THE GREATEST OF TRUSTS.

JOHN P. COFFIN DESCRIBES THE METHODS OF LABOR UNIONS.

In the Attempted Forcible Suppression of Non-Union Labor, He Says, They Attack the Principle of Equal Rights to All Men—The Several Causes Leading to Strikes.

WASHINGTON, June 14.—John P. Coffin of Lake Butler, Fla., Vice-President of the Huntsville and Chattanooga Industrial Convention, was before the United States Industrial Commission to day and gave his views on the relations between labor and capital. The relations of organized labor to non-union labor and the right to liberty of contract was, he said, a relation of suppression of non-union labor by labor combinations whenever and wherever it could, by any means in its power, produce such suppression, using force even to the death, when it could attain its end by no other means; and should non-union labor surrender to this combination without force being used, then it simply meant a death by slow starvation, for where not strenuous in their own behalf, those who were not in the labor trust were allowed no favors and no chance to earn their bread. It was a matter of placing their liberty in the hands of a walking delegate, submitting to enforced idleness, with all its attendant evils, or taking their places in the field of labor ready to combat force with force, if need be to the death. Labor unions in their relations to non-union men simply said: "You must do as we say and submit to our dictation or you shall not labor for yourselves, your wives or your little ones." Unskilled labor, he said, was seldom organized to an extent to play any significant part in the great labor problem.

In his observation the several causes leading up to strikes were:

First—The walking delegate, a man usually who desired to earn a living from the muscles of others, a born and cultivated agitator, who, though himself prospering largely from the earnings of others, could not bear to see peace prevailing for fear the sinecure he enjoyed would be lost. Therefore he insinuated suggestions into the minds of those most ready to receive them: a chance grievance here, a misunderstanding there he exaggerated instead of removed. The leaven worked, the whole mass was stirred, particle by particle, man by man, until the whole finally overflowed in a strike, without cause or reason, to the injury of all concerned, the laborer most of all.

In the second cause of strikes he placed the great crime of greed, where the manufacturer narrow-mindedly ground down the wages to such a point that no respectable man could live upon the stipend.

The third cause was the employment of non-union men in a shop where the labor combination was trying to attain and keep absolute control. This cause attacked the right not only of the employer to manage his own affairs, but of an American citizen to earn a subsistence. It attacked the very principle laid down in the Constitution of equal rights to all men. It formed a class which arrogated to itself exclusive privileges and denied equal rights to others. It formed a gigantic trust, beside which the so-called trusts or aggregations of capital paled into insignificance.

As to the method of strikes—the boycott, the black list, picketing and patrolling—Mr. Coffin said all were known and it were useless to go into an extended argument regarding them. They were un-American, in that they sought to invade private right and induce outsiders to take up a quarrel regardless of its justice. A man had a right to trade or cease trading, as it suited him. An employer had a right to discharge a man and to refuse to re-hire him; an employee had a right to leave his employment and refuse to return; but no man had a right, be he employer or employed, to place the name of another upon any list which would tend to hold him up to ridicule or scorn or deprive him of the ability to employ labor or to obtain it.

One of the most unjust of all methods of all organized labor, he said, was the sympathetic strike, for they were usually without any cause or grievance, satisfied labor being compelled to cease work, break confidence with employers and ruin their business.

Compulsory arbitration, Mr. Coffin said, was in his mind the only method for settling disputes between employer and employees. Voluntary arbitration is all very well if it could be accomplished, but his experience and observation had been that when arbitration was proposed both sides were juggling so hard to obtain the advantage that nothing was accomplished. A board of arbitration when properly constituted under State laws would be a tribunal which would command respect. It would be Judge and Jury, with, however, the right of appeal to civil courts. This would bring about quick action in labor troubles and both parties to the controversy could submit their cases to the board without loss of dignity. He believed every State would have to adopt some such legislation. There should be compulsory arbitration laws passed by each State or an amendment to the Constitution of the United States framed in such a manner that no misunderstanding between labor and capital could insettle such ends or interfere with public business or convenience for any great length of time.

Regarding the question of trusts, Mr. Coffin said it was an enigmatical one, for the question of what a trust is and where the line of extended partnership ended and the boundary of trusts began was one which required a delicate scale weight. He would draw the line at the same point in the trust question as in the labor problem—that was, just as soon as any corporation began to use its power to crush out opposition by unfair methods, such as withdrawing its goods from sale and refusing to sell to those handling goods not made by that corporation—then he believed the corporation became a menace to the people and to the nation, and should be suppressed, no matter by what name or title it might be called, whether a trust, corporation or partnership. The right to buy up every opponent for the purpose of making a monopoly was unquestionably, under the Constitution, one of the privileges of any man or combination that was able to do it. But if this power was not exercised to prevent others from entering the field of competition the great combine would fall by its excessive weight.

Army and Navy Orders.

WASHINGTON, June 14.—These army orders were issued to-day:

Capt. Warren P. Newcomb, Adjutant Sixth Artillery, is detailed for duty as inspector of the brigade of New Hampshire troops during the annual encampment at Concord, N. H., June 18-22.

Capt. Charles W. Abbot, Jr., Twelfth Infantry, detailed as inspecting officer of the Rhode Island militia during the annual encampment at Providence, R. I., July 9-15.

These naval orders have been issued:

Lieut. O. W. Koester, from the Lancaster and upon discharge from New York Naval Hospital to home on three months' sick leave.

Lieut. H. L. Chadwick, from duty as Assistant Inspector of Equipment at Newport News, Va., to the Mayflower.

Passed Assistant Paymaster C. Conard, to special duty in the Bureau of Supplies and Accounts, Navy Department.

Acting Boatswain F. Muller, to command the Cæsar upon that vessel being turned over to the Commandant of San Juan naval station.

Commander J. D. J. Kelley, to duty in connection with the inspection of merchant ships at the port of New York.

Flag Day in Washington.

WASHINGTON, June 14.—Flag Day was observed in Washington by a generous display of bunting from Government, mercantile and private buildings, and appropriate exercises were held in the various public schools. Special services were also held this evening at the First Presbyterian Church under the auspices of the Department of the Potomac Woman's Relief Corps.

Schley's Flagship Quarantined.

WASHINGTON, June 14.—The Navy Department has been notified that the cruiser Chicago, Rear Admiral Schley's flagship, has been quarantined at Montevideo for ten days. Montevideo requires vessels from Rio de Janeiro, the Chicago's last port, to remain at the detention station that long.

Secretary Gage Sick With Malarial Fever.

WASHINGTON, June 14.—Secretary Gage is confined to his bed with an attack of malarial fever. He was at his desk yesterday, but upon reaching home last evening was taken quite ill. He sent down word to the Treasury Department to-day that he does not consider the attack very serious.

Internal Revenue Decision.

WASHINGTON, June 14.—The Commissioner of Internal Revenue has ruled that a retail liquor dealer who compounds spirits, even in quantities less than five gallons, and puts them up in bottles or jugs and keeps them in stock for sale is required to a pay special tax as a rectifier.

Woman Investor After Electrician McNutt.

William H. McNutt, an electrician, living at the St. Cloud Hotel, was held by Magistrate Hogan yesterday on the charge of obtaining money under false pretences from Caroline Guinzynski of 89 Second place, Brooklyn. She gave the money to him, she says, to invest for her in sugar and other stocks. McNutt has been in trouble before and his picture is in the Rogue's Gallery.

INCREASING POSTAL BUSINESS.

Offices Advanced and Salaries of Postmasters Increased—Changes in New York.

WASHINGTON, June 14.—The annual readjustment of postmasters' salaries, just completed in the office of the First Assistant Postmaster-General, shows that the wonderful increase in the business at offices of the Presidential class shown last year has been eclipsed this year, making the present year in that respect the banner year in the history of the postal service. The Presidential offices now number 4,270, an increase of 256 over last year and of 868 over 1894, and an increase of nearly 26 per cent. in seven years. These 4,270 offices are divided as follows: Twenty-seven first class; 942 second class, and 3,121 third class. In the adjustment just completed 15 second-class offices have been advanced to the first class, 110 third class to second class, and 275 fourth class to the third class, while only one of the first class has been relegated to the second class, 7 from the second to the third class, and 12 from the third to the fourth class. Eight offices were discontinued during the year and made stations of other offices.

Owing to the increased receipts at Presidential offices during the year, 1,914 postmasters will receive increased salaries on July 1, the individual increases ranging from $100 to $1,000. The latter amount will be allowed to the postmasters at St. Paul, Minn., where his salary will be increased from $4,000 to $5,000, and Milwaukee, Wis., which is increased from $5,000 to $6,000. The aggregate increase to the 1,914 postmasters is $236,100, or $28,300 in excess of the increase last year, which was $28,300 in excess of anything allowed prior to that year. One hundred and seventy-one postmasters will receive a reduction in salary, ranging from $100 to $300 each. The total reductions will aggregate $22,200.

The New York changes are as follows:

Cambridge, Canton, Clifton Springs, Clyde, Hempstead, New Dorp, Perry, Rosebank, Sandy Hill, Saugerties and Southampton, advanced from third to second class, receipts being above $8,000.

Increases—From $1,000 to $1,100: Arcade, Castleton, Chittenango, Corona, Forestville, Great Neck, Highland, Monroe, Oswego Falls, Philadelphia, Red Hook and Prattsburg; $1,000 to $1,200, Falconer; $1,100 to $1,200, Angelica, Athens, Brockton, Depew, Dansville, Elizabethtown, Farmer, Nepera Park, Northville, Ovid, Tupper Lake, Whitney's Point and Worcester; $1,100 to $1,300, Fultonville; $1,100 to $1,400, Lawrence and Suffern; $1,100 to $1,500, Freeport; $1,200 to $1,800, Avoca, Dronsville, Highland Falls and Shortsville; $1,200 to $14,000, Allegany, Ellicottville and Portville; $1,300 to $1,400, Akron, Bolivar, Millbrook, Mohawk, New Hartford, North Tarrytown, Nunda, Rouses Point, Schoharie and Sodus; $1,300 to $1,500, Oceanus; $1,400 to $1,500, Bainbridge, Canisteo, Cape Vincent, Cattaraugus, Cornwall-on-Hudson, Elmhurst, Hancock, Lancaster, Islip, Lestershire, Mexico, Mayville, Maples, Newberlin, North Cohocton, Ozone Park, Phelps, Port Jefferson, Schuylersville and Sherburne; $1,400 to $1,700, West Seneca; $1,500 to $1,600, Clayton, College Point, East Hampton, Frankfort, Friendship, Hamsport, Keeseville, Massena, Moravia, Phoenix, Pulaski, St. Johnsville, Springville and Tuxedo Park; $1,500 to $1,700, Warrensburg; $1,500 to $1,900, Wayland; $1,600 to $1,700, Attica, Greenwich, Mattituck, Monticello, Walden, Warwick and Whitestone; $1,600 to $1,800, East Aurora, Gowanda and Woodhaven; $1,600 to $1,900, Skaneateles; $1,600 to $2,100, New Dorp; $1,700 to $1,800, Babylon, Dobbs Ferry, Camden, Cuba, Greenport and Richfield Springs; $1,700 to $1,900, Babylon and Sag Harbor; $1,700 to $2,000, Perry and Rose Bank; $1,800 to $1,900, Baldwinsville, Canastota, Hamilton and Lowville; $1,800 to $2,100, Clyde; $1,900 to $2,000, Cambridge, Canton, Clifton Springs, Hempstead, Sandy Hill and South Hampton; $1,900 to $2,300, Saugerties; $2,000 to $2,100, Albion, Balston Spa, Gouverneur, Huntington, Lyons and Waterloo; $2,000 to $2,200, Far Rockaway and Mamaroneck; $2,000 to $2,600, Adams; $2,100 to $2,200, Tonawanda, Wellsville and West Troy; $2,200 to $2,300, Herkimer, Palmyra, Port Richmond and Potsdam; $2,200 to $2,400, Stapleton; $2,300 to $2,400, Catskill, Fredonia, Batt. Brockport, Norwich and Tompkinsville; $2,300 to $2,500, Ilion; $2,400 to $2,500, Johnstown, Newark, Peekskill and Penn Yan; $2,400 to $2,700, Jamaica; $2,500 to $2,600, Olean; $2,500 to $2,700, Cohoes; $2,600 to $2,700, Irvington; $2,800 to $2,900, Niagara Falls; $3,000 to $3,100, Jamestown and Watertown; $3,100 to $3,200, Yonkers; $3,600 to $3,700, Albany and Syracuse.

Decreases—Amityville, $1,600 to $1,500; Cazenovia, $1,900 to $1,800; Flushing, $2,700 to $2,500; Livonia Station, $1,200 to $1,100; Rye, $1,800 to $1,700; Schenectady, $3,300 to $3,200; Wappingers Falls, $1,600 to $1,200; Batavia, $2,600 to $2,500; Clinton, $1,900 to $1,800; Garden City, $1,400 to $1,300; Morristown, $2,500 to $2,400; Sackett's Harbor, $1,400 to $1,200; Tottenville, $1,300 to $1,200; Watkins, $1,900 to $1,800; Carmel, $1,100 to $1,000; Cold Springs $1,800 to $1,700; Goshen, $2,300 to $2,200; Port Bryan, $1,400 to $1,200; Smithville, $1,100 to $1,000; Victoria, $1,200 to $1,100; West Point, $1,600 to $1,500.

ANOTHER BURNED BODY FOUND.

The Search for the Dead in the Weidmann Cooperage.

The gang of men searching through the ruins of the Weidmann cooperage in Williamsburg last night came across another body. It was burned beyond recognition. This makes the third unidentified body taken from the ruins and, with the two identified dead, swells the death list to five. It is believed that more bodies will be found.

The searchers also found a pair of spectacles, a bunch of keys and a charred letter addressed to "George Kessel, 200 North Second street, Williamsburg, care of Mrs. Rooney." Mrs. Rooney said that Kessel boarded with her up to a week before the fire and that he worked at the cooperage. She did not know where his new boarding house had been. The letter was dated Easton, Pa., and was signed "your loving daughter, Lillian Fleming." It urged Kessel to come to Easton and see the members of his family.

HOME FOR NEW HOSPITAL.

State Hospital for Crippled Children Leases a House in Tarrytown.

At a recent meeting of the Board of Managers of the New York State Hospital for the Care of Crippled and Deformed Children, held at the residence of Bishop Potter, its President, the Committee on Site reported that it had leased the residence of Dr. Angell in Paulding avenue, Tarrytown. The changes necessary to equip the building for hospital use will be made at once, and the work will be formally inaugurated early in the autumn.

The following were elected members of the Consulting Medical Board: Dr. Francis Delafield, Dr. Robert F. Weir, Dr. W. Gilman Thompson, Dr. Joseph D. Bryant, Dr. Lewis A. Stimson, Dr. A. Alexander Smith, Dr. Reginald H. Sayre, of New York; Dr. Roswell Park of Buffalo, and Dr. L. A. Weigel of Rochester.

GEN. OTIS IN ROCHESTER.

A Big Crowd at the Station—Parade, Reception and Banquet To-day.

ROCHESTER, June 14.—Gen. Otis arrived in Rochester at 9 o'clock to-night over the Northern Central road. President Hathaway of the Chamber of Commerce and Gen. Otis's daughters accompanied him. The General was driven at once to the Otis homestead on Lyell avenue and the utmost care was taken to screen him from the eyes of spectators until to-morrow. There was a big crowd at the station to meet him, notwithstanding the fact that the General had tried to keep his movements secret.

The Marine Band of Washington also arrived in the city this evening. The big parade will take place at 2 o'clock to-morrow afternoon, and at 4:30 Gen. Otis will receive in the rotunda of the Court House. The banquet will be held in Powers Hall in the evening.

The Weather.

Three areas of low pressure appeared yesterday, one over the Rocky Mountain States, another over the lower Mississippi valley and a third in the St. Lawrence Valley. The two latter were connected by a belt of cloudy and showery weather, with scattered thunderstorms. The unsettled condition covered pretty generally all the country east of the Mississippi except in the districts around Lakes Michigan and Superior and the upper Mississippi Valley, where it was fair. Showers were reported in the Dakotas, on the North Pacific Coast and in Texas. Rain of more than five inches fell at Key West. Dense fog prevailed on the coast in the morning.

In this city the morning was cloudy and rainy, clearing about noon; then came a thunderstorm with a heavy one in the evening; average humidity 86 per cent; wind generally fresh, shifting from southeast to southwest; barometer corrected to read to sea level at 8 A. M., 30.04; 8 P. M., 29.99.

The temperature as recorded by the official thermometer and also by THE SUN'S thermometer at the street level, is shown in the annexed table:

	—Official—		Sun's.		—Official—		Sun's.
	1900.	1899.	1900.		1900.	1899.	1900.
9 A. M	67°	72°	71°	6 P. M	69°	85°	74°
12 M.	74°	82°	75°	9 P. M	71°	83°	71°
3 P. M	80°	88°	82°	12 Mid.	68°	79°	70°

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW.

For New England, fair to-day and Saturday; brisk northwest winds.

For eastern New York, fair to day; fair in north, showers in south portion Saturday; brisk northwest winds.

For eastern Pennsylvania, New Jersey and Delaware, partly cloudy to-day; showers Saturday; fresh north winds.

For the District of Columbia, Maryland and Virginia, unsettled weather and probably showers to-day and Saturday; fresh northwest, shifting to northeast winds.

For western New York, fair to-day; fair and warmer Saturday; fresh northeast winds.

MINEOLA'S FIRST VICTORY.

VICE-COMMODORE AUGUST BELMONT'S YACHT WINS FROM THE RAINBOW.

New York Yacht Club's Regatta Marred by Fickle Breezes, Calms and Squalls—Amorita Outsails Quissetta and Gets Bennett Cup—Vigilant Beaten by Wasp.

Vice-Commodore August Belmont's Mineola won the first race for the new 70-footers yesterday, beating Cornelius Vanderbilt's Rainbow by 1 minute and 13 seconds. The race was sailed in the fifty-fourth regatta of the New York Yacht Club, and it is doubtful if any one, not excepting the owner of the Mineola, was satisfied with the contest. The weather was more fluky than that which favored the Atlantic yachtsmen on Tuesday and almost every sample of the Weather Bureau's wares was furnished. There were strong breezes, hard puffs, light winds, winds that seemed to be coming from all points of the compass at the same time, "Paddy's Hurricanes," and then to give a little spice to the day the yachts crossed the finishing line in a white squall. The regatta was started in a whole sail breeze, but that soon died out, and with little more than steerage way the yachts drifted with the tide half way to the Southwest Spit. Then a light breeze came in from the east and when the racers did get clear of the Hook they found a strong wind coming from the south southeast. This took them out to the Sandy Hook Lightship and back to the Hook, but inside the harbor it was as calm as when the yachts sailed down the bay in the morning.

After passing the Southwest Spit on the way home the wind blew gently from the west. A squall was making up in the north and shortly before the leaders reached the finishing line it struck them and many had to shorten sail. Each yacht had a certain amount of luck, but taking the day through it is hard to say if one got more of its share than another. The Mineola was well handled and seemed to be in better trim than the Rainbow. The former has been in commission for five weeks, and has received more opportunities to get in shape than the Rainbow, and it may be to this fact that her first victory is due more than to anything else.

The Quissetta and Amorita met again and after a close race the Amorita won. The Quissetta led during the first part of the race, but received a good lift when the wind shifted. She maintained her advantage to the finish. She was well handled throughout. The race was not a fair test of the merits of the two boats and yachtsmen will have to wait until the two come together in a steady breeze before they can judge which of the two is to be the champion of her class this year. Commodore Percy Chubb's Vigilant went over the long course against the Queen Mab and the Wasp for the Bennett cup. The old Cup defender sailed a rattling good race and was only a short distance behind the new 70-footers at the finish. She lost the race however, to the Wasp on corrected time. The Syce, too, did well and she led the smaller classes over the course. The Hussar II. sailed against the Syce. At one time the Hussar by the wind shifting was berthed about a mile to windward of the Syce, but this advantage was soon lost, and when it was seen that it was a hopeless task to try to catch the Syce the Hussar turned back.

The club chartered the iron steamer Cepheus for the use of the members. This boat was in charge of Secretary J. V. S. Oddie and A. B. Jones and every one on board received as good an opportunity to witness the race as it was possible to get. The Cepheus left the foot of East Twenty-second street shortly after 10 o'clock, and among those on board were:

Mr. and Mrs. J. V. S. Oddie, J. V. S. Oddie, Jr., A. B. Jones, F. W. J. Hurst, Mr. and Mrs. Howard P. Ward, Rear Admiral Erben, J. M. Wilson, Mr. and Mrs. Rene La Montagne, Mr. and Mrs. John Hyslop, Dr. Gillilan, Mr. and Mrs. A. H. Alker, Mr. and Mrs. Alexander S. Williams, J. Montgomery Strong, Morton Smith, Lieut. John R. Buchan, Le Droit L. Harby, Mr. and Mrs. Wilmer A. Hanan, Addison G. Hanan, Mr. and Mrs. William Buchanan, Clifford B. Hendricks, Mrs. Charles P. Buchanan, C. D. Mower, Frank Bowne Jones, Capt. and Mrs. W. F. Coston, Capt. Arthur Clark, R. K. McMurray, Miss McMurray, Commodore J. Murray Mitchell, Mr. and Mrs. Paul Eve Stevenson, Mr. and Mrs. Julian Schope, E. J. and Stanley Greacen, the Misses Greacen, Howard W. Coates, Irving Cox, Thomas Manning, Mr. and Mrs. Van Rensselaer Kennedy, Capt. T. F. Kane, U. S. N., Mr. and Mrs. Frederick Frelinghuysen, Mr. and Mrs. M. L. Lawson, Mr. and Mrs. H. S. Noble, Mrs. R. P. Doremus, Mr. and Mrs. J. W. Ridgeway, Miss Sybil Kane, Mr. and Mrs. R. W. Rutherford, Miss Rutherford, Capt. S. Samuels, Clarence Collins, R. K. Wright, John S. Dickerson, Miss Dickerson, Dr. Kalish U. S. N., the Misses Kalish, Mr. and Mrs. D. B. Ecclestine, Jr., Mr. and Mrs. James Francis, Mr. and Mrs. E. F. Darrell, and Mr. and Mrs. A. W. Jackson.

The Regatta Committee was on the tug Luckenback, which was at the starting line near buoy 13 when the Cephus reached the lower bay. The outlook for a good race was not very bright then. There was a light breeze from the west southwest, but there were indications that it would not hold long and no promise of it coming from any other quarter. Ragged clouds hung about the sky and it was uncomfortably warm. Quite a large fleet of yachts went down the bay to follow the racers. Among these were:

Commodore Lewis Cass Ledyard's Corona, ex-Commodore Elbridge T. Gerry's Electra, ex-Commodore Fred T. Adams's schooner Sachem, A. Van Santvoord Rau's Clermona, Lloyd Phoenix's Intrepid, William E. Iselin's Emerald, Robert E. Tod's Palos, Cornelius Vanderbilt's Mirage, the tender of the Rainbow; J. Rogers Maxwell's Kismet, Joseph Stickney's Susquehanna, L. J. Busby's Duchess, T. R. Hostetter's Duquesne, Simon H. Stern's Leandro, C. W. Harkness's Peerless, and the Vedette, Iroquois, Radha and Fra Diavolo.

Some delay was made in the start owing to the yachts being unable to get to the starting line on time, but the preparatory signal was at 11:25 o'clock. There was a nice sailing breeze then and the tide was ebbing. The Mineola and Rainbow were then sailing about near the starting line. Capt. Bob Wringe having the wheel on the Mineola and Capt. George Parker the wheel on the Rainbow. Both boats had club topsails up and everything seemed to be as spick and span as it was possible to make things. They got ten minutes to manœuvre for position and as they sailed around the Mineola seemed to have the better of it. Just about one minute before the starting signal the Mineola, with her small jib topsail broken out, sailed past the committee boat and then tacking to starboard stood for the line. The Rainbow stood across the line heading to the north and just as the signal came wore ship. She was the first to cross, going over ten seconds after the signal. The Mineola was three seconds later. The Rainbow's jib topsail was sent up, and sheets were flattened on each yacht.

It was a beat to the Southwest Spit buoy, the first turning mark. The Rainbow soon forged ahead. Her sails at this time were drawing better than those on the Mineola. The latter took a short hitch to port at 11:43 o'clock, and the Rainbow went about a few seconds later. When they went about again at 11:47 o'clock the Rainbow had gained the weather position and was increasing her lead perceptibly. Several short tacks were made and at 12:06 o'clock when off Buoy 10 the Rainbow had a lead of about three lengths. The wind was getting lighter, but a current of air was drawing down the bay on the west bank and both boats tacked to get the full advantage of this. It took twenty minutes to reach the Swash Channel buoy and then the wind died out altogether. The sails hung in rags, and only for the ebbing tide the yachts would have been motionless. The Mineola had carried the light air a little longer than the Rainbow, and had crawled up so that at 12:36 o'clock she drifted across the Rainbow's bow and took the lead.

Inside the harbor there was a flat calm, but out at sea it could be seen that a southeasterly breeze was sending the coasters along at a fair rate. This wind gradually worked into the harbor and while waiting for it both yachts took down their small jibtopsails and sent up larger ones. First a gentle ripple came over the water as a warning that the new wind was coming and the Mineola, being a little to the eastward of the Rainbow, caught it first and started off again on her journey. The Rainbow was after the leader a few seconds later. It was a reach on the port tack to the Spit buoy. On this point of sailing the Mineola did well and soon had a good lead to her credit. The times taken at the Southwest spit were: Mineola, 1:13:50; Rainbow, 1:19:50. The wind hauled more to the east and it was a beat again. The yachts had to pass the bell buoy off the point of the Hook and then go on to the Sandy Hook lightship.

The breeze was still very light, but the yachts kept moving and when clear of the land they found a wind that came from the south southeast. This gave them a reach with booms to port to the lightship and as it freshened considerably they were soon bowling along rail down. In the fresh wind the Mineola showed her superiority. She was stiffer than the Rainbow and her spars stood well, while the topmast of the Rainbow under the strain of the club topsail buckled badly and at times threatened to break. Fast time was made out to the lightship where they were timed as follows: Mineola, 2:41:15; Rainbow, 2:44:45. They tacked around the lightship and started to reach back to the Hook with the wind over the starboard quarter.

There was every promise of a fine finish and for the first time during the race a little enthusiasm was shown by those on the club steamer. The two yachts made a grand picture as they raced through the water. They heeled until their lee rails were awash, but went through the water without any fuss just as the Columbia did a year ago. As they approached the land the wind got softer, and when the bell buoy was reached it was as light as when they had passed out. The times at this point: Mineola, 3:24:10; Rainbow, 3:41:30. These figures seem to show that the Mineola had made a big gain, but the relative positions of the two boats were about the same as when they had passed out. Owing to the lightness of the wind, however, it took longer for the Rainbow to sail over the space between the two boats. They made slow headway to the southwest spit, where the Rainbow had managed to close up a great part of the distance between the two boats.

Then came another shift in the wind. This time it was from the west, and with booms over to starboard the yachts started to reach home. A squall was making up in the Narrows and when off the Hospital Island it broke the wind blowing fresh from the northwest. This made it a beat to the finish. Jib topsails were taken in on both boats, but they hung on to their club topsails and carried them well. The Mineola crossed the finishing line in a heavy squall at 5:56:22 and the Rainbow at 5:57:32. The two yachts ran on toward the Narrows, where they were met by their tenders and towed to the anchorage off Stapleton.

The schooners Amorita and Quissetta raced over the same course as the 70-footers, going out to the Sandy Hook Lightship and back. Both carried club topsails and as timed from the club steamer they crossed the line as follows: Quissetta, 11:40:21; Amorita, 11:41:47. Both were on the starboard tack and in the light breeze the Quissetta drew away from the Amorita. They beat down to the Swash Channel and then struck the new breeze from the east. At the southwest spit they were timed thus: Quissetta, 1:24:32; Amorita, 1:25:45. The Quissetta kept ahead until near the bell buoy, when the Amorita drew through her lee and taking the lead held it to the end of the race. On the reach out to the lightship the Amorita took in her club topsail. The Quissetta held onto hers, but in spite of the extra canvas she did not close up at all on the Amorita. At the lightship the times taken were: Amorita, 2:50:25; Quissetta, 3:00:20. When near the Hook the Amorita sent up her club topsail again. Coming up the bay both yachts lowered their club topsails for the squall, clewed up their foretopsails and lowered the jib topsails. The Amorita, Quissetta and Uncas raced for the Belmont cup for schooners. The Uncas got a poor start and never was prominent. The cup was captured by the Amorita. She won it last year.

The Vigilant, Queen Mab and Wasp raced together for the Bennett Cup for sloops, going to the Sandy Hook lightship and back. The Queen Mab led over the line at the start, followed by the Vigilant and Wasp. The latter waited until the time for crossing had almost expired before going over. At the Swash Channel buoy all were close together, but when the new wind came the Vigilant drew ahead. The times taken at the spit were: Vigilant, 1:29:59; Queen Mab, 1:30:33; Wasp, 1:38:00. The Vigilant drew away from the others, reaching out to the lightship, where they were timed as follows: Vigilant, 3:00:55; Queen Mab, 3:09:25; Wasp, 3:17:10. At the Hook the Queen Mab and Wasp closed up on the Vigilant, and although the latter did well in the squall she was unable to get far enough ahead to save the time allowance she had to give and the Wasp won on corrected time.

For schooners, the Katrina, Latona, Ingomar and Wayward raced in class D in cruising trim. They crossed the line in the order named. The times at the Southwest Spit were: Ingomar, 1:30:50; Wayward, 1:35:30; Latona, 1:36:13, and Katrina, about 1:39:00. At the lightship the Ingomar led the Latona by 2 minutes and 10 seconds. She increased this lead on the way in and won the race.

The Syce and Hussar II. raced in class K, in racing trim. The Hussar led over the line, but the Syce soon outsailed the new boat and got a long way ahead. When the wind changed, however, the Hussar, which had been to leeward of the Syce, was placed a long way to windward, but before the Southwest Spit had been reached, the Syce had recovered the lost ground and led by six minutes. She increased her lead on the way out to the Scotland lightship and turned that mark at 2:47:10. The Hussar gave up the race about half a mile from the lightship and the Syce finished alone.

In class J the starters were the Athlon and Eclipse. The latter led across the starting line by twenty-eight seconds, but the Athlon soon took the lead and won easily. The Eclipse was not timed at the finish being so far behind.

The Mira had no competitor in her class, so she sailed against the Uvira and Ondawa. The Uvira crossed the line first, followed by the Ondawa, with the Mira handicapped twenty seconds. The latter soon took the lead and sailed a rattling good race, winning by 28 minutes and 30 seconds.

A special race was sailed by 30-footers owned by members of the club. They went to Orchard Shoal Light, the southwest spit and home. The Hera sailed away from the others and won easily. The Pollywog was second and Esperanza third. Summary follows:

SCHOONERS—CLASS D, 65 TO 75 FEET, RACING TRIM.

Yacht	Start.	Finish.	Elapsed Time.	Corrected Time.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Amorita	11 41 47	6 03 52	6 22 05	6 22 05
Quissetta	11 40 21	6 11 00	6 30 39	6 29 54
SCHOONERS—CLASS D, CRUISING TRIM.				
Katrina	11 41 30	6 53 31	7 12 01	7 12 01
Latona	11 42 36	6 28 50	6 46 14	6 46 14
Ingomar	11 44 17	6 30 04	6 45 47	6 40 08
Wayward	11 45 00	6 36 00	6 51 00	6 42 35
SLOOPS—CLASS H, 70 TO 80 FEET—RACING TRIM.				
Mineola	11 35 13	5 56 22	6 21 09	6 21 09
Rainbow	11 35 10	5 57 32	6 22 22	6 22 22
SLOOPS—CLASS K, 43 TO 51 FEET—RACING TRIM.				
Syce	11 38 13	6 07 28	6 29 15	6 29 15
Hussar II.	11 35 52	Withdrew.		
SLOOPS—CLASS J, 51 TO 60 FEET—CRUISING TRIM.				
Athlon	11 37 07	7 25 00	7 47 53	7 47 53
Eclipse	11 36 39	Not timed.		
SLOOPS—CLASS K, 43 TO 51 FEET—CRUISING TRIM.				
Mira	11 40 00	6 27 41	6 47 41	6 41 20
Uvira	11 35 37	7 07 27	7 04 50	7 04 50
Ondawa	11 37 20	Not timed.		
BENNETT CUP FOR SCHOONERS.				
Amorita	11 41 47	6 03 52	6 22 05	6 22 05
Quissetta	11 40 21	6 11 00	6 30 39	6 29 54
Uncas	11 45 00	Not timed.		
BENNETT CUP FOR SLOOPS.				
Vigilant	*	5 58 37	6 23 37	6 23 37
Queen Mab	*	6 16 46	6 41 46	6 16 06
Wasp	11 39 49	6 30 40	6 50 51	6 12 44

*Vigilant started 12 seconds ahead of the signal and Queen Mab was 9 seconds too soon.

SPECIAL 30-FOOT CLASS.

Hera	12 05 00	4 46 00	4 41 00	4 41 00
Esperanza	12 05 00	5 30 30	5 25 30	5 25 30
Pollywog	12 05 00	5 29 40	5 24 40	5 24 40
Wawa	12 05 00	5 32 50	5 27 50	5 27 50

The winners were:

Schooners, Class D, Racing Trim—Amorita beat Quissetta 7 minutes 49 seconds.

Schooners, Class D, Cruising Trim—Ingomar beat Wayward 2 minutes 27 seconds, Latona 6 minutes 6 seconds and Katrina 31 minutes 53 seconds.

Sloops, Class H—Mineola beat Rainbow 1 minute 13 seconds.

Sloops, Class K, Racing Trim—Syce beat Hussar.

Sloops, Class J, Cruising Trim—Athlon beat Hussar II.

Sloops, Class K, Cruising Trim—Mira beat Uvira, 23 minutes 30 seconds, and Ondawa.

Bennett Cup for Schooners—Amorita beat Quissetta, 7 minutes 49 seconds, and Uncas not timed.

Bennett Cup for Sloops—Wasp beat Queen Mab, 2 minutes 22 seconds, and Vigilant, 10 minutes 53 seconds.

Special 30-footers—Hera beat Pollywog, 43 minutes 40 seconds; Esperanza, 44 minutes 30 seconds, and Wawa, 46 minutes 50 seconds.

ROWING.

Harvard's Four and Eight-Oared 'Varsity Crews at Gales Ferry.

GALES FERRY, June 14.—The steam launch John Harvard brought the Cambridge 'Varsity oarsmen up from New London at 6:30 o'clock this evening and Red Top, which has been closed for a year, presented a lively scene after the Crimson crews had arrived. The young men had scarcely received an opportunity to look over their new residence when Head Coach E. C. Storrow called to them to get ready for practice and the two 'Varsity boats were soon on the river. Coach Mumford, who also arrived on the launch, accompanied Mr. Storrow on the steamer when she started out after the eight. The crew started away from the float in fours and an excellent view of the oarsmen could be had from Red Top. Previous to the crews entering their shells Coach Storrow was asked how the oarsmen were progressing.

"They are not what they should be," he said. "Examinations have held the men back considerably. They are all tired out. Of course examinations should come first and rowing afterward, but the mental and physical strain of the two have seriously handicapped the oarsmen and retarded their progress."

When the eight finally pulled together after getting out into the stream the boat ran along at a rapid pace and "that tired feeling" referred to by Coach Storrow appeared to be missing. Higginson pulls a powerful oar at stroke and the snap he injects in the finish is followed by every one in the boat. The difference between Yale's stroke and that of Harvard is at once apparent and if there is only endurance enough in the crimson boat to hold their style of rowing for four miles the New Haveners will have to pull mighty hard to beat their old rivals.

There were no changes made in Yale's boats to-day and the morning and evening instruction was held near the quarters, the weather being disagreeable all day. A heavy rain fall during the morning.

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