ORADELL'S WILD WEST SHOW

REGULARS COUNTRY CLUB'S RED MEN AND COWBOYS.

Not Quite Off True to Life Except That There Was Nothing for the Undertaker to Do—Cowgirls Also Added Realism of the Exhibition.

[illegible] for swelling the treasury of the Heights Country Club by [illegible] Wild West show by [illegible] on the fields back of [illegible] at Oradell, which is on the [illegible] miles and some time north [illegible], first came to Brother [illegible] Wannemacher. The notion [illegible], however, in the minds [illegible] except George until the [illegible] the ears of Undertaker Naugle of Oradell that a consider[illegible] of the performance would [illegible] attempts by club members [illegible] untamed bucking broncos.

[illegible] Naugle during the weeks [illegible] for the performance of [illegible] afternoon at Oradell has been [illegible] to George Wannemacher [illegible] boosting of the scheme. [illegible] only subscribed for many [illegible] as they were on the market, [illegible] weeks past he has never forgotten [illegible] to arouse interest in the [illegible] while visiting customers along [illegible].

[illegible] griefstricken household has [illegible] a bit brighter by Freddy and [illegible] as they unfolded to the [illegible] children the wonders that [illegible] would be seen when the country [illegible] and girls embarked on their [illegible] ride into the arena behind [illegible] the same which was Col. [illegible] Rangers of Riverdale.

[illegible] about 1,000 commuters and [illegible] that live permanently in Jersey [illegible] town free will filed past Ticket [illegible] John D. Hoffmire and onto the [illegible] back of the clubhouse yesterday [illegible] to see the bronco busting and [illegible]. Undertaker Naugle had his men [illegible] every few feet and he person[illegible] looked his squad. The only time [illegible] his eye off the arena was when he [illegible] to one of the motor cars parked [illegible] to extend his best wishes to a [illegible] woman who recently married an [illegible] millionaire and to inquire about [illegible] friend's health.

[illegible] came away from the motor [illegible] with an expression not too hopeful. [illegible] brightened very much when Jockey Bros. Silver Cornet Band of northeastern New Jersey, which Bill Hen[illegible], chairman of the committee on [illegible], had lured, began to play the first [illegible] of the preliminary concert. When [illegible] Bros. musicians had finished the first number Freddy said that [illegible] no reason why they shouldn't [illegible] steady all afternoon.

[illegible] a brave array of Indians that [illegible] Col. Havers when the Grand [illegible] flashed upon ecstatic be[illegible]. All the audience, climbing high [illegible] the seats of the automobiles that [illegible] the arena to see the Indians [illegible] more only grease paint from the [illegible] wanted to greet the oncoming [illegible] with wild howls, of a no horns [illegible] moment the first of them filed out [illegible] the south plateau from the grove [illegible] that formed the curtain of the [illegible] room of the performers. [illegible] Undertaker Naugle and his men [illegible] and took the line of chauffeurs [illegible] suggestions to hold back the honks [illegible] and blasts until the riders were all out [illegible] the field and their horses up close [illegible] and then to let go in one combined blast [illegible] a better effect.

Although by far the greater number [illegible] the spectators heeded this suggestion [illegible] a few of the impatient let [illegible] out of their turn and so much of [illegible] effect that Freddy Naugle aimed at [illegible] was missed. Three Apache Indians named Harold, Harold Naples, Harold Jewett and Harold Puget, had got entangled with their mounts as the blasts from a few hundred automobiles greeted the horses, and Freddy had assistants [illegible] known as retrievers, marched down the spots, but nothing came of the excitement.

The pectoral muscles of an Indian named Langdon Walling were especially admired during this opening peerade around the arena, the priming coat of paint and the shellac finish but adding to the high lights and intensifying the cooler shadows that extended horizontally in beautiful symmetry along the flanks of Indian and horse from a point just outside the floating ribs and reaching as far north as the shoulder blades.

The clavicle and vertebra development of Russell Phillips, Jack Phillips and Howard Holbrook, all Indians, also were particularly admired and won much applause; in fact the bone development of many of the braves was so marked that the osseous structure in some cases had thrust aside the lithe muscle and even pressed outward in a noticeable way against the protecting cover of painted skin and skin.

There was a troop of cowboys in the parade too—the Powers and Ackermans and Fairs with King of the Cowboys Haight at their head and a cowboy physician, Dr. J. C. Dingman, riding in the troop within easy call. Undertaker Freddy Naugle ran out to the paraders long enough to tell Dr. Dingman that several patients were waiting for him at his home, but the physician decided to stay to the programme and see the patients back home after the show.

The Misses Margot and Dorothy Brady came from Westwood to be cowgirls for the show, and the name of Brady later achieved added fame when Miss Margot won a broncho race by making a youthful rider of Jersey cows, Victor Havers, eat the dust. And owing to the absence of Charles Livingston Bull, the artist, who couldn't be an Indian chief yesterday because of a cold or something that called him to his wigwam, the Misses [illegible] and Mrs. Asahel Chapin, Mrs. R. T. [illegible], Mrs. Ralph Scott and Mrs. C. R. [illegible] and a number of gentlemanly [illegible] were captured by the redskins [illegible] leading for the clubhouse across [illegible] prairie in a private prairie [illegible].

[illegible] Bull and Mrs. Argetsinger also were [illegible] Indians by the programme, [illegible] later denied this. They said they had done was to sell lemonade [illegible] afternoon and that they had succeeded [illegible] of their stock this savings [illegible] the trouble of holding over [illegible] lemonade for next year's show. [illegible] the smoke was thickest and the [illegible] of musketry from Indian and cowgirl hordes were rolling all the way to the Hackensack meadows [illegible] Walt Boardman and his whist partner Walt Bailey, [illegible] the temptation to run out [illegible] show. For the first weekend [illegible] the two went without [illegible] for almost an hour and a [illegible].

[illegible] performance was the wildest [illegible] West from the programme [illegible] Charley R. Bowers [illegible] until Freddy Naugle [illegible] assistants about him at sundown [illegible] them back to his undertaking [illegible] with the mumbled comment [illegible] doing, my lads."

[illegible] Trooper Andrews [illegible] Brooklyn, did come near a [illegible] Andrews had his foot in [illegible] was just about to mount [illegible] and tame it when [illegible] away. The bronco did not [illegible] Andrews came out of [illegible] uninjured.

[illegible] Bull to Helder was [illegible] last rally that the [illegible] made upon the [illegible] for a moment as though [illegible] would be [illegible] Helder failed [illegible] thrown by the [illegible] seemed certain [illegible] was about to [illegible] and perhaps start up another uprising he foolishly picked up the loop of a trailing lasso and placed it around his shoulders.

By that false move the cowboys had him in their power. The Indians were disheartened then, and although they had picked out a pioneer to burn at the stake, selecting one with marked bowed legs so that he would make a better draught, they weakened when they saw that their chief had been brought low.

And so everybody went to the clubhouse lockers to unbutton his cutaway coat of paint and the audience motored home, with Undertaker Freddy Naugle acting as pathfinder on foot, morose and kicking in a disappointed way at tin cans and pebbles that obstructed his path. But Treasurer Chapin of the club, counting up on the veranda, was happy.

THE BROOKLYN R. C. DIOCESE.

St. Margaret's Golden Jubilee—Assignments by the Bishop.

Bishop McDonnell and Auxiliary Bishop Mundelein of the Brooklyn diocese are expected to be present at the golden jubilee of St. Margaret's Church at Middle village, L. I., which will be held in the new edifice and school on Pullis avenue for three days beginning August 28. The Rev. John F. Gopp is the rector. Bishop McDonnell if he attends will officiate at the service.

Mgr. P. J. McNamara, senior Vicar-General of the Brooklyn diocese, is rapidly improving from illness that attacked him a short time ago while he was in Sullivan county. Mgr. McNamee, who has returned from a visit to the sick prelate, says that the recovery of Mgr. McNamara is only a matter of some weeks. The monseigneur will stay at St. Joseph's in Sullivan county until he has fully regained his strength and will then return to Brooklyn.

The proceeds from the bazaar that will be held in October in the auditorium of St. James's Academy, James street, Brooklyn, will be used to help pay the cost of the alterations now being made in the convent of the Sisters of St. Joseph on Chapel and Jay streets. The various societies attached to the Pro-Cathedral are preparing for the bazaar.

Bishop McDonnell of the Brooklyn diocese has made the following additional assignments for the summer of young priests recently ordained: The Rev. Francis Scullin, to St. John the Evangelist; the Rev. Theodore Reguiski, to St. Joseph's in Jamaica; the Rev. Charles A. Rohr, to St. Mary's in Long Island City; the Rev. John T. Burke, to the Sacred Hearts of Jesus and Mary in Southampton; the Rev. Patrick J. Ford, to St. Mary's Star of the Sea; the Rev. George M. Bitterman, to Holy Trinity; the Rev. Robert A. Kennedy, to St. Rose of Lima in Parkville; the Rev. Matthew J. Quailey to St. James's Pro-Cathedral on Jay street; the Rev. Philip J. Whelan, to St. Agnes at Greenport, and the Rev. Antonius P. Manno to St. Brigid's on Linden street.

HANNIBAL VARLEY.

Baltimoreans Married at the Waldorf Bridegroom a Lawyer and Politician.

John Hannibal, who used to be chairman of the Democratic State central committee of Maryland, was married at the Waldorf last night to Miss Carrie Varley of Baltimore. Mr. Hannibal came to New York yesterday from Atlantic City with his ten-year-old daughter. Miss Varley and her mother, Mrs. Annie Varley, have been living for four months at the Hotel Endicott in New York. C. R. Varley, father of Miss Varley, died a short time ago, and Mr. Hannibal said that that was why he came to New York to be married. They wanted a quieter wedding than they could have had in Baltimore.

The Rev. Mansfield Spencer, a Methodist clergyman, perfomed the ceremony. Besides little Ruby Hannibal, Mr. Hannibal's daughter, there were present James King of Baltimore and Mrs. King, who is Mrs. Hannibal's sister. Miss Edith Brockie and Miss Pearl Brockie of New York, Mrs. Varley and Miss Nannie Fallon of Baltimore.

Mrs. Hannibal was formerly Mrs. Joseph Trowley of Baltimore. She was divorced last March and resumed her maiden name. Mr. Hannibal's wife died about five years ago. He is a lawyer.

Nobody in Baltimore knew that he and Miss Varley were to be married until yesterday. Then a formal announcement was made to the effect that the wedding would take place in New York.

Mr. and Mrs. Hannibal are going to Saratoga and then to Atlantic City before they return to Baltimore.

KILLED IN A QUARREL?

Dishwasher in Bronx Restaurant Found Lying Dead Near Stairs.

The lieutenant at the desk of the Tremont avenue police station was told over the telephone last night that a man had been murdered at 562 Tremont avenue.

A policeman who was hustled around there found on the basement floor at the foot of the staircase the body of John Rawson, who had been employed as a dishwasher in the restaurant of Charles K. Smith, which is in the building.

One of the waiters in the restaurant, Alexander McDonald, volunteered the information that Smith had been asleep all the afternoon. At 4:30 o'clock Edward Luhrs, a cook, woke him up, and this caused the quarrel between the two men.

Luhrs said that Rawson struck him and then fell back against a table striking his nose. Luhrs denied that he struck Rawson. He said that when he and several other employees tried to take Rawson down to the basement Rawson fell down the steps and injured his head.

An ambulance surgeon from the Harlem Hospital found that Rawson had wounds on his face and on the back of his head. Coroner Shongut would not believe that they were caused merely by a fall. He held Luhrs until an autopsy could be performed. Luhrs is 35 years old and lives at 1035 Hoe avenue.

BOY DROWNED FROM ROWBOAT.

He With Another Jumped Up and Down While the Third Boy Rowed.

Three boys were upset from a rowboat in the East River early yesterday afternoon and one of them, Edward Brown, 16 years old, who lived on 109th street between Second and Third avenues, was drowned.

With two companions, Joseph Isaacson of 250 East 125th street and Robert Irvington of 305 East 125th street, Brown hired the boat at some point along the Harlem River. Irvington rowed and the two others stood up and jumped about the boat in a reckless fashion.

There was a large float, such as is used for ferrying railroad cars, anchored in the river opposite Randall's Island. Irvington could not see it from his position in the boat. The rowboat bumped the float and the boys in their excitement turned their craft bottom side up.

Brown didn't come to the surface. After looking for him for a few minutes Irvington and Isaacson struck out for the shore, which was not far away.

Policeman Binns helped them out of the water and took them to the Alexander avenue police station. Harbor Squad B was notified to send out a launch to search for Brown's body.

CORBETT, CHARIOTEER.

Runs Over a Pillar of Smoke Doubtless Sent to Guide Him.

James J. Corbett, who repartee'd the big fight, came across the 130th street ferry last night in an automobile, as is the habit of actors. He got to Manhattan and 125th streets when lo, before him there went a pillar of cloud.

He spoke to that cloud sonorously upon his siren, but it moved not but rather lay down in front of the Corbett machine. Whereupon the machine ran over that cloud, aged 10 years and named Andrew Jackson Alexander Hamilton Johnson.

And after the machine had passed behold, the cloud was there intact and arose and said: "Yah! ye never teched me," and that is absolutely all there is to that story.

A SPANKING RUN TO NEWPORT

BREWSTER'S ELMINA AGAIN LEADS N. Y. Y. C. FLEET.

Defeats Sea Fox and Wins First Division Schooner Prize Too—H. S. Vanderbilt's Vagrant at Head of Second Division—Shimna First of the Sloops.

NEWPORT, Aug. 6.—A fine breeze from west-southwest, a fair tide, clear weather and a beautiful fleet of racing craft made the run of the squadron of the New York Yacht Club from New London to this port glorious. There was snap in the wind. It whipped the flags at the mast heads of the yachts out straight while they were lying at anchor at New London, which indicated to the yachtsmen that it must be blowing at least twenty miles an hour outside. It was just what had been hoped for.

In harbor early in the morning the fleet grew somewhat. Capt. Lloyd Phœnix was on hand with the auxiliary Intrepid and ready to race the Ariadne. George L. Batchelder's Dorello arrived from Marblehead and she made tacks for the Phantom, and so put a stop to Baron Lembcke collecting sail overprizes. These with some of the other yachts whose owners had contracted the racing fever made the number of starters forty. It was as fine a fleet of racing craft as has been seen in many a year. It was shortly after 2 o'clock when Frederick F. Brewster's schooner Elmina crossed the finishing line between the steam yacht Diana and the yellow hulled lightship which marks the entrance to this harbor, and the grim, weatherbeaten mark pointing its bow toward the incoming fleet lifted and fell on the heave of the ocean in graceful courtesy to the slick white hulled visitor.

There was quite a jump on the sea so that vessels rolled and pitched, and the lightship continued to salute each yacht until the whole fleet had passed her and entered the harbor.

The yachts raced to-day for Vice-Commodore C. Ledyard Blair's cups in addition to the regular class prizes. There were four of the vice-commodore cups, two for schooners and two for sloops. There seems to be no way of stopping Mr. Brewster from adding to his already large collection of trophies. His yacht Elmina won again, taking her class prize from the Sea Fox by 5 minutes 13 seconds and the vice-commodore's cup for the first division of schooners. The prize for the second division of schooners was won by Harold S. Vanderbilt's new yacht Vagrant. This yacht is doing very well on the cruise. She won a class prize off Glen Cove and a special prize from the Dervish on the run to New London. She also wins a class prize in to-day's run in addition to the big cup. For this cup the Vagrant defeated the Taormina, a class winner, by 17 seconds.

The vice-commodore's cup for the first division of sloops was won by Morton F. Plant's Shimna. In the schooner class the Iris beat the Vencedor 14 seconds.

In class P the Windward defeated the Cara Mia 7 minutes 51 seconds. In class N the Dorello won from the Phantom by 1 minute 54 seconds, and in class L the Polaris won from the Eleanora by 7 minutes 35 seconds. A special race was arranged to-day for the flagship Aloha, the Intrepid and the Utowana. This was won by the Intrepid.

Altogether it was a good day's sport. The harbor here is well filled and many more yachts have joined the squadron among them being the steam yacht S-We-Ra chartered by United States Senator Nelson W. Aldrich, the Atlantic, chartered by Harry Payne Whitney, the Vilesse, owned by Gen. Brayton Ives, and Inca, E. F. Luckenbach's.

The owners of the New York 30s are very much pleased with the success of their craft so far, and to-day are crowing a little because on board the Adventuress with Chester C. Humphill, who is said to be an expert on local tides, were Charles Francis Adams 2d, Boston's crack amateur, and Robert Emmons 2d, the crack of Buzzards Bay.

The Adventuress made the popular mistake of standing off shore and so out of the fair tide. The Aleva, to-day's winner, is sailed by J. W. Alker and J. O'Rourke. C. Sherman Hoyt sails the Phryne. Butler Whiting sails the Nepsi for Johnston De Forest. He has with him Herbert Neal and Harold Mestre. George E. Roosevelt sails Dahinda and with him is his cousin Philip J. Roosevelt.

Commodore James signalled "Proceed to Newport" at 9 o'clock in the morning, and at that time nearly all the vessels in the fleet had hoisted mainsails and were ready to get up anchor and start. The regatta committee went to the starting point at Sarah's Ledge buoy, near the entrance to New London harbor, and made the line, and soon the racers sailed out of the harbor and found conditions ideal for a good race.

The big steam yachts followed the sailing craft out of the harbor and took positions to leeward on the line with their owners and guests watching the sport. The wind was west southwest and the tide was just beginning to run to the west so that it was practically a fair wind and a fair tide all the way to Brenton's Reef light vessel. The sailing instructions said that the yachts were to go first to Race Rock, a lighthouse just off the southwestern point of Fisher's Island and where the tide bows along. When this tide is against the yachts it causes trouble.

From the starting line to this point the course is a little east of south and the wind made it a reach with booms to port, and so small jib topsails were sent up in stops, and on some of the schooners small main topmast staysails were sent up in stops ready to break out.

As the yachts sailed about the starting line waiting for the signal some heeled considerably and the Areel once got a puff that laid her over so that her lee rail was under water. The preparatory signal sounded at 10 o'clock, and five minutes later the small sloops and the auxiliaries were sent away. Butler Whiting had the Nepsi well berthed and went over the line almost with the signal, and close astern was J. W. Alker's Aleva. S. C. Hunter's Juanita followed, and then came J. P. Morgan Jr.'s black sloop Phyrne and G. Emlen Roosevelt's Dahinda.

These five were so closely bunched that the advantage of the leaders was very slight, and heeling well down to their sailing lines they sailed rapidly toward the stone lighthouse in the distance. R. A. Monks had the Windward in the best position of the 31 raters. Stuyvesant Wainwright's Cara Mia was next, and she was followed by Edmund Reeke's Mimosa III. Then followed the auxiliaries. Vencedor led, with Seneca next, Idler third and Iris last. These four made a fine picture as they crossed the line, and taking the wind just aft the beam on the starboard side, with all sails drawing well, they stood up well under the pressure of the fresh wind.

At 10.05 o'clock the first class of schooners was sent away. The Vagrant, sailed by Harold S. Vanderbilt, was first away. George Scott had the Miladi in second place. Robert Toland's Dervish was next and W. F. Carey's Cygnet last, but all were close together. The start of the next division, at 10.20, was one of the prettiest of the day. The Dorello was first at the line, and her rig was well suited to the conditions. She looked odd without a bowsprit, but she is an able craft and a fast sailer.

E. Burton Hart sent the yawl Polaris close after the small sloop and the going suited the yawl to perfection. The more it blows the better Polaris likes it, and there were contented smiles on the faces of L. R. Alberger, Richard Outwater, E. Burton Hart and F. Bown Jones because they knew the yacht's ability to go in heavy weather. The green hulled Shimna was next and she was moving fast. Eleanora was the next away.

The black hulled Irondequoit was next. It was a day for her to show her sailing qualities. Hermes 2nd, Adventuress and Phantom followed in the order named. The 65 footers were next. Each had a baby jib topsail, and Aurora, with W. Butler Duncan, Jr., at the wheel and Newbury D. Thorne holding the watch, was first across the line. Just to leeward of Aurora was the Winsome. To windward and next over was Istalena and to windward of that yacht was the British built cutter Hester.

While these yachts were getting away the big schooners had been sailing about between the starting line and New London light, and they showed every one that unless the steam yachts were very fast they would reach the finish ahead of the rest of the fleet. Capt. Dennis sent the Elmina across the line first and in the windward position. E. Walter Clark's Irolita was next. Taormina, Katrina, Sea Fox, Ariadne, Ariel, Nancy, Intrepid, Aloha and Utowana followed. Then there was a general move among the rest of the fleet and the big steamers followed the racers, while some of the smaller ones and many of the motor craft went through Fishers Island Sound, and thus saved several miles of the course.

It was 10.29 when the Iris, the first vessel of the fleet, passed Race Rock. She had taken the lead in the auxiliary class and sailed by the small 30 footers. The others were close astern. Booms were eased to starboard and balloon jib top sails set as soon as Race Rock was passed and then spinnakers were set on all the yachts for the run of about twenty-nine miles to Point Judith.

The larger vessels held offshore, while wiser skippers of the smaller yachts sailed courses that took them well in toward the land, where they found a strong tide and comparatively smooth water. While the yachts were starting the flagship was seen coming out of the harbor with all sails set. She held up in the wind until all had got away except the auxiliaries and then she squared away on her course and sailed after the rest of the fleet.

She looked well, smothered in canvas and with her sails towering up in the sky, catching every ounce of wind. Off Watch Hill at 11.45 o'clock the Iris was leading the offshore division in which were the Seneca, Idler, Vencedor, Taormina, Katrina, Elmina, Sea Fox, Intrepid and others. The Shimna was the leading yacht of the fleet. She did some remarkable sailing and the Hanan brothers showed good judgment in taking the course they did.

Astern of the Shimna was the Winsome and next was the yawl Polaris. These three were well ahead of the off shore division. The Aurora was further out than the Winsome, but some distance astern. Behind her was the Hester and Istalena. The Cara Mia was leading the small craft and the 30 footers were very close together.

When off Noyes Point at 12.20 o'clock the Shimna was still leading the fleet, but the Winsome had closed up on her, and five miles later the Winsome passed the green boat. The Polaris was still third. Iris was leading the off shore division, and the Elmina, which had been drawing through the fleet, was the fifth yacht. When off Quonochontaug the spinnaker of the Polaris split and the big canvas was taken in. The Polaris then trimmed in sheet and changed her course so that she reached toward the whistling buoy off Point Judith.

She held further in shore than any of the others and was able to sail faster with sheets trimmed in. As they drew near the whistling buoy the two divisions came together. The Elmina overhauled the Seneca and Vencedor and then sailed by the Idler, getting into third place. At 1.20 o'clock she luffed out to the windward of the Iris and took the lead of the schooner division, but the Winsome still held the lead of the entire fleet and was sailing wonderfully well.

There were holes in the water off Point Judith and the yachts rolled considerably, and occasionally one rolled her spinnaker down so that it clipped the top of a big sea. A slight haze hung over the horizon and fleecy white clouds screened the sun. The water was bright green and it danced merrily under the influence of the wind. The whistler whined out a doleful salute to yachts as they drew near.

The Winsome reached the buoy first at 1.27.10. Her spinnaker had been taken in shortly before that and as soon as she was well by her boom was gybed to starboard, the balloon jibtopsail lifted over the stay and she was headed toward Brenton's Reef lightship without losing any time. The Elmina turned the buoy at 1.27.30, but was slow in gybing and Winsome drew away from her. The Iris turned the buoy at 1.28.40, Idler at 1.29.36, Aurora at 1.29.57, Shimna at 1.30.30, Vencedor at 1.30.35, Seneca at 1.31.34, Hester at 1.35.19, Polaris at 1.35.28, and Istalena at 1.36.00.

The course to the finish was northeast one-half east and the lightship was six and three-fourths miles from the whistling buoy. Spinnakers were again set, this time on the port side. The Winsome held her lead until a few minutes before the finishing line was reached, when the Elmina drew by her and had the honor of being the first yacht of the fleet to reach the end of the race.

The picture presented by the yachts as they raced along the Narragansett shore from Point Judith to Benton's Reef was a very beautiful one. They were smothered in canvas and the sun made the canvas glisten. The steamers and motor craft followed in two lanes like a fleet of warships convoying a merchantman. The big black steamer Diana, flying the flag of Rear Commodore C. Ledyard Blair, anchored at the finishing line and signals notified the yachts that the regatta committee was on board that yacht to time each vessel.

The Elmina finished first and close behind her was the Winsome. Some distance back was the Iris and with her the Aurora, which had passed the Shimna on the last leg. The Idler was next and she was followed by the Shimna, Seneca, Vencedor, Hester, Sea Fox, Istalena, Polaris, Dervish, Taormina, and then for a couple of hours the racers kept on sailing by the committee, who took their times, and then the yachts went on into the harbor.

While sailing into the harbor the Iris met with an accident. Before she could get her balloon jib topsail in a puff rather stronger than others caused the fore topmast to snap. Efforts will be made to have the damage repaired here before Monday morning.

The fleet will remain at anchor to-morrow, and at colors in the morning the yachts will dress ship.

Fleet Captain Plummer this evening gave out a list of the guests on the yachts as follows:

Aloha—Commodore A. C. James, Fleet Captain F. A. Plummer, Fleet Surgeon George A. Dixon, H. De B. Parsons, Ernest E. Lorillard, Grenville Kane.

Diana—Vice-Commodore C. L. Blair, Major Ellsworth, William Manice, Wyllys Terry, G. L. Boissevain, Hunter Wyzes, John F. Talmage, E. Phillips Burgess, J. A. Blair, Jr.

Sea Fox—Rear Commodore D. B. Pratt, Mrs. D. B. Pratt, Charles A. Appleton, Samuel W. Richardson.

Giralda—Edward B. Smith, Mrs. Edward B. Smith, Mr. and Mrs. Henry C. Boyer, C. Hartman Kuhn.

Reposo II.—Mrs. Robert C. Black, Mr. and Mrs. Witherbee Black, Miss E. D. Waterman, Dr. J. W. Jameson.

Lavanter—Wilson Marshall, A. W. Mott, James D. Goin, H. A. Bergmann.

Winsome—Henry F. Lippitt, Leland Littlefield, J. F. Lovejoy.

Aurora—Cornelius Vanderbilt, W. Butler Duncan, Jr., Newberry D. Thorne, Lieut. R. B. Strassberger.

Istalena—George M. Pynchon, Thomas Dunham.

Dervish—Robert Toland, Edward C. Cole, E. B. Toland, G. Herbert Millett.

Katrina—James B. Ford, Carlton T. Chapman, William H. Osgood.

Edamena—Earle P. Charlton, F. R. Mackay, Edward B. Remington.

Eleanora—Lawrence Parr, Charles J. Chapman, Christopher M. Anderson, Abbott Brush, C. Kemp.

Dahinda—George E. Roosevelt, Philip J. Roosevelt.

Admiral—J. Stewart Barney, Mrs. Stewart Barney, Mr. and Mrs. Harry T. Peters.

Corinthia II.—Adolph Mollenhauer, Mrs. Adolph Mollenhauer, Miss Estelle Morley, Miss Bella Brinckerhoff.

Mimosa III.—Edmund Reekes, Fred S. Wonham, P. Phelan.

Miladi—G. W. Scott, George B. Hulme, Leon Garsey.

Crescent—Harvey S. Ladew, Mrs. Charles Wall, Mr. and Mrs. E. B. Wall, Miss Ladew, Miss Hilda Holmes, Miss Anna Wall, W. Burling Cocks.

Irondequoit—H. G. S. Noble, Mrs. H. G. S. Noble, James D. Sparkman.

May—S. S. Palmer, Dudley Winthrop, Major De Saulles, Arch D. Russell, James T. Pyle, James C. Hone, L. A. Coolidge.

Ariadne—James Laughlin, Jr., Mrs. James Laughlin, Jr., Sidney P. Wharton, Charles M. Wharton, Albert M. Day.

Irolita—E. W. Clark, H. M. Gill, Dr. Charles A. Currie, Charles D. Davis.

Emeline—Charles Sweeney, Mrs. Charles Sweeney, Mr. and Mrs. Robert Spier, Mr. and Mrs. Frank Sweeney, Robert Sweeney, Mr. Weity.

Bettina—F. G. C. Lyon, Mrs. F. G. C. Lyon, Ed H. Prentice.

Anahma—August Heckscher, Mrs. August Heckscher, Mr. and Mrs. C. C. Vernam, Miss Marie Pyle, Mrs. G. M. Heckscher.

Iolanda—Morton F. Plant, Mrs. Morton F. Plant, Admiral and Mrs. McLean, Senator and Mrs. Brandegee, Dr. Henry S. Norris, Charles L. Meyers, Henry B. Plant, H. L. Forsyth.

Hester—Edgar Palmer, Halsey Durand, Walter Herrick.

Dorello—George L. Batchelder, Mrs. George L. Batchelder, George L. Batchelder, Jr.

Taormina—William S. Eaton, Henry A. Hildreth.

San Toy II.—W. L. Marshall, J. M. Jones, F. K. Daniels.

Ariel—F. L. Leland, Dr. T. N. Cheeseman, A. Cary Smith, Eugene Lentilhon.

Idler—Henry T. Sloane, J. Fred Tams, Fred de Peyster Foster, Newbold Leroy Edgar.

Elmina—F. F. Brewster, Henry F. Parmelee, Robert W. Cole.

Narada—Henry Walters, Pembroke Jones.

Alcyone—Henry W. Putnam, Jr., Ed L. Swift, W. R. Powell.

Venador—A. V. De Goicouria, Mrs. A. V. De Goicouria, Miss Hancox, Harold Weld.

Polaris—Louis R. Alberger, E. Barton Hart, Frank Bowne Jones, Richard Outwater.

Cygnet—Fred T. Carey, J. V. Bouvier, Jr., William A. Main.

Vagrant—Harold S. Vanderbilt, H. N. Adden, F. R. Appleton, Jr., H. Whitney.

Cavalier—Sherwood Aldrich, Mr. and Mrs. Oren Root, Mrs. Walstein Root.

Cleona—George Bullock, Charles K. Beekman, Eugene S. Willard, Marshall J. Dodge.

Idolita—W. D. Hoxie, Mrs. W. D. Hoxie, Mr. and Mrs. C. W. Brown, J. G. Ward, Miss Isabelle Hoxie, C. W. Brown, Jr.

Seneca—Mr. and Mrs. George Mercer, Jr., Robert M. McCormick.

Hiawatha—A. Baudouine, Mr. and Mrs. W. B. Jordan, Mr. and Mrs. Howard Spencer, Miss Bogart, C. Hunos, Miss Archer, Mrs. Bogart.

Atowana—Allison V. Armour, Edward B. Wales, George Armour, Commodore J. D. J. Kelly.

Gertrude—George W. Butts, Henry N. Fletcher, Eugene N. Robinson, George Stalsen.

Electra—Elbridge T. Gerry, the Right Rev. C. C. Grafton, Von B. Talbot Rogers, the Hon. D. B. Fearing.

Santee—Francis L. Field, Mrs. Francis L. Field, Miss Mary Bloomer, Albert C. Field, William T. Tomlison.

Intrepid—Lloyd Phœnix, T. Dennie Boardman, Col. Schuyler S. Crosby.

Iris—F. H. Whitehouse, Mrs. F. H. Whitehouse, Theo C. Zerega.

Other yachts in the fleet whose owners have not reported are Noma, Felicia, Utowana, Mohican, Josephine, Kirwin, Coronet, Skylark, Rosalie, Waconta and Latona.

The table for the forty mile run from New London to Newport follows:

MOTOR AUXILIARIES.

Name	Start.	Finish.	Elapsed Time.	Corrected Time.
Iris	10 10 00	2 14 08	4 04 08	3 24 48
Vencedor	10 00 00	2 17 53	4 07 53	3 25 02
Seneca	10 10 00	2 18 03	4 08 03	3 28 07
Idler	10 10 00	2 15 54	4 05 54	3 45 10
CLASS N, Y. Y. C. 30s.				
Alera	10 10 00	2 56 50	4 46 50	——
Phryne	10 10 00	2 56 41	4 46 41	——
Dahinda	10 10 00	3 01 01	4 51 01	——
Banzai	10 10 00	3 04 49	4 54 49	——
Nepsi	10 10 00	3 06 14	4 56 14	——
Juanita	10 10 00	No time		
CLASS P.				
Windward	10 10 00	2 50 21	4 40 21	2 45 41
Cara Mia	10 10 00	2 58 12	4 48 12	2 53 32
Mimosa III	10 10 00	3 03 38	4 53 38	2 57 44
CLASS N.				
Dorello	10 20 00	2 52 54	4 32 54	3 02 10
Phantom Y.	10 20 00	2 59 16	4 39 16	3 04 34
CLASS M.				
Polaris Y	10 20 00	2 53 40	4 03 40	2 53 28
Eleanora	10 20 00	2 53 25	4 13 25	3 01 03
Adventuress	10 20 00	2 30 03	4 10 03	3 01 43
Irondequoit	10 20 00	2 44 44	4 24 44	3 04 46
Hermes II	10 20 00	3 06 00	4 46 00	3 25 55
CLASS L—SPECIAL.				
Shimna	10 20 00	2 16 39	3 26 39	3 06 28
Winsome	10 25 00	2 10 42	3 45 42	3 11 05
CLASS K.				
Winsome	10 25 00	2 10 42	3 45 42	3 11 05
Aurora	10 25 00	2 14 12	3 49 12	3 14 18
Hester	10 25 00	2 20 01	3 55 01	3 17 35
Istalena	10 25 00	2 22 02	3 57 02	3 22 25
CLASS 65 FOOT ONE DESIGN.				
Winsome	10 25 00	2 10 42	3 45 42	——
Aurora	10 25 00	2 14 12	3 49 12	——
Istalena	10 25 00	2 22 02	3 57 02	——
CLASS F.				
Vagrant	10 15 00	2 33 11	4 18 11	3 09 51
Miladi	10 15 00	2 45 29	4 30 29	3 12 33
Cygnet	10 15 00	2 44 43	4 29 43	3 18 05
CLASS E—SPECIAL.				
Vagrant	10 15 00	2 33 11	4 18 11	3 09 51
Dervish	10 15 00	2 26 10	4 11 10	3 13 42
CLASS D.				
Taormina	10 30 00	3 25 50	5 55 50	3 10 24
Irolita	10 30 00	3 29 53	5 59 53	3 16 43
Katrina	10 30 00	3 35 27	6 05 27	3 23 58
Nancy	10 30 00	3 38 58	6 08 58	——
CLASS SPECIAL.				
Sea Fox	10 30 00	3 21 49	5 51 49	3 30 57
Areal	10 30 00	3 34 00	6 04 00	3 38 55
CLASS B.				
Elmina	10 30 00	3 10 11	5 40 11	3 25 44
Sea Fox	10 30 00	3 21 49	5 51 49	3 30 57
CLASS STEAM AUXILIARIES.				
Intrepid	10 34 08	3 28 05	5 53 57	3 30 54
Ariadne	10 31 53	3 18 28	4 13 35	3 39 37
Aloha	10 33 42	3 06 05	4 32 23	4 35 55

VICE COMMODORE'S CUPS—SCHOONERS—FIRST DIVISION.

Name	Rating	Elapsed Time H. M. S.	Corrected Time H. M. S.
Elmina	82.7	3 40 11	3 25 44
Sea Fox	76.3	3 51 49	3 30 57
Ariel	72.8	4 04 00	3 38 55
Idler	76.3	4 08 54	3 45 10
Intrepid	95.9	3 58 05	3 55 02
Ariadne	83.1	4 15 28	4 01 30
Aloha	105.1	4 38 05	4 59 37
SCHOONERS—SECOND DIVISION.			
Vagrant	45.9	4 18 11	3 09 37
Taormina	57.8	5 55 50	3 10 24
Miladi	42.1	4 30 29	3 12 33
Dervish	51.1	4 11 10	3 13 42
Irolita	59.2	5 59 53	3 16 43
Cygnet	44.6	4 29 43	3 18 05
Iris	63.0	4 04 08	3 24 48
Vencedor	59.4	4 07 53	3 25 02
Katrina	61.6	6 05 27	3 25 58
Seneca	65.0	3 57 02	3 22 25
SLOOPS AND YAWLS—SECOND DIVISION.			
Alera	27.9	4 46 50	2 58 12
Phryne	27.9	4 48 41	2 40 03
Dahinda	27.9	4 50 01	2 41 23
Windward	30.7	4 40 21	2 44 27
Banzai	27.9	4 54 49	2 46 11
Nepsi	28.0	4 56 14	2 48 06
Cara Mia	30.5	4 48 12	2 51 27
Polaris	45.7	4 03 40	2 53 28
Mimosa III	30.7	4 53 38