boarded the Defender, and the absence flag, floating at the starboard spreader, was hauled down.

Measurer Hyslop went to work on the Valkyrie at 12:15. The crew was grouped abaft the mast, Lord Dunraven being seated between Capt. Cranfield and the mate. This is the first time that the yachts have been measured for the international race with all aboard. The two yacht designers, Herreshoff and Watson, went into the smallboat with Measurer Hyslop when the water line was measured.

In the mean time the crew of the Defender busied themselves moving to her tender all superfluous luggage. Presently Mr. Iselin's own steam flyer Helvetia joined the galaxy of craft clustered about the two boats. The Defender had on her ramie cloth sails, the unbleached color of which and the hue of her new paint on the topsides not being considered to have improved her appearance.

The Valkyrie pulled out at 1:30 o'clock and came to anchor some distance further out in the basin. Those ashore thought that Mr. Hyslop had finished his measurements of the Britisher, especially as he immediately began work on the Defender.

The fact was, however, that Mr. Hyslop had not taken any measurements to establish Valkyrie's sail area, because he had no assistant to go aloft. It was therefore arranged that he should take Defender's hull measurements, and then, the assistant having arrived in the mean time, take the spar figures of both boats.

After the Dunraven cutter had been towed away from the basin Mr. Hyslop immediately commenced to work on the Defender's water line under the watchful eyes of Designers Herreshoff and Watson, who accompanied him in the skiff. While the Defender's water line did not take very long to measure, it was 4:15 before her sail plan figures were completed. Mr. Hyslop had then to go to the Valkyrie and measure hers, so it was nearly sunset before his labors were completed. About 1,500 pounds of pig lead was put in the Valkyrie's hold, while 1,000 pounds of lead was added to the Defender. The Defender, so those on board stated, was lightened nearly 7,000 pounds through the removal of her cabin fittings.

HOW TO DISTINGUISH THE YACHTS.

After the yachts were measured they were both towed to the Horseshoe, where they anchored for the night. Landsmen will have little difficulty in distinguishing the two yachts, as the Defender's upper body has been painted a light blue, while the Valkyrie's top sides are as white as snow.

ROOSEVELT WILL BE ON THE POLICE BOAT.

President Roosevelt will view the great yacht race to-morrow from the police boat Patrol. The boat will be out on police duty, but the President and the party of friends who are to accompany him will combine pleasure with it. The President said yesterday that he and his wife would be on the Patrol, together with Major-Gen. Scofield and some other friends. Mr. Roosevelt is expected to be the only Police Commissioner on the boat, which will be commanded by Capt. Copeland.

Acting Chief Conlin has also ordered two police surgeons to report for duty on the police boat, in case their services should be needed. Although the Patrol has no jurisdiction in the waters where the course for the race is laid out, it will endeavor to exercise authority as far as possible to keep the course clear of all craft. Chief Conlin said that a representative of the Regatta Committee had conferred with him, and requested that the services of the Patrol be extended. The Patrol is expected to leave Pier A about 9 o'clock this morning. Commissioner Grant said yesterday that he would not be aboard, as he expected to spend the day at his country home.

It is probable that the race to-day, which will be fifteen miles to leeward or windward from Sandy Hook Lightship and return, will be sailed in a spanking breeze, that is, if there be truth in the prophesy of the Weather Bureau, supplemented by the prediction of the local expert, Elias B. Dunn. The wind yesterday and last evening was from northeast and east, and blew with a force fluctuating between eight and fourteen knots over the city, and several knots stronger outside the Hook.

This means that the unapproachable flotilla which will attend the races will do a good deal of wallowing in a nasty easterly swell. It means also that if Valkyrie III. is as tender as she has been represented to be, her talent will not be pleased with the situation. To-day the prophets, national and local, say there will be a southeasterly wind, from brisk to high, which may mean between fifteen and twenty-five knots. This is the kind of a breeze, combined with a swell, that the Defender revels in.

The America's Cup Committee, as previously announced, has set Tuesday, Sept. 10; Thursday, Sept. 12, and, if necessary, Saturday, Sept. 14, and Tuesday, Sept. 17, for the other races after to-day's. Latham A. Fish of the Cup Committee, and owner of the schooner yacht Grayling, will represent the New York Yacht Club on the Valkyrie during the races, while Lord Dunraven's representative on the Defender for the first two races will be David Henderson of the Anchor line, a well-known yachtsman and golf player. Afterward Herman B. Duryea, a well-known American yachtsman, who owns the 2½ rater Vaquero, will look after the Irish Earl's interests.

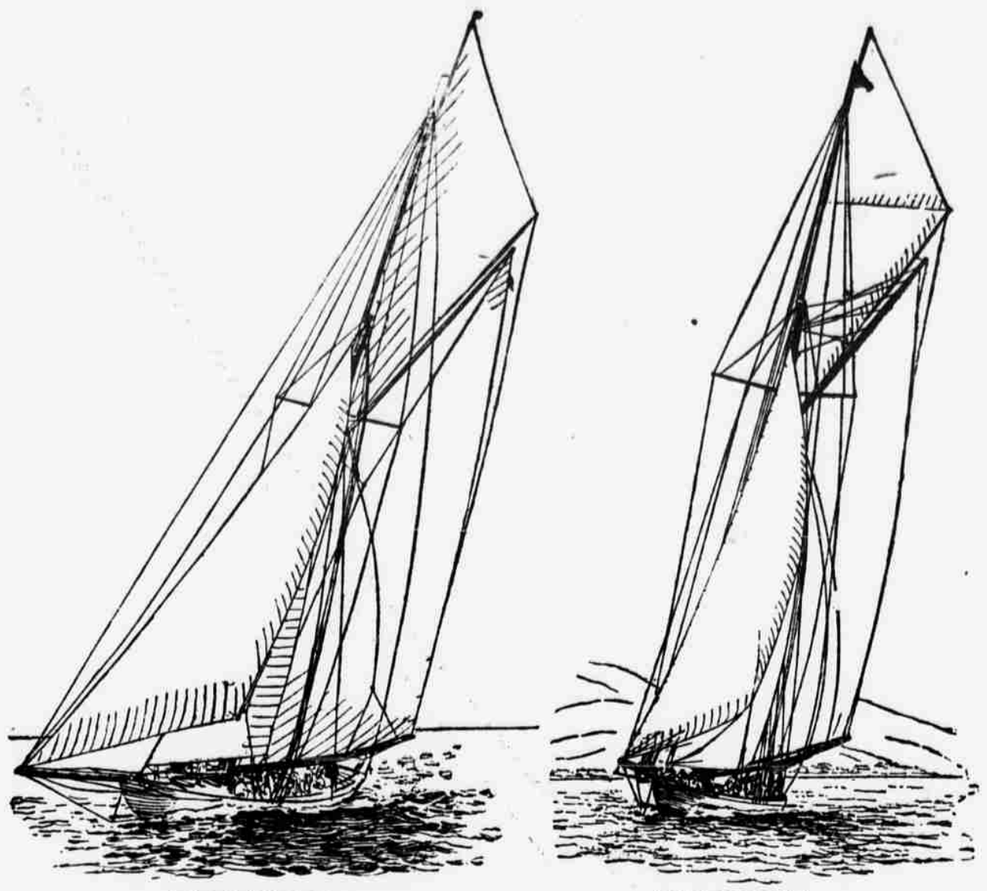
These are the regulations governing the races:

In every case the course from the starting line to be laid to windward, if possible, from the Sandy Hook Lightship. In case the course as required by these conditions cannot be made out from Sandy Hook Lightship, the Regatta Committee may provide some other suitable starting point, and in this case the preparatory signal will be given about half an hour later than the time named before starting from the lightship.

Length of Courses—The courses shall be, as nearly as possible, thirty nautical miles in length.

Start—The starting signal shall be given at 11 A. M., and this time shall not be changed, except as follows: First, by the Regatta Committee, as described in the preceding paragraph for changing the starting point. Second, by the Regatta Committee in case of fog. Third, in case both yachts consent to a postponement, in which case the Regatta Committee shall determine the time of the start. Fourth, in case of accident, as hereinafter provided. The preparatory signal shall be given ten minutes before the starting signal, and, in case of change of time of start, a preliminary signal shall be given fifteen minutes before the preparatory. At the starting signal a yacht may cross the line. The exact time at which a yacht crosses the line during the succeeding two minutes to be taken as her start, and the end of that period as the start of one crossing after its expiration. If a race is not started by 1:30 P. M., the Regatta Committee shall have the right to declare the race postponed for that day, but no race shall be started after 3 P. M.

Time of Making Races—Any race in which the elapsed time of the yacht finishing first exceeds six hours shall not count, and must be resailed.



DEFENDER. VALKYRIE.

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The sailing directions are as follows:

Start—The start will be made off Sandy Hook Light ship, the preparatory signal being given at 10:50 A. M. and the starting signal at 11 A. M.

Courses—No. 1 (letter C), from the starting line to and around a mark fifteen miles to windward or to leeward and return, leaving the mark on the starboard hand. No. 2 (letter D), from the starting line, ten miles to and around a mark; thence ten miles to and around a second mark, and thence ten miles to finish line, turning the marks on the outside of the triangle, to port or starboard, according as the yachts are sent around.

Starting and finish lines will be between a point on the committee boat indicated by a white flag and the mainmast of the lightship, or other stake boat if the start is made further out to sea. These lines will be at right angles with the outward and home courses respectively.

Compass courses will be set before the preparatory signal is made. The signals for course No. 2 must be read beginning forward.

Marks will be floats displaying a red flag with white stripe. The position of each float will be indicated by a tug showing a red ball and stationed about 100 yards beyond. Should a float be wrecked, its place will be taken by its marking tug, which will show the club signal in addition to the ball, and in turning the tug the directions for turning the float will govern.

Starting Signals—Preparatory: A gun will be fired, the "Blue Peter" set, and a red ball hoisted. Start—Ten minutes later, a gun will be fired and a ball will drop. Handicap Time—Two minutes later, a gun will be fired, and the "Blue Peter" hauled down. Should a signal gun miss fire, a prolonged blast of the whistle will be given.

Recall Signal—A yacht crossing the line before the starting signal is made, will be recalled by a blast of the whistle and the display of her private signals.

Postponement Signals—Letter H, Do you assent to postponing start until later in the day? Letter G, Do you assent to calling race off for the day? If a yacht assent, she will display letter C. If a yacht dissents she will display letter D. Letter L, race postponed on account of fog. Race postponed until later in the day, letter R. Race postponed until another day, letter Q. Letter V, the starting point will be shifted out from the lightship.

In case of serious accident to either yacht, prior to the preparatory signal, she will display letter M, and shall have sufficient time to repair before being required to start. Should such accident occur during a race, she shall have sufficient time to repair before being required to start in the next race.

In case the start is postponed or the starting point is shifted from the lightship, a preliminary signal will be made by firing a gun and displaying the yacht ensign at the fore, fifteen minutes before the preparatory signal is made.

The committee boat will display the club signal at the fore and the committee flag aft.

Should the committee boat fail to reach the finish, her place will be taken by a vessel displaying a red ball.

NOTE.—A special chart for the America's Cup races on a working scale has been published by the New York Yacht Club, and can be obtained at the club house, 67 Madison avenue.

S. NICHOLSON KANE,
CHESTER GIBSWOLD,
IRVING GRINNELL, } Regatta Committee.

The racing rules, time allowance, and system of measurement of the New York Yacht Club shall govern.

Best three out of five races, outside of headlands, over courses each thirty nautical miles in length, and with a time limit of six hours.

The first, third, and fifth races shall be to windward or to leeward and return. The second and fourth races shall be around an equilateral triangle, one leg (and the first, if the wind permits) being to windward.

It is said that Lord Dunraven has decided, if hard pressed by the colossal fleet of excursion steamers and tugs, to hoist his protest flag and retire from the contest.

The following statement was issued by the Regatta Committee of the New York Yacht Club shortly before midnight last night:

"NEW YORK YACHT CLUB, Sept. 6, 1895.

"The attention of the Regatta Committee has been called to a statement which has been published, purporting to be their decision on a hypothetical case under the racing rules, which was submitted to them.

"The decision of the committee was as follows, viz.:

NEW YORK YACHT CLUB,
67 MADISON AVENUE, Sept. 5, 1895.

C. Oliver Iselin, Esq.,

DEAR SIR: Referring to your inquiry of the 4th inst. addressed to the Cup Committee, asking an opinion upon the following hypothetical case which has been referred to us, viz.:

"First—The two boats in manœuvring for the start both on the same tack, one to windward and one to leeward, and the weather boat, being freer than the leeward boat, shapes her course to cross the line, has the leeward boat, being closer hauled, the right to force the weather boat alongside of the mark, it being understood that an overlap has been established?

"Second—When does the judges' boat and the stakeboat at the other end of the starting line become a mark?

"Your decision is also requested on this point in reference to turning a buoy or mark."

We reply as follows:

First—The leeward yacht may force the other on the wrong side of the mark provided she passes on the wrong side herself and provided she does not begin to luff in order to do so after an overlap has been established.

Second—If the leeward boat passes the mark on the required side, she must allow the other room to also pass clear of the mark on the required side, always assuming that an overlap exists between the two boats.

Our answer to number two is that both ends of the line become a mark on making of the preparatory signal.

Our answer to your final inquiry is contained in our first reply. Respectfully yours,

REGATTA COMMITTEE N. Y. Y. C.

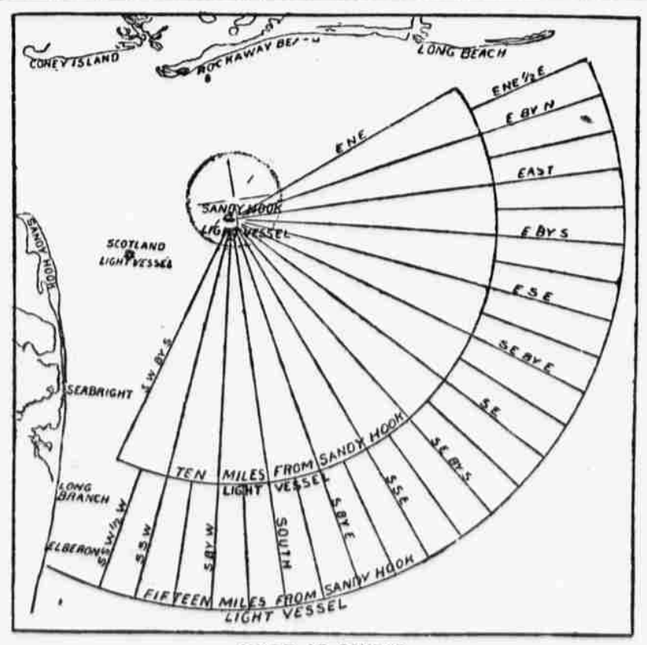

CHART OF COURSE.

(COPYRIGHTED BY THE NEW YORK YACHT CLUB.)

HISTORY OF THE CUP.

It Has Been a Bone of Contention for Over Forty-four Years.

It is in order now to tell again how the treasured cup was won by the keel schooner yacht America in a race around the Isle of Wight on Aug. 22, 1851, with a fleet of the finest schooners and cutters then afloat in English waters. In preliminary brushes with the America, the crack British boats had got a taste of her quality, and they didn't like her. Commodore Stevens and other members of the syndicate owning the Yankee schooner found it hard to get any British yacht to try conclusions with her. They wanted to sail her "against any British vessel whatever, for any sum from one to ten thousand guineas." Their proposition found no takers.

Then Commodore Stevens intimated that there wasn't any sporting blood in Britain any way, and that he was going to take the America back to Yankeeland. The Englishmen answered the taunt by inviting the owners of the America to enter their yacht in the regatta of the Royal Yacht Squadron, around the Isle of Wight, for a subscription trophy of 500 guineas, paid for by the members of the squadron. This is the cup that Valkyrie III. will make an effort to win. It has been called erroneously the Queen's Cup, but the Queen never had anything to do with it. She merely saw the America finish, and, tradition says, she wasn't pleased with the walkover of the Yankee keel boat. Nearly everybody who knows anything about American yachting will recall the conversation between the Queen and her sailing master.

"Which is first?" asked her Majesty.

"The American, your Majesty."

"And which is second?"

"Ah! your Majesty, there is no second."

The America's Cup did not become a perpetual challenge emblem until July, 1857, when its owners offered it to the New York Yacht Club, stipulating that any foreign yacht club might compete for its possession.

The first effort to win back the silver trophy was made on Aug. 8, 1870, by Mr. James Ashbury's English schooner yacht Cambria. She contended against a fleet of keel and centreboard schooners, which started from anchorage. The America was among the cup defenders. She had been sold to an Englishman. At the beginning of the war she was bought and used as a blockade runner. She had been sunk in the St. John's River, Fla., to avoid capture. The Government raised her at the close of the conflict, refitted her, and sent her to Annapolis to be used as a training ship for cadets.

The Navy Department, under the pressure of patriotic sentiment, had her put in racing trim and entered. She gave a good account of herself, beating the Cambria by 13 minutes 47.5 seconds. The centreboard Magic won the race, beating the English yacht by 39 minutes 12.7 seconds. These figures indicate that the timekeepers of those days were in the habit of measuring victories by even fractions of seconds. Now we think seconds are enough.

Mr. Ashbury was ambitious. He challenged for the cup again in 1871 with the schooner Livonia. There were pitted against her the schooners Sappho and Columbia. The first race, over the New York Yacht Club's course, was sailed on Oct. 16, and was won by the Columbia by 27 minutes and 4 seconds. The Columbia also won the second race, twenty miles from the Sandy Hook Lightship and return, by 10 minutes and 33 seconds. The Livonia got the third race because the Columbia's steering gear carried away. The fourth race was between the Sappho and the Livonia over the outside course in a fresh breeze. The Sappho won by 30 minutes and 21 seconds. In the last race of the series, over the inside course, on Oct. 23, the Sappho vanquished the challenger by 25 minutes and 27 seconds.

The Canadians tried their skill at mug hunting in August, 1876, with the schooner Countess of Dufferin. The big schooner Madeline was chosen to battle against the Canadian. The Madeline won the first race, over the inside course, by eleven minutes. The second and final race, in which the America unofficially participated, was won handily by the Madeline. The America also beat the Countess. Then Capt. Cuthbert of the Countess, with a sloop of his own design, the Atalanta, made another and somewhat ludicrous attempt to get possession of the cup. The Atalanta was beaten by the sloop Mischief over the inside and outside courses on Nov. 10 and 11, 1881, respectively by 28 minutes and 30 seconds and 38 minutes and 54 seconds.

The cup was returned to Mr. George L. Schuyler, then the only survivor of the winners of the trophy, on Dec. 15, 1882. He again offered it to the New York Yacht Club as a challenge cup, subject to conditions which governed the contests for it in 1871. The first challenge after the reversion of the cup was from Sir Richard Sutton, owner of the cutter Genesta. The Burgess model, the Puritan, built by a syndicate headed by J. Malcolm Forbes of Boston, was selected to meet the Genesta. In the first race, after two unsatisfactory trials, over the inside course, the Puritan beat Genesta by 16 minutes and 19 seconds. The Genesta, in the second and final race, ran down the wind on the outside course like a deer, beating the Yankee yacht nearly an eighth of a mile to the outer mark. The Puritan, in the beat home, overhauled her rival and finished 1 minute and 38 seconds ahead by corrected time.

Lieut. William Henn's cutter Galatea was defeated in her two races for the cup in 1886 by the sloop Mayflower, a Burgess creation. The Lieutenant was a gallant yachtsman, but his boat was outclassed.

The duels of the Scotch cutter Thistle and the American centreboarder Volunteer, the last of the Burgess marvels in 1887, is fresh in the memory of yachtsmen. The Thistle was defeated so handsomely in two races as to leave no doubt of the Volunteer's superiority.

The battles between the Vigilant and Lord Dunraven's cutter Valkyrie II. in 1893 convinced the English that they had a splendid yacht in weather work in a stiff breeze and through heavy seas, the boats on centreboard 1 minute and 55 seconds in the windward tussle, but, before the wind, partly because the Valkyrie carried away her balloons, the Vigilant overhauled the keel yacht and finished 40 seconds ahead of her, corrected time.

VERY LITTLE HEAVY BETTING.

Yachtsmen Appear to Be Waiting Until After To-day's Race.

There was very little betting on the yacht race last night around the principal hotels. The yachting sharps seemed to be waiting to see how to-day's race will result before putting up their coin. At the St. James Hotel several enthusiasts offered odds of 100 to 70 that the Defender would win three races, but there were no takers. At the Hoffman House Billy Edwards told THE SUN reporter that a few wagers had been made, the biggest one being $500 on the Defender at even money. He said that he also held the stakes for several other bets ranging from 50 to 30 to 100 to 70.

There were a number of Englishmen at the Waldorf, but they did not appear very anxious to pick up the prevailing odds. They were said to be waiting until after to-day's race, when, in case the Defender should win, tempting odds would be available.

At an up-town resort, a bet of $50 against $100 was laid that the Valkyrie would win two races out of five. It was currently reported that a check for $5,000 had been deposited with a sporting man to be placed on the American boat at odds of 8 to 7. It was also said that $20,000 of Valkyrie money had been posted in the morning, but could not be placed. Most of the bets recorded in resorts frequented by yachtsmen have been small, the reason given being that there is too much uncertainty about to-day's contest.

While it is not generally known, Mr. Kersey's life has been made miserable lately by ambitious Yankees anxious to bet small amounts, and something like $5,000 or $6,000 of Defender money lies uncovered, or has been returned from the White Star office, as no Valkyrie money is forthcoming.

F. T. Adams of the New York Stock Exchange yesterday morning placed $800 in Valkyrie money against $1,000 put up by a supporter of the Defender. Neither the name of Mr. Adams's principal nor that of the man who took the Defender end of the bet was made public. It was reported on the stock Exchange yesterday that considerable Valkyrie money had made its appearance in the street and that the tendency of the odds was now toward even money rates. Handlers of the Valkyrie money were, however, looking for odds.

Three hundred dollars of Defender money was offered on the floor yesterday morning at the rate of $100 to $75, but it found no takers. Betting on the yachts has been quite lively in Wall street. Mr. David Barnes announced that he had offered several thousand dollars to bet on the success of the British yacht at odds of 5 to 6. The result was eight bets as follows, those named taking the Defender end of the bet: R. H. Halstead, $600 against $500; E. S. Chapin, $600 against $500; George Sheldon, $1,200 against $1,000; C. B. Harriman, $600 against $500; William Putnam, $600 against $500; Daniel Chauncey, $600 against $500; James W. Gladwin, $600 against $500; William Robinson, $600 against $500. This makes $5,400 of Defender money posted against $4,500 of Valkyrie money.

Steam Yachts at the Race.

In the attending fleet of pleasure craft at the big race to-day there may be seen the biggest and finest steam yachts ever assembled hereabouts. Among them there probably will be:

Name.	*Owner.*
Sylvia	E. M. Brown
Nourmahal	John Jacob Astor
Valiant	W. K. Vanderbilt
Susquehanna	Joseph Stickney
Helvetia	C. O'D. Iselin
Allegra	Charles M. Pratt
Almy	Frederick Gallatin
Electra	Elbridge T. Gerry
Atalanta	George J. Gould
Ballymena	J. Nicholas Brown
Clermont	A. Van Santvoord
Columbia	W. C. Whitney
Comanche	H. Melville Hanna
Conqueror	Frederick W. Vanderbilt
Corsair	J. Pierpont Morgan
Dungeness	Mrs. Lucy Carnegie
Duquesne	T. K. Hostetter
Eulda	J. R. Hanan
Forget Me Not	Butler Bros
Fra Diavolo	Prof. Herrmann
Golden Rod	Archibald Walls
Halcyon	Edward C. Potter
Hirondelle	C. G. Evans
Huntress	F. C. Fowler
Ibis	Gen. Samuel C. Lawrence
Iluna	Allison D. Armour
Judge	W. J. Arkell
Marietta	Harrison B. Moore
Nada	Charles R. Flint
Oneida	E. C. Benedict
Peerless	Charles W. Harkness
Shearwater	E. D. Morgan
Reverie	Frederick G. Bourne
Saganore	Edgar T. Scott
Sapphire	Eugene Higgins
Satanella	Perry Belmont
Sultana	John R. Drexel
Uuguowa	John H. Hall
Vamoose	Frank T. Morrell
Waidena	John H. Wade
Wild Duck	John M. Forbes
Alicia	H. M. Flagler
Orienta	E. R. Ladue
Zara	F. G. de Hautville
Hermione	Robt. Goelet
Vision	F. H. Benedict
Ava	John H. Gourlie
Washita	John P. Duncan
Spendrift	E. H. Harriman
Katrina	Henry F. Noyes.

Warning Against Trials of Speed by Excursion Boats.

WASHINGTON, Sept. 6.—Reports having reached the Treasury Department that certain steamers intended to make trials of speed in following the international yacht race to-morrow, Supervising Inspector-General Dumont late this afternoon sent the following telegram:

WASHINGTON, Sept. 6, 1895.

To Agents Steamers Richard Peck and City of Lowell, New York.

Hope newspaper report is untrue that the City of Lowell will have a competitive trial of speed with the Richard Peck going to and returning from the yacht race to-morrow. If true, will be a very dangerous proceeding, crowded as the bay and harbor will be with other excursion steamers. Attention is called to the provisions of 5,354, Revised Statutes, which will be enforced if an accident should occur because of such competitive speed test. JAMES A. DUMONT.

If you go to the
YACHT RACE
You need have no fear of drowning. Take a cake of
WOODBURY'S
FACIAL SOAP
along, and if your boat capsizes, just wash yourself ashore.

I Can't Sleep

Is the complaint of many at this season. The reason is found in the fact that the nerves are weak and the body in a feverish and unhealthy condition. The nerves may be restored by Hood's Sarsaparilla, which feeds them upon pure blood, and this medicine will also create an appetite and tone up the system, and thus give sweet, refreshing sleep and vigorous health.

Hood's Sarsaparilla

Is the only true blood purifier prominently in the public eye to-day. $1; six for $5.

Hood's Pills act harmoniously with Hood's Sarsaparilla, 25c.

How to See the Races.

Herewith will be found a list of club steamers and excursion boats, with their landings and time of departure:

CLUB BOATS.

New York Yacht Club steamer St. John leaves foot of Rector street at 9:15 A. M.

Seawanhaka-Corinthian Yacht Club steamer Roanoke, Old Dominion line dock, foot of Beach street, Pier 26, North River.

Atlantic Yacht Club steamer Gay Head, Pier 6, North River, 9 A. M.; Bay Ridge Club house, 9:40 A. M.

Riverside Yacht Club steamer Cygnus, foot of East Thirty-first street, 9:30 A. M.

PUBLIC BOATS.

Old Dominion steamer Yorktown, Pier 26, North River, 9 A. M.

Richard Peck, Peck slip, East River, 9:30 A. M.

City of Lowell, Pier 40, North River, foot of Desbrosses street, 9:20 A. M.

Sam Sloan, foot of Fulton street, North River, 9:30 A. M.

Iron Steamboat Company's boats, West Twenty-second street, 9 A. M.; New Pier No. 1, North River, 9:15 A. M.

Jane Moseley, 129th street, North River, 9 A. M.; Canal street, 9:30 A. M.; Battery place, 10 A. M.

Mount Hope, Fall River line, Pier 18, North River, 9:30 A. M.

General Slocum and Grand Republic, West Twenty-second street, 8:30 and 9 A. M.; Battery landing, 9:15 A. M.; Bridge pier, 9:30 A. M.

City of Lawrence, Pier 40, North River, 9:30 A. M.

A. Foster, East Thirty-first street, 9 A. M.; Battery, 9:45 A. M.

The J. Sylvester, West 129th street at 8:30 A. M.; West Thirty-fourth street, 9 A. M.; West Thirteenth street, 9:15 A. M., and Whitehall street, Staten Island ferry, at 9:30 A. M.

The J. S. Warden, East 130th street, 8:15 A. M.; East Ninety-first street, 8:30 A. M.; East Thirty-first street, 8:45 A. M.; foot of Wall street, 9 A. M.; Pier 6, North River, 9:15 A. M.

The J. B. Schuyler will leave East Twenty-first street at 8:15 A. M.; Beekman street, 8:40 A. M.; West Tenth street, 9:15 A. M., and Franklin street at 9:30 A. M.

The Aurora and Elaine will leave the foot of West Twenty-second street and Jewell's wharf, Brooklyn, at 9 A. M. and Battery landing at 9:30 A. M.

Bay Queen, foot of West Twentieth street, 8:30 A. M.; Pier 6, foot of Rector street, 9:30 A. M.

Steamer Hudson, Pier 9, North River, at 9 A. M.

English Opinions of the Cup Contest.

LONDON, Sept. 6.—The *Field* to-morrow will say:

"The whittling away of the immersed part of the mitre of the Valkyrie's counter will reduce the time she will allow the Defender to a few seconds. Still, she will have to get home first to win, and if she does that, it will probably be by minutes instead of seconds."

The *Graphic* will say that it is satisfied with the elaborate precautions that have been taken to prevent all sorts of craft from encroaching on the course. The Americans are determined that the fight shall be a fair one.

The *Post* will say that it regards Valkyrie's chances as being exceedingly hopeful despite the statements to the contrary. It adds that there is no doubt that she is a good weather boat.

CONTRACTORS WON'T PUT UP $50.

Fifteen Hundred Knee Pants Makers Thinking of Striking.

It was announced yesterday that out of the 2,500 members of the Knee Pants Makers' Union at least 1,500 are in favor of a general strike for the new agreement. The meeting of the union in Walhalla Hall this afternoon to decide for or against a strike will likely result in a strike being decided on. A week or two ago a meeting of the union to vote on the strike question was held, and it was then decided not to strike, as the contractors had shown a disposition to grant the new demands without a protest.

Since then, however, only twenty-five out of over 200 contractors have signed the agreement which binds each contractor to give $50 cash as security for the fulfilment of the agreement. It is this $50 cash agreement which is the stumbling block. The union says it must have it, and the contractors are determined not to give it.

Strikes were ordered by the Vestmakers' Union yesterday in the shops of Contractors Louis Saloman, Joseph Herschkowitz, and M. Goldstein for alleged violation of contracts made a few weeks ago.

Hoffman House Strike Settled.

The strike on the Hoffman House on account of the employment of non-union electrical workers, which has lasted five weeks, was settled yesterday, and 250 men in various trades went back to work. Peter Tostevin & Sons, the contractors, after several conferences with committees of the Board of Walking Delegates, agreed to discharge the non-union men. This was done yesterday. Little work has been done on the building since the first day of the strike.

Alleged Non-Union Men at Work on the Bridge.

The Board of Walking Delegates heard lately that non-union men were at work on the new extension of the Brooklyn Bridge, and a committee was appointed to investigate and report to the meeting of the Board yesterday. The investigation was not completed yesterday, so no report was made. A report will be made on Monday.

FOR A LIBERAL SUNDAY LAW.

To Support Only Those Legislative Candidates Who Will Favor It.

The United Societies for Liberal Sunday Laws met at Terrace Garden last night. Ex-Senator Boyd presided. Resolutions were passed instructing the Agitation Committee to place before the State Conventions, in the name of the societies, a demand for a liberal Sunday plank. The following was also adopted:

"*Resolved*, That in the pending campaign we ask all candidates for the Senate and the Assembly, irrespective of the position assumed by the parties that put them in nomination, to favor us with an expression of their convictions on the Sunday issue, and of their intentions in the event of an election.

"*Resolved*, That, at the coming election, we give our preference to the parties which unequivocally declare in favor of a law granting a restricted Sunday opening of licensed premises, and giving the people of the city of New York immediate relief; (and, as between two or more opposing candidates committed to our cause on equal terms, that our endorsement be given to the candidate nominated by the party that secures our general preference."

CHRISTIAN BOSE'S SUICIDE.

He Failed with a Knife, but Ended Himself by Hanging.

Christian Bose, 33 years old, killed himself yesterday morning in the house of his brother-in-law, Mr. Kohlmann, at 139 Bloomfield street, Hoboken. He made several attempts to cut his throat with a carving knife, but the wounds made by the knife were only skin deep. After awhile he discarded the knife and went down to the cellar, where he hanged himself.

His brother-in-law traced him by a trail of blood leaking to the cellar, and found him suspended from an iron bar of one of the grated windows. Mr. Kohlmann hurried out to the street and called two policemen. They cut the rope with the carving knife Bose had used unsuccessfully on his throat. Bose was out of work, almost penniless, and despondent.

Committed Suicide at Savin Rock.

NEW HAVEN, Conn., Sept. 6.—A stranger committed suicide this noon at Savin Rock by drowning. After making an unsuccessful attempt to hang himself he jumped into the water. He was about 35 years old and was evidently a German. His pockets contained no money. He had been seen in the neighborhood for three days. Papers in his clothes indicate that he came from New York.

Hanged Himself in a Stable.

John Schwab, a dissipated stableman whose wife left him four years ago, hanged himself last night in a stable at 608 East Twelfth street, where he formerly worked. His family took charge of the body.

WILLIAM JOINS HIS ARMY.

GOES WITH THE EMPRESS TO THE BIG FALL MANŒUVRES.

He Attends a Banquet in Stettin and Talks to His True Pomeranians—Preparing to Open the Sham Campaign in Which Ninety Thousand Troops will Take Part.

STETTIN, Sept. 6.—The Emperor arrived here at 4:10 P. M. to review the troops and conduct the manœuvres. A dais covered with purple and profusely decorated with flags had been erected at the quay where he landed. The dais, as well as the entire quay, was guarded by Grenadiers while the Emperor inspected the troops. The Empress drove over from the railway station, where she had been received by the Regent of Brunswick, and joined the Emperor on the dais. After the Grenadiers passed before them, the Emperor and Empress drove to the City Hall. Children were formed in line along the route as far as Breite strasse. The first line was composed of girls in white, trimmed with corn flowers. The next line had rosebuds, the next violets, and the fourth orange blossoms.

At 4:30 o'clock a herald in the historic dress of the town of Stettin sounded the bugle, and the Emperor's carriage halted in front of the City Hall, where he was welcomed by the Burgomaster, who thanked him for having advanced the development of Stettin by the North Sea and Baltic Canal, and expressed the hope that he would assist the further growth of the town by an Oder Canal. The Emperor shook hands with the Burgomaster and promised to bestow upon the inhabitants of Stettin personal interest and care, relying upon their good will toward himself and his house. The Emperor and Empress then drove to the castle amid the cheers of the crowd.

This evening a banquet was given in the hall of the Pomeranian Provincial Diet. The Empress entered the hall in company with the Regent of Brunswick, and the Emperor escorted the Countess von Brockdorf. The Emperor was very animated during the banquet. Herr von Koeller, President of the Provincial Diet, made an address, in which he said that the annual military manœuvres were a test of the readiness and efficiency of the national army. They were no longer of mere military interest, but had grown into a real volksfest. They were popular national fêtes, for all the people of the province in which they were held congregated to see their King and Emperor and give him a hearty welcome. In conclusion, Herr von Koeller said:

"Thus, we Pomeranians to-day, great Emperor and Empress, pray you to accept from us a vow of everlasting fidelity and loyalty. Never shall we relax our attachment, either in peace or war, in bad or good times, to our Emperor." The President then called for cheers for the Emperor.

In reply the Emperor said:

"I accept your vow with a grateful heart. This is the first time I have reviewed the Pomeranian corps to test their readiness for war. Many bonds unite Pomerania with my house. Hard and hot fights were necessary before the Great Elector, definitely and forever, could unite Pomerania with Brandenburg, adding thereto a sturdy and loyal people. I take your word that you will fulfil to-day's vow and close up your ranks around me. Preserve the memory of Emperor William I. unsullied. Continue to carry out the work he commenced, and then my heart's wish will be gratified."

At 8½ o'clock there was a great corps tattoo in the castle yard, similar to the one given in Berlin on Soudan Day.

ARCHDUKE LADISLAS DEAD.

The Latest Victim of the Unfriendly Fate that Rules Austria's Dynasty.

BUDAPEST, Sept. 6.—Archduke Ladislas, who was wounded by the premature discharge of his rifle while on a hunt on Sept. 2, is dead. The bullet penetrated his thigh and at the same time caused the explosion of a number of cartridges which he was carrying in his pocket, terribly lacerating and burning his loins.

The Archduke Ladislas Philippe was the second son of the Archduke Joseph and the Princess Clothide of Saxe-Coburg-Gotha. He was born at Aicsuth on July 16, 1875, and was a Lieutenant in the Austrian Infantry Regiment No. 37, Archduke Joseph.

The manner of his death is likely to strengthen the general belief that an unfriendly fate rules in the castles of Austria's imperial dynasty. Every year brings its family sorrows to the aged Emperor, Franz Joseph. The Archduke Rudolph, his heir, died a violent death at Meyerling, and the present heir, the Archduke Franz Ferdinand of Austria-Este, is in a decline which the doctors have but few hopes of staying by his residence in a tropical climate during the winter months. The Archduke Johann Salvator gave up his titles and estates to become Capt. John Orth, but the ill luck of his family followed him and his ship to the South American coast, where he was lost in a wreck. But little more than a year has passed since the Archduke Othon, whose affection for the Archduchess Stephanie, Rudolph's widow, has caused no end of trouble at the Hofburg, tried to shoot himself while hunting near Oldenburg, and was sent to Egypt to give his unhappy wife and the rest of the court time to recover from the scandal.

This Year's Crops in England.

LONDON, Sept. 6.—The *Times* publishes a table giving the condition of the British crops on Sept. 1, as compared with their condition on Sept. 1 of last year. Taking 100 to represent normal condition, the condition of wheat was 76.3, against 94.5 last year; barley 85, against 96.7 last year; oats 79, against 101.1 last year; beans 70.6, against 93.7 last year; peas 74.7, against 91.7 last year; roots 78.8, against 96.7 last year; potatoes 98.8, against 98.9 last year; grass 91.6, against 110.1 last year; hops 80.3, against 93.5 last year. All cereals lost in condition during August.

A McCarthyite's Victory Over a Healyite.

DUBLIN, Sept. 6.—The Parliamentary election in the South Division of Kerry, made necessary by the decision of Denis Kilbride, anti-Parnellite, who was returned from both South Kerry and North Galway, to sit for North Galway, took place yesterday. It resulted in the choice of Farrell, McCarthyite, who received 1,209 votes to 474 cast for Murphy, the Healyite candidate. In the recent general election Kilbride was returned without opposition.

Not So Bad in Armenia, the Turks Say.

BERLIN, Sept. 6.—A special despatch to the *Vossische Zeitung* from Constantinople says that the Turkish officials deny the statement that the economic condition of the Armenians is growing worse. Inquiries made in those parts of Armenia said to be in the worst condition show, according to the assertions of the Turkish officials, that the harvest has been fair and that there is no possibility of a famine.

Crispi Still Harassing the Socialists.

PALERMO, Sept. 6.—The police of this city have dissolved a Socialist electoral society which had 400 members. The society was preparing to make disturbances on Sept. 20, the twenty-fifth anniversary of the occupation of Rome by Italian troops, if the Government should not grant amnesty to ex-Deputy De Felice, Barbato, and other Socialists now in prison.

The Lord Mayor to Invite President Faure.

LONDON, Sept. 6.—Sir Joseph Renals, Lord Mayor of London, started for Paris to-day. The principal object of his visit is to invite President Faure to attend a reception to be given by the Corporation of London. He took with him the Lord Mayor's state coach, but none of the gorgeous attire of his office.

Cholera Near Constantinople.

CONSTANTINOPLE, Sept. 6.—There have been eighteen cases of cholera and nine deaths at Brusa, fifty-seven miles southeast of this city. The officials have drawn a quarantine cordon round Brusa to prevent the spread of the disease to Constantinople.

Anti-Gambling Crusade in Vienna.

VIENNA, Sept. 6.—The police have closed eight betting shops in this city and have forbidden the proprietors of the closed establishments to open similar places anywhere in Austria.

Policeman Milhauser Saves a Drowning Child.

Charles Nicholas, an eight-year-old boy, living with his parents at 157 East Ninety-seventh street, was sitting on a rope on the dock at the foot of East Ninety-sixth street late yesterday afternoon. Some one joggled the rope and the boy fell in the water.

He was sinking for the last time when Policeman Isaac Milhauser of the East Eighty-eighth street station ran along a schooner's deck and jumped in, dressed in full uniform. He caught the boy's hair and dragged him to the shore. The boy was revived by a Presbyterian Hospital ambulance surgeon and went home.

Boatman Murphy Rescues Little Ray Gantzmann.

Ray Gantzmann, 7 years old, of 234 East 121st street, fell from a float at the foot of 120th street and was drawn 200 feet from shore by the current when Sylvester Murphy, a boatman, reached her. Murphy had plunged in when he heard some children scream. He brought the little one to shore, and she was taken in an unconscious condition to the Harlem Hospital, where she revived.

Fourteenth Street Theatre to Change Hands.

J. Henry Rosenquest will give up the Fourteenth Street Theatre in October. John Doris of Doris's Museum will take it for four years. He will make it a continuous performance house.

Our reasons for selling short