar circumstances. Nor is there sufficient information to prove Defender's heavier weather qualities as compared with Vigilant. "An unsatisfactory trial" would be the verdict on the face of things, but still there were many instructive and interesting features. The Defender's people looked far from sorrowful when the Vigilant practically gave up the trial with Defender well ahead and increasing her lead. How the Vigilant's people looked or felt no one here can say, for after stopping the trial she took a tow from her tender, the Aeronaut, and went to the westward. Her sudden change of base leads, however, to a fair inference that she had got enough for a time, and that her people preferred to postpone a decisive issue until the race at New York next Saturday.

DEFENDER'S GOOD REACHING.

The boats will surely meet off Sandy Hook on the day named, and both will be in better shape than at present. In the mean time it can be briefly said of to-day's trial that in a light northerly air of not over ten miles an hour the Defender was very little better than Vigilant in a spinnaker run dead to leeward, that on a reach with a beam wind the Defender showed marked superiority, and that in a couple of tacks to windward she made a material gain, though smaller than that on the reach. As the distances in each of the three classes of work could be but very roughly estimated, neither the speed made by the boats nor the time between them could be calculated with any accuracy, and it is in this respect more than any other that the trial was unsatisfactory. No reliable comparisons with previous racing on either side of the water can be made, but it seems clear that the Defender will be much faster than the Vigilant in light airs and probably in stronger ones. Until a race between fixed points and over measured distances is had, timing and incidental comparisons cannot be attempted with confidence. During to-day's trial the sea was smooth, except for a long roll which came heaving in from the southeastward. The scene was the stretch of water from Beaver Tail Light and Brenton's Reef Lightship, over which so many Goelet Cup and other memorable races have been decided. There was a good wind in the early morning, but it weakened at the critical time, and finally came in fresh from the southwestward after the trial was over.

SCENE AT THE START.

The Defender and the Vigilant lay at anchor in Bristol harbor all night, with the tug Aquidneck at hand. At an early hour this morning Defender and Colonia were taken in tow by the tug and brought to an anchorage outside Goat Island. The Vigilant came down later under sail, but accompanied by her tender. Shortly after 10 o'clock the Defender's mainsail was hoisted, and fifteen minutes later her anchor was tripped and head sails broken out. The big club topsail was next sent aloft, and then the boat was headed to join Vigilant, which was hove to further down the bay. Then, side by side, but with main sheets hauled flat and no attempt at speed, the boats fanned slowly along until about abreast of Beaver Tail Light, when the trial was begun in earnest. There were many steam and sailing yachts out to see the trial, and the scene was a reminder of regular race days. The Herreshoff's steam yacht Eugenia was on hand as usual with a large party, while Commodore Benedict's Oneida, the Sultana, the Sakonnet, the Judy, the Half Moon, and W. K. Vanderbilt's big ocean liner Valiant were noted in the fleet. The schooner Intrepid was the largest of the sailing fleet, but sloops, catyawls, and catboats abounded. The Aquidneck and the fast naptha launch, Jennie C., carried parties of newspaper men and photographers. On the Defender with Mr. Iselin were N. G. Herreshoff, H. C. Leeds, Woodbury Kane, and Mrs. Iselin. Capt. Haff had the wheel. On the Vigilant with Mr. Willard were Sailmaker Sawyer of New York and H. C. Worthingham. Capt. Charley Barr had the wheel. It was but a few minutes past 11 o'clock when both boats dropped spinnaker booms to starboard. The Defender was ahead and to the westward. Both were heading nearly due south. At 11:10 the Vigilant's spinnaker was broken out. The Defender had on a balloon jibtopsail. Her spinnaker was up in stops, but she did not break it out, being apparently anxious to let the Vigilant forge up on even terms. At 11:15 the boats were on about equal terms, the spinnaker of the Defender was broken out, and the race was fairly on.

SAILING DOWN THE WIND.

Defender's spinnaker was very dark in color and showed the cloths running parallel to the foot. Comparing the sail plans of the two boats, that of Defender was manifestly the highest and her club topsail the largest. At 11:22 the Defender's spinnaker was taken in and a man sent aloft, but the trouble was soon remedied, and at 11:25 the big sail was set again. Brenton's Reef Lightship was abeam at this time, and the compass course was south by west. The boats were sailing very evenly, but were going slowly, not over five or six miles an hour. It was hard to tell which had the advantage. At noon Point Judith Light was broad on the starboard beam. Defender was a little ahead, but timing across line would have been necessary to determine just how much. At 12:07 the Vigilant's spinnaker was taken in, and a minute later the Defender's was also hauled inboard. Then the big poles were hoisted and preparations made for a reach toward Point Judith. Sheets were trimmed on the Vigilant and a minute later on the Defender, and with balloon jib topsails swelling round and full to a beam wind the yachts were off to the westward. The change in the course put the Defender a couple of lengths ahead. For a few moments it was uncertain which boat was going the faster on the new course, but by 12:16 it was clear that the Defender was pulling away. Foot by foot she increased her lead, going smoothly and easily and showing for the first time her real reaching ability. The wind was still light and the boats could not have been going more than eight miles an hour. At 12:25 the Defender's jib, which had been set in stops, was broken out and the staysail set, in case the balloener, and the boat was soon jammed on the wind on the starboard tack, heading toward the Narragansett shore.

DEFENDER LEADS BY A FURLONG.

The Vigilant followed suit, but she was more than an eighth of a mile behind, the Defender having spun out that much of a lead in the sixteen-minute reach. At 12:28 a baby jib topsail was set on Defender and it pulled like a little horse. The Vigilant's people evidently thought so, too, for they set a similar sail, but a larger one, and both were under nearly the same canvas. The second shifts brought the Vigilant nearer the Defender, but still well astern and on her weather quarter. And now came a fair test of wind work in about as light an air as would serve for the finish of a cup race within the time limit. The footing of the Vigilant proved the faster and she crawled up foot by foot on the Defender, though if anything she was not pointing high. Possibly both the footing and the pointing could be accounted for by the difference in the size of the jib topsails. Slowly the Vigilant continued to gain until she was about two lengths away, but there she stuck. Capt. Haff had worked the Defender out across the Vigilant's bow until the latter was almost in her wake, and now he kept her off a bit, so that she footed just as fast as the Vigilant, and, in fact, began to reopen the gap. Charley Barr did not like the back winding he was getting, and at 12:48 he tacked to port. The Defender's people were alive to the move, and put their boat about so quickly that she was full on the port tack just as soon as Vigilant, and the advantage gained by a quick-working boat in stays was fully demonstrated. This tack brought the Defender on the Vigilant's weather bow and about three lengths away, and the fight of the previous tack was renewed. The light breeze, one in which the Vigilant has always done splendid work, seemed also to suit the Defender, and she slipped along at a great rate, showing a couple of feet of her bronze bottom to windward and making scarcely a ripple in the water. Vigilant heeled even less, and both were splendid pictures of the modern racing yacht.

THE VIGILANT GIVES IT UP.

And now it was clear that the Defender had got down to business. She was both footing faster and pointing higher than the Vigilant, and was showing the way to the '93 champion in good shape. The wind was growing lighter, though, while off to southward black clouds were gathering, and Block Island was getting a smart shower of rain. Ten minutes later the clouds piled up so threateningly, with a prospect of wind from the southwest, that the Vigilant was brought around and her jib topsail and club topsail taken in. Then she took a tow from her tender. This sudden ending of the trial was apparently unexpected by the Defender's people. Capt. Haff looked alow and aloft, but apparently saw no reason for such haste in getting rid of his light canvases. He hung on to them a while, but at length took them in as Vigilant started westward. When the expected squall failed to materialize, a light air came in from the southwest, and the Defender was put on the wind and her working topsail set. Under this canvas she worked out handsomely toward Point Judith, passed the bell buoy, and caught the Vigilant a couple of miles beyond it. The latter cast off her line to the tender and set her working topsails and head sails, and the boats sailed together for a while. A little later the Vigilant continued westward, while the Defender returned to this port and dropped her mud hook at the outside anchorage early in the evening. She had not done quite as well in the trial as was expected from her brush with Colonia a week ago. But she was far from a disappointment alongside the fast Vigilant, and gave promise of something much better when in first-class trim. It takes a fast boat to beat the Vigilant, but Defender did it to-day and should do it when they meet in a race. There is no reason to change previous estimates of her, except, possibly, down the wind, when it must be admitted she did not show the speed indicated from the Colonia trial.

SYNDICATE MEMBERS WELL PLEASED.

Mr. Iselin and Mr. Morgan expressed themselves as well pleased with the day's sail when seen by a SUN reporter after the trial. Mr. Iselin said that he considered the day a satisfactory one on the whole for a test of Defender's ability as compared with Vigilant, for although a brush between the two boats in a stiff wind and heavy sea would be extremely interesting he felt perfect confidence that the new boat could do relatively as well as Vigilant in heavy weather, and having beat her in light air he had no doubts of Defender in any kind of weather. "With our nineteen-foot draught and keel ballast at the bottom of it," said Mr. Iselin, "we cannot heel uncomfortably without pulling out the mast." Mr. Iselin said he considered that Vigilant was bested on every point except running free under spinnakers. On this point he considered that Vigilant showed up about as well as Defender. A good test in this line was not had, however, on account of the Defender's trouble with her spinnaker.

BRUSH OUTSIDE POINT JUDITH.

Information was gained from Mr. Iselin regarding the final brush between Defender and Vigilant outside Point Judith, which could not be accurately observed from the steamers that followed the racers, but which was one of the most satisfactory brushes of the afternoon as the wind was decidedly fresher. Defender overtook Vigilant about two miles beyond Point Judith, and the latter threw off her tow and stood off with Defender on a close-hauled reach, with the wind fresh from the southwest. At the start Vigilant was in the weather berth and a few lengths ahead. There was a fresh nine-knot breeze coming in from Block Island and the boats were making a good race. Defender gained from the start, footing Vigilant and soon had her overhauled. She then walked through Vigilant's lee and inside of twenty minutes had run away ahead. Crossing Vigilant's bow she then put about to weather of her rival and made for home. E. D. Morgan and Herbert Leeds estimated that in the two mile reach Defender had a quarter of a mile to the good, and this in the freshest breeze of the day. Mr. Iselin was not willing to make any statement regarding Vigilant's behavior in giving up the race and putting off for New York in the midst of the heat to windward, but from the remarks he dropped it was easy to gather that he thought the Vigilant people had got enough. He stated that the two boats would not meet again until next Saturday's race off Sandy Hook.

DEFENDER'S PROGRAMME.

In speaking of Defender's sails Mr. Iselin said he is greatly pleased with them and expects them to stretch into good shape. He did not seem disposed to talk about the proposed increase in sail plan.

Mr. Iselin gives THE SUN the following programme of his proposed movements with Defender: To-morrow she will be taken out at 9 o'clock for a sail outside, returning at noon, when she will sail for Bristol for a few finishing touches and a coat of paint. Tuesday evening she will return to Newport, and Wednesday night she will be towed to New Rochelle, where she will make her headquarters for the remainder of the season. Mr. Iselin said that from now on the new boat will be kept out tuning up every minute that weather and daylight will permit, and it is his purpose to have the boat in perfect form and her crew in perfect training before the time for her first race in defence of the cup. Capt. Haff was also much pleased at the result of the day's sailing, and has great confidence in his ship. He said it took just seventeen minutes for the Defender, in the little brush off Point Judith, to work out ahead of the Vigilant and tack across her bow.

TAILORS VOTE TO STRIKE,

And Meyer Schoenfeld Will Lead Them—A Big Meeting.

Delegates of the Brotherhood of Tailors from 630 shops, one from each shop, met last night in Walhalla Hall to report the sentiments of their fellow workers regarding the proposed general strike. All the delegates reported that their employers had determined to resist the new agreement, and that the workers were in favor of striking. The meeting endorsed the strike and voted unanimously to place the full management of it in the hands of Meyer Schoenfeld and the Executive Committee of the Brotherhood. Schoenfeld said last night:

"We are pledged to reveal to no one the day on which the strike will begin, so that the bosses will not have any advantage. In fact the time will not be known until five minutes before the strike is ordered. While this strike is for a new agreement with better wages and conditions, we shall make it the opportunity for wiping the sweatshop system out of existence. Of the 8,000 members of the union about 1,500 are at present working in tenements under the sweatshop system. We will on no account settle with the employers of these people, as the sweatshop system would continue if we did. We are tired of waiting for the factory inspectors to put an end to the system, and are going to end it ourselves at one blow."

FATALLY HURT BY THE TROLLEY.

The Baby Was So Small that the Fender Passed Over Her Without Touching.

Amelia Nesbihal, the two-year-old child of a cigar manufacturer, of 595 Grand street, Jersey City, was mortally injured yesterday afternoon by trolley car 230 of the Greenville line. The child tried to run across the street in front of the car. She was so small that the fender passed over her, and she was crushed by the gearing under the car.

Joseph Linenam, the motorman, was arrested and locked up in the Communipaw avenue station. The child was carried to her home and attended by Dr. Muttart, who said that she would probably die.

Bernard Keenan, 34 years old, of Green and Montgomery streets, Jersey City, was riding in an open trolley car on the Newark line yesterday afternoon, and was thrown off when the car turned the curve at Manning avenue and Grand street. He was severly bruised, and it was thought that his skull was fractured. He was removed to the City Hospital in an ambulance.

W. S. Vanderbilt Allen Released from Jail.

NEWPORT, July 14.—W. S. Vanderbilt Allen was released from jail early this morning. Some club friends here went on his bond. He left tonight at 11 o'clock for New York. His Newport friends regret that he did not allow them to help him and avoid arrest.

LA NORMANDIE WAS AFIRE.

A FINE DISPLAY OF FRENCH DISCIPLINE, SKILL, AND PLUCK.

Smoke Came Into the Saloon on Tuesday Evening from an Adjoining Cargo Compartment—Water Pumped in Until the Ship Listed—Then Volunteers Entered and Extinguished the Remains of the Fire—Passengers Slept in Ignorance—Seaman Killed by a Coal Gas Explosion.

La Normandie of the French line came up the bay yesterday adorned with bunting that snapped in the westerly breeze from signal halliards on fore and main. The flags were emblems of a double rejoicing. Capt. Deloncle, his officers, and crew were glad that the anniversary of the fall of the Bastille had come again; but they were gladder that their good ship had escaped destruction by fire in mid-ocean on last Tuesday evening, three days and more out from Havre.

The fire is attributed by Capt. Deloncle to spontaneous combustion. Some of the crew believe there was some connection between the fire and an explosion of gas in one of the coal bunkers on July 7, two days before the fire was discovered. The explosion cost François Leflem, a young Breton stoker, his life. François was sent to open the bunker. He carried a naked light, and as he threw back the hatch cover a great volume of gas rushed out and burst into flame with a roar that was heard all over the ship. François was instantly killed.

The theory of those who connect the explosion with the fire is that a spark got into the cargo compartment amidships, on the starboard side, 9 feet wide and 84 feet long, and that the fire smouldered there for two days in a lot of hides, skins, and case goods before it manifested itself to those on board.

La Normandie carried 50 passengers in the first cabin, 25 in the second cabin, and 205 in the steerage. The sea was smooth on Tuesday evening, and nearly everybody went to supper. Some had finished the meal when tiny puffs of smoke were seen coming from crevices in the woodwork on the starboard side of the saloon. The passengers looked at one another and asked questions with their eyes. Before the questions could be put into words an officer entered the saloon, bowed, and begged to inform mesdames and messieurs that there had been a small fire in some woodwork, caused by an imperfectly insulated electric light wire, but that the fire had luckily been promptly extinguished, and that the smoke should not alarm mesdames and messieurs. The officer and Capt. Deloncle had constructed the neat little fiction a moment after the Captain was told that there was a blaze in the cargo compartment, which is on the deck below the saloon and to the west of it. A steward had scented the smoke and passed the word that the ship was on fire until it got to Capt. Deloncle. The Captain, up to a year ago, was a Lieutenant in the French navy, which he entered when he was 15 years old, or in 1870.

According to the average British conception the proper thing for French sailors to do when anything serious happens aboard ship is to run around awhile, get in one another's way, and finally take to the boats. Capt. Deloncle's men didn't do these things. They responded to the call to fire quarters with much haste, but no noise. The doors of the compartment that had been open were closed. Steam was turned into the spray pipes, but it had little effect on the fire. Then the passengers heard the thumping of the pumps, and the wise ones knew what it meant.

Capt. Deloncle let only two passengers know what had really happened. They were Mgr. O'Connell, lately of the American College at Rome, and James Campbell of St. Louis, a cousin of ex-Congressman Campbell. Manholes of the compartment were opened and water from nine lines of hose was poured in on the burning cargo. Three lines were used in the alley, or corridor, and the state rooms just above the fire, which were smoking from the great heat below. The fire fighters worked so silently that they might have been mistaken for a crew of deaf mutes. Meanwhile the ship proceeded at three-quarters speed, and the passengers, ignorant of the extent of the fire, went to their staterooms and slept. Maybe a volatile British skipper would have got his boats ready and provisioned them. The French skipper didn't.

Until midnight cataracts rushed down into the compartment. Then the ship assumed a slight list, and the water was within three feet of the top. Steam and smoke still issued from the manhole. Then came a fear that the pressure of the water and floating cargo, perhaps, might start a steel partition.

Every sailor on the ship was on duty at the fire. Capt. Deloncle ordered the pumps shut off, and then addressed his officers and men. He said he wanted about a dozen men to go down into the steaming compartment and stamp out whatever fire there was above the flood. He asked who would volunteer, and every one of the Gallic sailormen said he would. This was embarrassing, as there were about forty more volunteers than there were places for them. Second Captain Thieland Dupont made forty men envious by selecting Roatswain's Mates Jacques Salron and Alexandre Guinard, Carpenter François Charpentier, and Seamen Joachim Carro, Jean Louis Calves, Charles Corbouer, François Garrel, Pierre Jeffroy, Louis Ruffet, Jesus Marie Guervarec, and François Renard.

Then Second Captain Dupont begged to be allowed the distinguished privilege of first entering the compartment. The other volunteers followed. The Second Captain emerged through the manhole in fifteen minutes, looking as if he had fallen into a vat of lard and been rubbed down with soot afterward. The Captain says he looked crossy enough to eat. M. Dupont said that it was extremely hot in the compartment, and that he had been almost drowned, scalded, and smothered by hot water, grease, and steam. By midnight the fire was under control. Bucketsful scooped from the flood through which they waded helped the volunteers to extinguish the fire in the upper part of the cargo. Then the pumps were set going again, this time to clear the compartment. The sailors worked as the water receded from the cargo, and by noon the next day all the water was out and there was not a vestige of fire.

When the passengers learned what had occurred they appointed a committee to draft these resolutions:

Whereas, We, the passengers on the steamship La Normandie, in view of the accident by fire on the 9th inst., deem it our duty and privilege to acknowledge and express publicly our admiration of the able manner in which the danger was met by the Captain, officers, and crew; therefore be it

Resolved, That we tender our thanks to Capt. Deloncle and his men for the masterly manner in which they so persistently fought for and rescued our lives and the ship from destruction; that we express our admiration for the order, discipline, and efficiency shown on the occasion; that we heartily thank the Captain for his foresight, courtesy, and gentlemanly bearing toward his passengers and beg to assure him of our lifelong gratitude; that a copy of these resolutions be sent to the office of the Compagnie Générale Transatlantique and the United Press. Committee for the passengers:

MGR. O'CONNELL, D. D., Chairman.
JAMES CAMPBELL.
MRS. HENRY M. SANDERS.
J. BURSAT.

The damage to the cargo and ship was not estimated by Agent Forget. It probably will exceed $5,000.

An Exploding Filter Flies Through a Roof.

A terrific explosion shook all the houses near Mount Pleasant avenue and Clay street, Newark, between 5 and 6 o'clock last evening. Persons in the neighborhood saw an object shoot up through the roof of Hutchings & Co.'s ice factory and sail high in the air. When it fell it crashed through the roof again. It was the big filter used in making ice. It tore out half the roof on its way up, and the rest on its way down. The filter was overcharged with ammonia. The men at work in the big one-story building rushed outside, and none was injured.

Gave Birth to Quadruplets.

PITTSBURGH, July 14.—Mrs. Elizabeth Rankin, wife of Hugh Rankin of 3,929 Liberty avenue, an iron worker, gave birth to four children, three male and one female, last night. One of the boys died. The doctor pronounced the chances of the other three children excellent. Mr. and Mrs. Rankin have been married five years. At Mrs. Rankin's first confinement she gave birth to one child, at her next to twins, and at this, her third, to the quadruplets.

Dr. Seaman Found Guilty.

DETROIT, Mich., July 14.—The jury in the Dr. Seaman case after being out all day reached a verdict about 9 o'clock last night. Judge Chapin was out of the city, and it was impossible to learn the verdict until Judge Chambers came into court at 12:40 A. M. and received the verdict, which was guilty on the third count. Dr. Seaman was charged with causing the death of Emily Hall of England in a hospital in this city.

Use German Laundry Soap, It's the Best.
The genuine has colored woman on wrapper.—Adv.

HIT BY A ROYAL BLUE EXPRESS.

Horses and Wagon Smashed, Man and Boy Will Live—Running 60 Miles an Hour.

ELIZABETH, July 14.—William Robinson, 60 years old, and his young grandson, Isaac Winans, Jr., drove in a farm wagon yesterday afternoon to the Garwood station of the New Jersey Central Railroad to get baggage belonging to summer boarders at their home. The crossing is unguarded, and Robinson drove his horses across the tracks as soon as a passenger train from New York had left the station.

As the wagon jolted over the second rail Robinson and the boy saw the Royal Blue express rushing toward them at full speed. The train was hardly 100 feet away. Before either could jump the locomotive struck the horses and wagon with a crash that was heard two blocks off. Robinson and the boy were thrown fifty feet and they landed not ten feet from each other in a clump of bushes. They were unconscious, and were carried into the station. Both are seriously injured, but will recover.

The horses were killed. One was cut in two, and the head and forequarters were carried on the pilot of the locomotive until the train was brought to a standstill. The other horse was mangled almost as badly. The front part of the locomotive was entirely covered with blood and horseflesh. The wagon was smashed into kindling wood.

Several pieces struck the window of the cab, breaking the glass and slightly injuring the engineer. When the locomotive struck the wagon the train was running eighty miles an hour, the engineer said. He saw the wagon come on the track and reversed the lever and put on the brakes, but he could not bring the train to a stop until it reached Cranford, a mile and a quarter from the scene of the accident.

The locomotive is a new one, No. 385, built for the Philadelphia and Reading Railroad under contract that it run from Philadelphia to Atlantic City, ninety miles, in ninety minutes. It was run over the Blue Line route to get it ready for the other service.

KILLED THE SON OF FIRE CHIEF.

Two Indian Police Narrowly Escape Being Burned at the Stake.

PENDER, Neb., July 14.—Two of Capt. Beck's Indian police are in the Thurston county jail to answer to the charge of murdering George Parker, son of Fire Chief, the last big chief of the Omahas. The crime occurred last night on the Omaha reservation, near the tribe's celebration groun