FACTORY LAW HELD INVALID.

THE TIME LIMIT ON WOMEN AND CHILDREN ILLEGAL.

Court of Special Sessions Declares the Law Unconstitutional—Declared to Be Class Legislation—Justice Olmsted Discourses on the Real Rights of Women.

A law enacted to prohibit night work in factories by women and children was declared unconstitutional yesterday by the Court of Special Sessions. Justice Willard H. Olmsted read the opinion, which was very long, and Justices Joseph M. Deuel and John B. McKean concurred. The decision was in a test case.

The case was brought under Section 77 of Article VI., Laws of 1897, later amended by Chapter 192, Laws of 1899. The section reads:

"No minor under 18 years of age and no female shall be permitted or suffered to work in any factory before 6 o'clock in the morning and after 9 o'clock at night, or more than ten hours in any one day, except to make a shorter workday on the last day of the week, or more than sixty hours in any one week, than will make up an average ten hours per day for the whole number of days so worked."

Attorney-General Mayer appeared for the People and Frederick B. House for the defendant, David L. Williams of the Williams Printing Company, which has its establishment at 437 Eleventh avenue. To test the law Williams was arrested charged with having employed one Katie Mead in the making of books during the forbidden hours. He admitted that his place was a factory within the meaning of the statute. In the Magistrate's court the case was made as brief as possible, and upon his conviction Williams at once appealed.

Mr. House had asked that the law be invalidated because it violated the Constitution of the United States, in that the section in question was an infringement of the privileges and immunities of citizens of the United States and denied to women the equal protection of the laws; that it violated the State Constitution because it deprived a person of liberty and property without due process of law.

Attorney-General Mayer held that while the right to employ labor is a property right, that it is fundamental law, this right must be limited and made subject to "the superior obligation" to so use it that it shall not be an injury to another; that it must be subordinate to public policy and the necessity of protecting the public from any injury.

He said that any statute restraining this property right to be sustained by the courts must of necessity be such that it may be shown to the court that the class of citizens thus restricted and limited in the natural enjoyment of their property rights and liberties to contract must be such by reason of the circumstances of the employment in which they are forbidden to engage that the injury which would result would be a public injury.

The Attorney-General held that the right to limit the hours of labor of women in factories was clear because of the effect of such employment on them, because of their greater physical weakness and the necessary and consequent effect upon the well being of society. He said that the Legislature was justified in discriminating in favor of factory women because their work was very different from that of women in mercantile establishments, and because of the nature of factory work he thought its regulation came well within the State's police power.

Considering the social aspect of the question, he said it is a matter of universal knowledge that continuous standing on their feet does great injury to women and injures their health, and that it logically followed that injury was thus done to the public welfare by impairing the health of the mothers of succeeding generations.

Justice Olmsted in his decision said that the single ground advanced in favor of the law was a plea of justification that it had been enacted to protect the comfort, welfare and safety of the whole people, and that individuals must suffer curtailment of their rights for the common good. He said the Attorney-General had urged no other reason than that the general welfare of the State demands that the progeny of factory women shall have healthy mothers to the end that the State may have sturdy citizens.

"Does the State look only to the children of factory women for its future good citizens?" asks the court. "Why should the housewife who toils at home, the woman in mercantile houses, in offices, or she who toils not at all, the society woman, be exempt from legislative interference for the same reason? And what becomes of the rights of the non-child bearing women, surely a considerable class? How about the women beyond the age of child bearing yet physically strong and having expert technical knowledge with opportunity to employ it only during the prohibited hours?

"With no other excuse this law appears to be a most palpable piece of special class legislation and it is an unwarrantable invasion of constitutional rights and individual liberty.

"To show the special and class character see Article II., Section 161, which provides that no woman under 21 shall be employed in a mercantile establishment more than sixty hours a week, nor ten hours a day, nor before 7 A. M., nor after 10 P. M. This section excepts Saturday, provided sixty hours a week be not exceeded and from December 15 to January 1.

"This means nothing if it does not permit the employment in department stores of minor females during the entire twenty-four hours of Saturday from midnight Friday and during every hour of the period between December 15 and January 1. It does not restrict adult women in these stores.

"With what refinement of logic the Legislature arrives at the conclusion that it is unhealthful to work in a factory between 9 P. M. and 6 A. M. and only unhealthful and against public welfare in a department store between 10 P. M. and 7 A. M.! Were they considering the health of women as a class or did they merely have in view the hours when it would be convenient for the general public to do its shopping?

"The Legislature apparently cared more for the comfort of Christmas shoppers than the health of young girls, prospective mothers of future citizens, for it permits their employment for the entire twenty-four hours of at least sixty-nine days out of 365. A dressmaker or a milliner has a factory within the meaning of the law, if he or she only employs one person. The employee may not work within the forbidden hours, yet the employer, even though a woman, may work as long as she pleases. Why this distinction between two possible mothers of future citizens if this be simply a health regulation?

"The relation of the subject of this statute to the public health and common welfare seems altogether too remote to sustain it as a proper exercise of the police power.

"The statute which prevents Katie Mead from working at night in a factory with admitted first class sanitary conditions offers no prohibition against her doing her work in a hall bedroom in a tenement house under conditions detrimental to her health. She may work at her usual employment all night if she so pleases, and the State does not interfere to prevent possible injury to her possible children, who may be its future citizens. Is this not plainly and palpably an unauthorized and unwarrantable interference with the rights of the citizen?"

Justice Olmsted said that the statute classes women with minors as wards of the State, needing its paternal interference. This, he said, did an injustice to women, who, while not having equal rights with men, have never been classed in law with children. The whole trend of legislation had been to make them the equals of men and to enlarge their rights to participate in property and contracts.

The Court granted the motion to arrest judgment and discharged the defendant. Attorney-General Mayer said the decision was a great disappointment to him. He said he would carry it to the Court of Appeals and to the Supreme Court of the United States, if necessary.

$2,500,000 MILAN FIRE.

International Exhibition Buildings Destroyed—Many Firemen Hurt.

Special Cable Despatch to THE SUN.

MILAN, Aug. 3.—Fire which started at 4 o'clock this morning at the international exhibition here destroyed two of the finest buildings, one containing the exhibit of Italian decorative art and the other the Hungarian exhibits. It was extinguished after a hard fight in which many persons, mostly firemen, were injured. The loss is estimated at $2,500,000.

The fire started in the Hungarian section. It is attributed to the crossing of electric wires. The flames spread rapidly over an area of 12,000 metres, covered mostly by wooden buildings. The Hungarian and Italian sections were completely destroyed. Of the other buildings damaged the Grand Pavilion suffered the worst. The only sections spared are the British, Swiss, Japanese and Dutch, and also the most valuable section of the goldsmiths' exhibit The exhibition has been closed temporarily.

Among the losses caused by the fire which can never be repaired were the destruction of the original scores of Verdi's "Traviata" and Rossini's "Gazza Ladra," and unique ancient laces and mosaics. The Sun Insurance Company of London is hard hit. Its policies on the exhibition exceed $1,500,000.

ALFONSO TO RACE AT COWES.

King Brought Small Boats There With Him on a Warship.

Special Cable Despatch to THE SUN.

COWES, Aug. 3.—King Alfonso, who, with Queen Victoria, is visiting Princess Beatrice of Battenberg, the Queen's mother, Governor of the Isle of Wight, brought several small racing craft aboard the cruiser Princes de Asturias, which accompanied the royal yacht. These boats will compete in some of the minor events of the Cowes regatta.

It is rumored that the King has a big racing yacht concealed somewhere with which he intends a surprise, but those well informed do not believe this.

Gossip alleges that Alfonso finds Cowes too conventional. He is already evincing his characteristic restless energy. He brought his own automobile with him and in this to-day he went scorching over practically every road of the island. After he returned to the royal yacht, Giralda, his suite lost track of him. He was eventually found in the stokehold.

FRENCH DISPUTE WITH TURKEY.

Question of Rights in the Djanet Oasis Being Argued.

Special Cable Despatch to THE SUN.

PARIS, Aug. 3.—The Constantinople correspondent of the *Temps* says that M. Constans, the French Ambassador, had handed to the Porte three notes maintaining the French rights in the Djanet Oasis in the Tripoli hinterland.

It is said that the Porte is obstinately upholding its claim and is preparing to raise the whole question of the Tripoli hinterland. It is reported that Turkish troops already have occupied the Djanet Oasis.

PERSIA SEEKS PEACE.

Trying to Settle the Boundary Dispute With Turkey.

Special Cable Despatch to THE SUN.

PARIS, Aug. 3.—The trouble between Turkey and Persia is becoming less acute. The Turks have 25,000 troops massed on the frontier, while the Persian force does not exceed 10,000. Persia is now seeking a pacific settlement of the boundary dispute.

Ward to Be New Zealand's Premier.

Special Cable Despatch to THE SUN.

WELLINGTON, N. Z., Aug. 3.—Sir Joseph George Ward, Postmaster-General of New Zealand, who recently visited the United States, will succeed the late Sir Richard Seddon as Prime Minister of the colony. A strong, progressive policy is expected of him.

Kaiser Going to Spain in September.

Special Cable Despatch to THE SUN.

PARIS, Aug. 3.—A despatch to the *Echo de Paris* from San Sebastian says that Emperor William's visit to Spain has been fixed officially for the second week in September.

Stillman's Life May Be Saved.

Special Cable Despatch to THE SUN.

PARIS, Aug. 3.—T. E. Stillman continues in a serious condition and frequently is delirious, but there has been an abatement in the erysipelas and the doctors are still hopeful.

ONE MAN COWS MOB; SAVES NEGRO

Sheriff's Winchester Scatters Crowd Bent on Lynching—Not a Shot Fired.

LOUISVILLE, Ga., Aug. 3.—After the rope had been placed about his neck, and while he was being dragged to a tree, Will Adkins, a negro, was to-day rescued from a mob by the bravery of Sheriff Willis Clark.

The negro was accused of having attempted to assault a prominent white woman. He was caught after a chase lasting hours and brought before his victim for identification. She identified the negro and the mob clamored for an immediate lynching.

Sheriff Clark had learned of the proposed lynching and just as the negro was about to be strung up dashed up on horseback and levelled a Winchester at the mob.

"That's my prisoner," said the Sheriff, "and I'll shoot any man who touches him."

Awed by the Sheriff's rifle, the wouldbe lynchers scattered and the Sheriff lodged the negro in jail. The negro declares he's innocent.

Steamer Onteora Afloat.

NEWBURGH, N. Y., Aug. 3.—The Catskill Line steamboat Onteora, which ran on the mud bank at Roseton on Sunday night during a heavy storm, was released at 9 o'clock this morning. She started for New York under her own steam. The vessel was only slightly damaged.

The Weather.

The centre of the high pressure area was moving slowly off the New England coast yesterday, with rain continuing in New Jersey, New York and the New England States and cloudiness extending into the South Atlantic States.

The depression which was over Minnesota on Thursday travelled to Lake Superior yesterday and was the cause of thunderstorms from Montana eastward to the Lake regions. The pressure was low also in the extreme Southwest and showers occurred in Iowa and Kansas.

In the middle Mississippi, Ohio and Tennessee valleys and Southern States the weather was generally fair. No very decided change of temperature occurred in any section, but it was somewhat warmer in the South Atlantic States, Ohio valley and Michigan, and cooler in Minnesota, Montana and Utah.

In this city rain continued until the late forenoon, and it was cloudy and foggy all day; wind light to fresh east to northeast; average humidity, 89 per cent.; barometer, corrected to read to sea level, at 8 A. M., 30.24; 3 P. M., 30.19.

The temperature yesterday as recorded by the official thermometer is shown in the annexed table:

	1906.	1905.		1906.	1905.
9 A. M.	69°	71°	6 P. M.	72°	77°
12 M.	71°	79°	9 P. M.	72°	74°
3 P. M.	72°	81°	12 Mid.	70°	72°

The highest temperature, 73°, at 2 P. M.

WASHINGTON FORECAST FOR TO-DAY AND TO-MORROW

For eastern New York, eastern Pennsylvania, New Jersey, Delaware, Maryland and the District of Columbia, local rains to-day and to-morrow; cooler by to-morrow; light to fresh south winds.

For New England, local rains in south and fair in north portion to-day; showers to-morrow and cooler in the interior; fresh southeast winds.

For western Pennsylvania and western New York, showers to-day and to-morrow; fresh south, shifting to west and northwest, winds

TWELVE YEARS FOR BELCHER

EX-MAYOR BREAKS DOWN AT HIS LAWYER'S PLEA FOR MERCY.

Paterson People Surprised at the Severity of the Sentence Imposed, Because It Had Been Supposed That Influential Friends Were Working in His Behalf.

PATERSON, N. J., Aug. 3.—William H. Belcher, ex-Mayor, embezzler, defaulter and forger, was sentenced to twelve years in State prison to-day in the Court of Special Sessions on six indictments charging him with embezzlement. The former chief executive of the city, crippled with disease and with spirit completely broken, received the sentence with no outward sign of feeling, although he broke down when his lawyer pleaded for him. Accompanied by Deputy Sheriff Joseph Bergen he passed out of court with the crowds that jammed the place to suffocation.

No one supposed that Belcher would get more than three or five years. The length of the sentence occasioned great surprise in the court room, and after administering it Judge Scott rapped in vain for order. All court decorum was thrown aside by both lawyer and layman and for a time conversation was general. For the moment even the prisoner was forgotten.

Hundreds outside the court house received word of the sentence with incredulity at first. There was no word of sympathy expressed for the disgraced ex-Mayor. Probably a thousand persons remained in the vicinity of the court house to get a glimpse of the prisoner when he should be taken back to the jail. Pity prompted Sheriff Bergen to get his private carriage. When it was ready he said:

"Mr. Belcher, you will be taken back in a carriage so that you will not have to face the people."

"I wouldn't mind facing them now," was the reply. "My disgrace can be no greater."

Belcher was taken to the court house about 9:40 A. M. He limped badly with rheumatism and looked ten years older than when he was Mayor of the city.

"There are six indictments against you, William H. Belcher, said the Prosecutor, "charging you with embezzlement. The first charges you with having embezzled $1,899 of the funds of Carolyn Marino, the second with having embezzled $628 from Giuseppe Labarina, the third with having embezzled $1,050 from the Manchester Building and Loan Association, the fourth with having embezzled $47.50 from Isabella Hewitt, the fifth with having embezzled $7,000 from the estate of James F. Stewart and the sixth with having embezzled $3,500 from the same estate on a mortgage held by Rayton E. Horton.

"What do you say, guilty or not guilty?"

In a low voice Lawyer Barbour said for the prisoner: "We plead non vult to each and every indictment."

His counsel then made a plea for clemency.

"I know my client has been guilty of wrongdoing," he said, "but were the true facts known there would be a change of sentiment in this community. He assisted others. I could implicate others, but upon the advice of Mr. Belcher I hold my peace."

It was a mistaken impression, he said, that the ex-Mayor left town with a large sum borrowed from his friends. He said that Belcher had been a model Mayor, that his name as a city official had never been tainted with graft, opportunities for which were many.

"He is the best friend I have ever had," said Mr. Barbour, "except my father. I make this plea for him as a friend."

During parts of his lawyer's appeal tears streamed down Belcher's face. Judge Scott, visibly impressed, addressed him in part as follows:

"The only mitigating feature of this case is the fact that while you were a city official your conduct of office was above reproach. I returned to this city purposely to hear your plea, feeling that it was my duty to do so, although it is the most painful duty that I have ever been called upon to perform.

"I know how through poverty and toil you have struggled up to become a respected member of the bar and the chief magistrate of this large and prosperous city of Paterson. Your future gave greater promise.

"I shall not enter into details of your crimes, the gravest of which were indictments for forgery principally of the use of the County Clerk's stamps. These forgeries are barred by the statute of limitations, but I cannot altogether lose sight of them when considering the present indictments. There has been no restoration of the money taken and cannot be now. There seems to be no reason why the extreme penalty should be lessened, except that mercy which is usually exercised to temper justice itself."

The Judge then sentenced him to two years on each indictment, the terms not to run together.

While there is little or no sympathy for Belcher in the city, the sentence caused a profound impression owing to the supposition that influential friends would intercede in his behalf. Judge Scott had known him for years and had had offices adjoining his in the same building for a long time. It is thought Sheriff Bergen will arrange to have him sent to Trenton next Monday.

PRESIDENT PETERS IN COURT.

Examination as to Locomotive Smoke Nuisance Set Down for Aug. 10.

President Ralph Peters of the Long Island Railroad Company appeared yesterday in the City Magistrate's court in Long Island City before Magistrate Mathew Smith to answer a complaint, which grew out of the smoke nuisance from the Long Island Railroad locomotives. He was accompanied by Joseph F. Kearney, counsel of the Long Island Railroad Company.

Assistant Corporation Counsel Walsh was present in behalf of the Board of Health. The complaint, which was sworn to by Joseph J. Kennedy, an officer of the Board of Health, set forth that the defendant, as president of the Long Island Railroad Company, had violated the law in maintaining a nuisance by burning soft coal in the locomotives, the smoke from which was detrimental to public health.

Before President Peters was called on to plead to the charge, there was argument between counsel as to whether the Magistrate's court had jurisdiction in such a case, and as to whether such a charge could be entertained individually against Mr. Peters, as president of the railroad company. After certain sections of the Civil Code had been read, Magistrate Smith decided that he had jurisdiction to entertain the charge and ordered the case to proceed. President Peters then entered a plea of not guilty and he was paroled in the custody of his counsel until August 10, when the examination is to take place.

It is said that counsel for the railroad company still insists that the Magistrate's court has no jurisdiction in such cases and an effort may be made to transfer the case to the Court of Special Sessions.

For a long time the residents of Long Island City have complained of the smoke nuisance from the Long Island Railroad locomotives and complaints have repeatedly been made to the Board of Health, which sent out officers to arrest the engineers who were found burning soft coal on their engines. Within the last few weeks numerous arrests of this kind were made, but when the engineers were arraigned in court they were generally discharged, especially by Magistrate Connerton. The latter recently announced that he would entertain no more complaints against the engineers and that if the Board of Health wanted to put a stop to the soft coal nuisance it would have to summon the officials of the railroad into court to answer complaints.

Many Russian Emigrants Coming.

Special Cable Despatch to THE SUN.

BERNE, Switzerland, Aug. 3.—Many Russian emigrants on their way to Philadelphia are passing through Geneva.

AUTOMOBILES. AUTOMOBILES.

BLISS CARS

GUARANTEED FOR ONE YEAR. 40 H. P. IMMEDIATE DELIVERY

AN AMERICAN PRODUCTION THAT IS ON A PAR WITH THE FINEST FOREIGN CARS AND SELLS FOR ABOUT HALF THE PRICE.

Bodies by A. T. Demarest & Co. and Healey & Co.

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JAIL END OF TRUST LAW VALID.

Ohio Judge's Ruling in Toledo Ice Cases Upholds the Valentine Law Entire.

TOLEDO, Ohio, Aug. 3.—When Judge W. A. Babcock of Cleveland overruled the "false as hell" motions in the famous ice trust cases this afternoon he placed upon record an important decision.

The mere concern of the ice men and the complete vindication of trial Judge R. R. Kinkade are only incidents.

The big point is this: One of the best known Judges in Ohio has held, and has cited a long list of authorities to substantiate his holding, that the Valentine anti-trust law is constitutional, particularly in regard to the imprisonment feature, which was attacked.

The chances are that nothing further will be done till fall, and during the intervening time the ice men will remain at liberty. But eventually it is believed they will have to serve their sentence, as this ruling of Judge Babcock leaves them without a leg upon which to stand.

PUT BAN ON SUNDAY FUNERALS.

Cardinal Gibbons and Other Clergymen Promise Aid to Hack Drivers.

BALTIMORE, Aug. 3.—After getting promises of active cooperation from Cardinal Gibbons and leading clergymen of other denominations the Hack Drivers' Association decided to-day to put a ban on Sunday funerals.

A number of petitions asking for help and cooperation were circulated and clergymen, undertakers, superintendents of graveyards and hack owners signed them.

Cardinal Gibbons not only signed the petition but promised to use his influence with the Roman Catholic clergymen.

Sunday, August 19, has been chosen as the last day on which the members of the association and the signers will take part in Sunday funerals, except in cases of contagious diseases or other cases of extreme necessity.

The movement was first started about six weeks ago, when the association declared war on Sunday funerals. The president of the association, Nicholas Bennett, had a personal interview on the subject with Cardinal Gibbons, who promised he would use his influence regarding Sunday weddings and other Sunday affairs.

MILLER FINALLY DISMISSED.

The Public Printer Removes Him on Charges of Insubordination.

WASHINGTON, Aug. 3.—Public Printer Charles A. Stillings has determined to rid the Government Printing Office of certain factionalists who have disturbed the serenity of the big concern for the last two years. He received a letter from Secretary Loeb to-day telling him that the President would not interfere in his efforts to put the Government Printing Office on an economical and efficient basis, "or in securing proper discipline among the employees." Secretary Loeb referred to a number of complaints that had been sent to the President by printing office employees and said that in replying to them the President had said that he would not interfere with the Public Printer in his conduct of the office.

"What the President expects from your administration is results, and he will hold you responsible therefor," wrote Secretary Loeb.

The Public Printer to-day dismissed W. A. Miller, formerly assistant foreman of the bindery, and Milo Shanks, formerly foreman of the second typesetting division. These dismissals followed quickly upon the removal of J. W. Powers, who was in charge of the waste paper section.

The case of Miller has attracted widespread attention because of the fact that in 1903, when he was suspended by the then Public Printer, Frank Palmer of Illinois, Miller was restored to duty by order of the President. This act on the part of the President was in no way a personal one. Miller was removed by Public Printer Palmer because of his suspension from membership in the Bookbinders' Union. The President's order reinstating Miller, which was issued on the ground that his dismissal was illegal for the reason that three days had not been given him to show why he should not be removed, practically made the Government Printing Office an open shop in the opinion of trade unionists.

Miller got into trouble in the present instance because of his alleged refusal to obey the orders of his superior officer, who charged that he was insubordinate. Miller received three notices from the Public Printer that charges had been preferred against him and that an opportunity would be given him to answer them. He ignored the communications from the Public Printer, and his dismissal was the result.

Movements of Naval Vessels.

WASHINGTON, Aug. 3.—The cruiser Chicago has arrived at Esquimault, the cruiser Minneapolis at Tompkinsville, the collier Hannibal at Monte Cristi, the collier Lebanon at Lambert Point, the cruiser Chattanooga at Yokohama, the gunboats Hist and Wasp, the tug Uncas and the despatch boat Dolphin at Newport, and the destroyer Paul Jones at Eureka.

The cruiser Columbia has sailed from Newport for a wreck, the cruiser Marblehead from San José for Acapulco, the supply ship Iris from Cavite for Chefoo and the destroyer Hopkins from League Island for Newport.

Lieut. Odell Allowed to Resign.

WASHINGTON, Aug. 3.—The President has settled the case of First Lieut. Albert S. Odell by accepting his resignation from the service. Lieut. Odell was tried by court-martial for drunkenness and disobedience of orders and was sentenced to dismissal. There were, however, certain mitigating features in the case, and the President decided to allow the officer to resign. The case had been pending for several months.

Army and Navy Orders.

WASHINGTON, Aug. 3.—These army orders were issued to-day:

The following officers are detailed for duty pertaining to the national match to be held at Sea Girt, N. J., commencing September 4: Major Thomas W. Griffith, Twenty-eighth Infantry; Major David C. Shanks, Fourth Infantry; Major William H. Sage, Seventh Infantry, and Capt. William H. Hay, Tenth Cavalry.

Capt. William P. Burnham, from Twentieth to Ninth Infantry.

Capt. John L. Dewitt, from the Ninth to Twentieth Infantry.

The resignation of Second Lieut. Clarence A. Eustabelve, Twenty-third Infantry, has been accepted.

The resignation of First Lieut. Albert S. Odell, Eleventh Cavalry, has been accepted.

The retirement of Col. James E. Macklin, Fourth Infantry, to take effect December 2, is announced.

These navy orders were issued:

Commander J. M. Poyer, retired, to Washington.

Lieut. A. G. Kavanagh, from the Colorado to the Tennessee.

Lieut. W. S. Turpin, from Washington to the Pennsylvania.

Assistant Surgeon E. C. Taylor, from the Colorado to home and wait orders.

Assistant Surgeon T. W. Reed, from navy yard, New York, to the Colorado.

MAXWELL BOATS LEAD FLEET

HARRY L. WITH YANKEE OUTSAILS CAPT. BARR ON RAINBOW.

The Queen, Handled by J. Rogers Maxwell, Finishes Second in N. Y. Y. C. Run to Morris Cove, Beating Many Larger Yachts—Sybarita Loses by Handicap

MORRIS COVE, Aug. 3.—Forty-seven yachts raced to-day from Glen Cove to this port in a steady easterly wind. It was a beat from start to finish, but fortunately the yachts were aided by a fair tide, and they made good time over the course. Harry L. Maxwell's Yankee led the fleet across the finishing line. She had beaten the Rainbow handsomely, and Mr. Maxwell and his bride, who sat beside him throughout the contest, were particularly pleased with the result. It is a feat of no mean ability to beat Capt. Barr, who sailed the Rainbow. These two yachts are so evenly matched that it is always a question of handling, and Mr. Maxwell outsailed Capt. Barr to-day.

The second yacht in was the Queen, sailed by J. Rogers Maxwell, so it was a Maxwell day. The Queen sailed a great race. She beat the Elmina, her nearest competitor, by 31 minutes 51 seconds, which is the worst defeat she has given any yacht this season. The Queen also won one of the Rear Commodore's cups, which were offered for schooners of Classes A, B and C, so that three cups went to the Maxwell family to-day.

The sloop Effort, owned by P. M. Smith, next to the Queen, made the best showing of any yacht in the fleet. She sailed against the Weetamoe, Neola, Irolita and Hester and won easily. The Weetamoe, the second boat in this class, was beaten by the Effort by 11 minutes 5 seconds. The Effort also captured a rear-commodore's cup, sailing against the Rainbow, Yankee, Vigilant and Sybarita, and the boats in her own class. The Vigilant and Sybarita were the largest of these yachts and they were both beaten by the Yankee. The Yankee had to allow 26 minutes 50 seconds to the Effort, and at the finish line the Effort was within twenty minutes of the actual time made by the Yankee and she beat that boat by 7 minutes 31 seconds.

The sailing of the Queen and the sloops was watched by the yachts with particular interest because of the bearing this race might have on the result of the King's cup. The Queen won with plenty to spare, but the conditions were such as to help the larger boat, and the race showed that the Effort must be considered as having a good chance to win the big cup next week.

The rear commodore's cup for the smaller sloops was won by Trenor L. Park's Mimosa III., and the cup for the smaller schooners went to the Katrina, owned by James B. Ford. This was the Katrina's first appearance in a race this year.

In the second class of schooners the Muriel, Ariel, Lasca and Endymion were put together on full time allowance, and the Muriel won with the Ariel second. In the next class were the Katrina, Andromeda, Crusader and Eclipse, and this race was won by the Katrina, with the Andromeda second. In the small class the Venona and Similar met, and the Venona won by 10 minutes 38 seconds.

The Vigilant sailed against the Sybarita. The Sybarita was handicapped at the start through being late four minutes. But for this handicap she would have won the race by 5 seconds, as the Vigilant had just 3 minutes 55 seconds to spare after figuring the allowance.

In the 57 foot class the Humma, Doris and Altair met, and the Humma won, with the Doris second. In the small class the winner was Mimosa III., with the Gardenia second. Eight of the New York Yacht Club 30 footers started. They made good time over the course for boats of their size, and the Neola II. won, with the Dahinda second. In the classes for auxiliaries the Idler and the Vencedor were the winners.

It was a gloomy day, cloudy, and at times rain fell; but as the yachts sailed into the harbor the sun shone through the clouds in the west and gave promise of a fair day to-morrow. The start will be made off the light at 9:30 o'clock, and the finish will be off Sarah's Ledge at the entrance to New London harbor, forty miles away.

The harbor start at Glen Cove was made at 8:30 o'clock and the regatta committee, on board the tug Catherine Moran, soon afterward made the starting line, which was off Week's Point. The wind then was from the east, but backing slightly to the north. The tide was running east, so that the races, while they had to beat against the wind were favored by the tide. It was an unpromising sort of a morning. Heavy clouds hung all over the sky. The air was raw and cold and to the eastward fog banks hung ominously over the water.

As the time drew near for the yachts to be sent off the steamers went out and formed a long line, giving the racing yachts room to manœuvre. Among these steamers were the flagship North Star, with Commodore Van derbilt on board; the Narada, with Vice-Commodore Henry Walters on board; the Hauoli, Celt, N. G. Herreshoff's houseboat Roamer, ex-Commodore Bourne's Colonia and many others.

The first signal was made at 9:30 o'clock and then the owners of the 30 footers had ten minutes to do all their planning and plotting in. When their starting signal was made all were closely bunched and W. Butler Duncan, Jr., had taken the lead with the Dahinda, Stuyvesant Wainright was next with the Cara Mia and A. H. Alker was third with the Alera. The Neola II. was next. She was sailed by Frank Downe Jones. Then came the Minx, Phryne, Atair and Banzai. They were so close that there was not much to choose between them in position, and with everything flattened down they were off on the starboard tack and were heading about north by east.

Small sloops and yawls were sent off on the next signal at 9:45. The Mimosa III., sailed by Trenor L. Park, led this division and went over the line almost with the signal. The Gardenia was next. She is the new sloop designed by Gardner for Alfred Heinen Morris. Humma was next. This is a Herreshoff boat owned by R. W. Emmons. Cord Meyer's Altair was next. S. Reed Anthony's Boris, the sloop that did so well last year, followed and then came the yawls Pelegrina and Phantom. The yachts in these two divisions were timed from the signal. All others were allowed two minutes to get across the line.

The 68 foot sloops were started at 9:50. P. M. Smith's Effort led in this class. The new Herreshoff yacht Irolita was next at 9:51:20. Then there was the Hester at 9:51:56; Neola, 9:52:24, and Weetamoe at 9:55. The last two were handicapped.

While these had been getting away the 70 footers were manœuvring for position and having a lively tussle. Just before the signal was made at 9:55 both on the port tack were very close to the line, with the Rainbow in the lead. The Rainbow was a little too soon and had to keep off, and when they got the signal both took the starboard tack and the Yankee was slightly in the lead, with the Rainbow on her weather quarter, and to windward of her was the Vigilant. The times of the start of these three were: Yankee, 9:55:05; Rainbow, 9:55:11; Vigilant, 9:55:20. At this time the Sybarita was being towed up from Whitestone, and she crossed at 10:01, being handicapped 4 minutes.

The small schooners were signalled to start at 10 o'clock. They were timed as follows: Muriel, 10:00:36; Katrina, 10:01:19; Crusader, Similar, Andromeda, Ariel, Vanona and Eclipse were all handicapped. The Eclipse was very late, her time of crossing being 10:17:00. Then came the big schooners. Capt. Holmes berthed the Corona well as he went over the line at 10:06:17. Elmina, with Capt. Dennis at the wheel, crossed at 10:06:59. All the others were handicapped. Mr. Maxwell lost fifteen seconds with the Queen at the start, the Lasca lost two minutes thirty-five seconds, the Invader seven minutes and the Endymion still more time.

The auxiliaries were started at 10:10, and this was the order in which they crossed the line: Cachalot, Vencedor, Seneca, Cacique, Idler, Invincible, Tekla and Ariadne. In all forty-seven yachts had started in the race of thirty-nine and a half miles to Morris Cove.

Several of the smaller boats took tacks in towards the Long Island shore soon after getting across the line, but the larger ones kept well out in the Sound. Harry L. Maxwell gave the Yankee a full, pulled clear of the Rainbow and soon had a slight lead on the Rainbow and that yacht drew away from the Vigilant. The Effort had little difficulty in dropping the others in her class, and in the big schooner class the Queen gradually worked her way into the lead and the interest in the race soon centred in the doings of the Queen, Yankee, Rainbow, Vigilant, Sybarita and Effort.

After working to the east well out in the middle of the Sound, the leaders stood over toward Green's Ledge light, near the Norwalk Island, and at noon were off that point. The Yankee had a lead of about two hundred yards on the Rainbow and was doing well. The conditions seemed to suit her and Harry Maxwell, who had the wheel, was keeping her footing and holding the weather position on the Rainbow, on which yacht Capt. Barr had the wheel. Secretary George Cormack was the commodore's representative on the Rainbow.

The Effort was close up with the 70 footers. She had left the others in her class far behind. She held a long tack across the Sound and when she went off shore again was far to windward of the Irolita and Weetamoe, her nearest competitors. The Sybarita had done well and gained somewhat on the Vigilant, and the Queen was next.

When they were on the same tack soon after this the Yankee led, with the Effort second. Then came the Rainbow, Vigilant, Queen and Sybarita. Shorts tacks were made in near the Connecticut shore, but the Yankee always held the weather position on the Rainbow and the Rainbow was soon able to draw ahead of the Effort, that yacht losing somewhat through standing too far out in the Sound again.

They were off Black Rock at 1 o'clock. The Queen and Vigilant at that time had both passed the Effort, but the smaller sloop was doing well. At 1:25 o'clock Penfield Reef was passed. Then the Yankee and Rainbow were on the port tack standing off shore. The Vigilant was on the starboard tack and yachts astern could be made out. Weetamoe had taken second position in the 68 foot class, followed by the Neola, and the Elmina was the second schooner.

All soon made a long board out toward the middle ground off Stratford Shoals, and from that point were able to lay their courses to the finishing line, off the west or outer breakwater at Morris Cove. The Queen gradually overhauled the Rainbow, but she could not quite catch the Yankee, and Harry Maxwell had the pleasure of sailing his yacht, the Yankee, first across the finishing line and leading his father on the Queen.

Next to the Queen was the Vigilant, and then came the Rainbow. The old Cup defender had sailed a good race and beaten the Rainbow boat for boat, but she had to allow time to her, and so was beaten in the Vice-Commodore's cup race, but was a winner in her class. The Effort was next, followed by the Sybarita. The Weetamoe followed, and then came the Elmina, Neola, Corona, Invader, Muriel, Hester, Humma, Altair, Doris, Katrina, Ariel, Lasca, Mimosa III., Neola II., Pelegrina, Dahinda, Phryne, Idler, Endymion, Mirth, Alera, Seneca, Tekla, Phantom, Minx, Andromeda, Vencedor, Atair, Similar and Crusader II. Others straggled in later, the table, as arranged by the committee, showing the special classification, follows:

SCHOONERS, 90 FOOT CLASS.

Yacht and Owner.	Start. H. M. S.	Finish. H. M. S.	Elapsed Time. H. M. S.
Queen, J. R. Maxwell	10 07 00	3 24 33	5 17 33
Elmina, F. F. Brewster	10 06 59	3 54 31	5 47 32
Corona, A. F. Luke	10 06 17	4 00 48	5 54 33

Corrected time—Queen, 5:14:58; Elmina, 5:46:49; Corona, 5:51:25.

Queen wins by 31 minutes 51 seconds.

SCHOONERS, 75 FOOT CLASS—SPECIAL.

Muriel, C. Smithers	10 00 38	4 22 49	6 22 11
Ariel, F. L. Leland	10 02 00	4 55 08	6 53 08
Lasca, R. P. Doremus	10 07 00	5 03 35	6 56 35
Endymion, G. Lauder, Jr	10 07 00	5 51 43	7 44 43

Corrected time—Muriel, 5:38:19; Ariel, 6:36:26; Lasca, 6:42:00; Endymion, 7:30:32.

Muriel wins by 43 minutes 7 seconds.

SCHOONERS, 55 AND 64 FOOT CLASSES.

Katrina, J. B. Ford	10 01 19	4 53 52	5 52 33
Andromeda, C. N. Nason	10 02 00	6 00 36	7 58 36
Crusader II., S. L. Husted	10 02 00	6 06 00	8 04 00
Eclipse, L. J. Callahan	10 02 00	6 36 54	8 34 54

Corrected time—Katrina, 6:24:11; Andromeda, 7:15:47; Crusader, 7:52:30; Eclipse, 7:55:30.

Katrina wins by 51 minutes 36 seconds.

SCHOONERS, 47 FOOT CLASS.

Venona, R. Olyphant	10 02 00	6 12 40	8 10 40
Similar, E. L. Hopkins	10 02 00	6 05 52	8 03 52

Corrected time—Venona, 7:50:21; Similar, 8:00:50.

Venona wins by 10 minutes 29 seconds.

SCHOONERS, 100 FOOT CLASS.

Invader, Roy A. Rainey	10 07 00	4 32 18	6 15 18

AUXILIARIES, OVER 70 FEET WATER LINE.

Idler, H. T. Sloane	10 17 00	5 51 02	7 34 02
Tekla, H. Willets	10 12 00	5 56 31	7 44 31
Ariadne, H. W. Putnam	10 17 00	6 12 18	7 55 18
Invincible, R. M. Thompson	10 17 00	Did not finish.	

Corrected time—Idler, 7:06:23; Tekla, 7:17:38; Ariadne, 7:36:11.

Idler wins by 11 minutes 5 seconds.

AUXILIARIES, UNDER 70 FEET WATER LINE.

Cachalot, R. T. Wainwright	10 12 00	6 42 18	8 30 18
Vencedor, A. DeGoicouria	10 12 00	6 03 48	7 51 48
Seneca, G. Mercer, Jr.	10 12 00	5 55 22	7 43 22
Cacique, F. W. Paramore	10 12 00	Did not finish.