GREAT YACHTING EVENT.

The Magic-Comet Race for the Commodore's Challenge Cup.

HISTORY OF THE YACHTS.

All About the Cup and the Preparations to Witness the Contest.

The race between the schooner yachts Magic and Comet, on Tuesday next, 13th inst., over the New York Club course, for the Commodore's Challenge Cup, is attracting much attention in yachting circles, and bids fair to become the aquatic event of the year. Ever since the match was first alluded to the friends of the owners have been earnestly discussing the sailing qualities of the respective vessels, and advancing reasons why the Magic should beat the Comet or the latter defeat the former. At any rate, should the breeze be fresh and the weather pleasant on the day in question, the contest will merit attention on all sides and the winner receive that meed of praise which such a victory will justly demand.

THE SCHOONER MAGIC.

The Magic is an old favorite, and none can fail to remember her and some of the brilliant triumphs to her credit. She has long been on the register of the New York Club, and passed through the hands of several of its opulent members, been reconstructed and repaired to such an extent that her original builders long since failed to recognize the sloop Madgie—for such was the name of the now famous Magic—or that small portion remaining in the hull of the latter when she was first launched in Philadelphia, in 1857, at the yard of Messrs. Thomas Byerly & Son. Her owner, Commodore R. F. Loper, was not wholly suited with her as a sloop, though she won the second prize of her class October 1, 1857, in the "deferred regatta of the second and third classes" of the New York Club; so in the winter of 1858 Commodore Loper caused ten feet to be added to her keel, ten feet to her stern and fifteen feet of false bow put on her, and changed her rig to that of a schooner. In this trim she entered for the autumn regatta of the club, October 3, 1858, and came in second, the sloop Rebecca being the winner of the "first class," in which there were entered four sloops and five schooners. Four years longer Commodore Loper continued to use her, entering in but one regatta during the period, that of 1859, when she secured the prize for first class schooners on time allowance. In the winter of 1863-64 she was sold to Mr. William H. McVicker, who placed her in the hands of Mr. Henry Steers, with directions to give her a new stern and deck, which was done, and in the season of 1864 the yacht was first represented in the New York Club by the name of Magic. That season, in the June regatta, the newly-christened craft won the prize in her class, beating the Julia and Juniata, and in the following year's June reunion of the club won a great victory over the big schooner Maria, passing the home stakeboat side and side with her, and as the Maria was compelled to allow the Magic 22m. 31s. the victory of the latter was greatly discussed in yachting circles and much credit given to the dainty boat. At the next general election of the club her owner was made Commodore, vice Edwin A. Stevens, who declined re-election. In the regatta of this year (1866) the Magic was beaten by the Haze, but she redeemed her lost laurels the same season by defeating the Josephine in a race twenty miles to windward and back from the Hook. The carpenter's measurement of the Magic at this time was as follows:—Length on deck, 84 feet; breadth of beam, 21 feet; depth of hold, 7 feet; draught of water, 7 feet; tonnage, old measurement, 97.02 tons; mainmast, 71 feet; foremast, 70 feet 6 inches; topmast, 25 feet.

In the winter of 1867-68 the Magic again changed ownership, this time becoming the property of Mr. George L. Lorillard, who sailed her during the season, and in the early winter of 1868 disposed of her to Mr. H. W. Gray. The latter gentleman cruised to the eastward with the Magic all the summer of that year, when the false bow beginning to leak she was taken to the yard of David Carll, City Island, for repairs. Upon examination of the hull her owners decided not to repair but to rebuild, and so the Magic of the past made way for the Magic of the present, as she was entirely reconstructed, nothing of the original boat being used but twenty feet of the old keel. The original dimensions were preserved, and the tonnage of the new Magic was registered the same as that of the old craft. She was launched from the yard at City Island in the month of April, 1869, and at the time she left the ways, or on that day, Mr. Gray sold out to Mr. Franklin Osgood, who at once had the yacht towed to Staten Island, where he fitted her up in a handsome manner. She did not take part in the June regatta of that year, but, being challenged by the owner of the Rambler to sail over the club course for $1,000 a side, Mr. Osgood accepted the challenge, and the Magic beat the Rambler by about eight minutes. During the cruise of the club the same year the Magic won the sweepstakes race from New London to Newport, and in the run from Newport to Holmes' Hole led the fleet, beating the Phantom, Palmer, Idler, Eva and other crack vessels.

Her next appearance was in the memorable race for the Queen's Cup, August 8, 1870, when she beat the English representative yacht, the Cambria, and thirteen other craft. The same summer she again beat the Cambria in the run from Newport to Block Island and return, crossing the finish line half a length ahead of her, and with time allowance became the victor by twenty seconds. The rest of the fleet were six or seven miles astern. In September of the same year Ashbury challenged the Magic to a race twenty miles to windward and return from the Hook, which was at once accepted; but the prevalence of southeast gales prevented the consummation of the match, and it was declared off by mutual consent. That winter Rear Commodore Osgood determined to build the Columbia—the invincible Columbia—and sold the Magic to Mr. Lester Wallack, who retained her until the winter of 1871-72, when she became the property of Mr. Rufus Hatch, who caused her to be thoroughly overhauled. She was given a new main deck, a more shapely stern, larger mainboom and fitted with new sails throughout. In the August cruise of 1872 she won the prize of her class from Newport over the Block Island course. Early last winter Mr. Hatch sold the yacht to her present opulent owner and enthusiastic yachtsman, Mr. William T. Garner, who put her in racing trim early in the season. She won the second class schooner prize in the June regatta, and was beaten in the ladies' regatta by the Comet, her antagonist in the present match. The carpenter's measurement of the Magic having been given above, the club measurement is appended to make the records complete:—Length on deck, 81.8 feet; length on water line, 78.85 feet; breadth of beam, 20.9 feet; depth of hold, 6.21 feet; draught of water, 6.62 feet; cubical contents, 5,077.79 feet; tonnage, 90.79 tons; mainmast, 71 feet; foremast, 70 feet 6 inches; maintopmast, 32 feet; foretopmast, 30 feet; mainboom, 52 feet; foreboom, 22 feet 6 inches; maingaff, 25 feet; foregaff, 21 feet 6 inches; bowsprit (outboard), 19 feet; flying jibboom (outboard), 18 feet.

THE SCHOONER COMET.

The Comet, though not so well known as the Magic, as she was built this year, has a first class reputation for speed, and will give any boat near her size a lively tussle for victory. She is owned by Mr. William H. Langley, formerly of the saucy sloop Addie, and was launched on the 18th of May last from the yard of Alonzo E. Smith, Islip, L. I., being modelled by Philip Ellsworth, of Bayonne. By carpenter's measurement she is of the following dimensions:—Length on deck, 82 feet; length on water line, 72 feet 6 inches; length on keel, 71 feet 5 inches; length of centreboard, 20 feet; breadth of beam, 22 feet; depth of hold, 6 feet; draught of water, 5 feet 4 inches; tonnage, 107.01 tons; mainmast, 63 feet; foremast, 60 feet; maintopmast, 35 feet; foretopmast, 30 feet; mainboom, 47 feet; foreboom, 24 feet; maingaff, 27 feet; foregaff, 24 feet; whole length of bowsprit, 20 feet; flying jibboom (outboard), 17 feet. The club measurement, as given in the Measurer's certificate, is as appended:—Length over all, 81.95 feet; length on water line, 73.03 feet; breadth of beam, 21.95 feet; depth of hold, 5.09 feet; draught of water, 4.58 feet; cubical contents, 4,662.44 feet; tonnage, 83.08 tons.

Immediately after launching Mr. Langley put the Comet in racing trim, and in the June regatta of the Brooklyn Club she gave the Tidal Wave a merry chase, being beaten by her for the first prize by only thirteen seconds. In the Ladies' Regatta of the New York Club she proved victorious, beating the Magic and several other well known schooner yachts. Her next important work was that of leading the Brooklyn fleet in the race from Newport to West Chop buoy during the summer cruise and winning the schooner prize offered on that occasion.

THE CHALLENGE CUP.

The Commodore's Cup, for which the Magic and Comet will sail, has quite a history. It was given to the club in 1871, and first won by the Tidal Wave in the June regatta of that year. It was on this occasion when that memorable dispute arose as to whether buoy No. 10 or buoy No. 8½ was the Southwest Spit buoy, a portion of the competing yachts having rounded each of these marks. The settlement of this vexed matter, which made No. 8½ the Spit buoy, gave the cup to the Tidal Wave; but her owner, Commodore William Voorhis, refused to keep a prize won in such a manner and returned it to the club, when it was sailed for at Newport the same season and won by the Maggie. Then the Tidal Wave challenged the Madgie for the cup and won it back in 1872 over the Block Island course from Newport. The owner of the Madgie again challenged her old competitor, and a day was fixed last year at Newport for the race, but some misunderstanding occurring between Commodore Voorhis and the Fleet Captain the former refused to sail the race and handed the cup over to the Madgie. That yacht afterward being sold out of the club the cup once more came into its possession and was sailed for in the regatta of last June and won by the Tidal Wave. Then the Comet challenged the winner; but Commodore Voorhis, though the day was fixed, again declined to sail and gave up the cup. The next challenger was the Magic, and Tuesday will decide as to which of these boats will carry the coveted guerdon until the season of 1875, and on this head it is just as well to mention that the speculative excitement is intense. Both yachts will be in fine trim, and, with a good breeze, one of the grandest match races of the year, or perhaps any other time, will be witnessed. By official calculation the Magic allows the Comet 2m. 19s. in the race, which fact is worth knowing. The start will be made at eleven o'clock sharp. The steamer Cyclops has been secured for the exclusive use of the judges and members of the New York and Brooklyn clubs, to which both yachts belong, and will leave the barge office dock, foot of Whitehall street, at ten o'clock and Quarantine landing at half-past ten o'clock, the morning of the race, instead of the hours before given. Tickets can be obtained at the rooms of the New York Club, Madison avenue and Twenty-seventh street, and at the Brooklyn Club rooms, Montague and Court streets.

BOATING ON THE KILLS.

An Exciting Contest Between the Oneida and Bayonne Crews—Victory Gained by the Former.

The Bayonne Rowing Association, of Bayonne, N. J., is a young organization with a mighty desire to become known in boating circles, and it is sustained in its aspirations by the other rowing organizations of its immediate neighborhood. The Oneida Rowing Association, of Jersey City, has been organized for several years, and though its members have never made it famous by their deeds at the oar, they have always felt that they could so make their association if they did but try earnestly. To sum up, the first-named organization has a good deal of ambition, while the latter overflows with vanity. The Argonauta and Neptune associations, whose course is on the Kill von Kull, have urged the Bayonne association to compete with the Oneida, and numbers of the Argonauta have "coached" the Bayonne crew while they prepared for contest with the Jersey City oarsmen. Much talk has been indulged in by partisans of both the Oneida and Bayonne associations. In fact, loquacity seems to be a gift, perhaps useful though certainly troublesome, which attaches to all persons who connect themselves with these organizations. Yesterday afternoon, when the race between the rival crews took place, the only person having an interest in it who did not chatter without cessation was the referee, and he fortunately has acquired the habit of putting all his opinions upon paper. The crews were with much trouble started at twenty-eight minutes past five o'clock. The obstinacy of the old captain of the steamboat Josephine, who was almost overwhelmed by an avalanche of commands, and a patent desire on the part of each crew, especially on the part of the Oneidas, to overreach their opponents, were the principal causes of delay. The course of the race was three miles long, beginning just south of the can buoy, opposite West Brighton, Staten Island, and ending at the lightnouse in the Kill von Kull. When the starter, Mr. Fred Englehardt, who was also referee, gave the word "go" the Bayonne crew immediately went, and thus got the lead of their opponents, who were somewhat slower to catch the water. Both crews pulled quickly, their strokes averaging 40 per minute. The Bayonne crew increased the slight lead with which they started and kept about three-fourths of a length ahead of the Oneidas until they had gone over about a quarter of the course. Then the latter crew began to creep up to them, and at the end of the first mile they passed them. The effect of the evidence that the Oneida crew were gaining was startling to everybody unused to the power of lungs expanded by rowing practice, and when that crew went by their opponents everybody was assured by the howled words of their opponents "that they are tough as pine knots;" that there "are no

FRESHFIELDS AMONG THEM,"

and that "they can row for a week without pumping out." To say simply that the scene on the Josephine was ludicrous and that the expressions of the young men aboard of her were peculiar would be to use very tame expressions. If a European had been translated by some mysterious and speedy process from looking at and listening to a party of dancing dervishes to a place on the upper deck of the Josephine it is likely that he would only have passed his hand over his eyes and thought that they were tricking him. The noise and the posturing would have remained unchanged to him, only the altered garbs of the dervishes would have puzzled him. But to go back to the story of the race. The Oneidas, having passed the Bayonnes, rapidly drew away from them, and when half way down the course they were a length and a half ahead. They now slacked their speed somewhat, as the Bayonnes seemed to be playing out. But Smith, the coxswain of the latter crew, urged them to a spurt by which they closed up much of the gap made by their opponents. The Oneidas were aroused by this, and spurting, regained their advantage. At the same time a crew outside of the race offered them a contest, and they continued their spurt. They only gained half a length by continuing it, however, for their coxswain steered carelessly, and the wary and wily coxswain (Smith) of the other crew made up by his steering much of the distance his men lost by their rowing. The Oneidas were now pulling finely, without a symptom of weariness, while the Bayonnes, though pulling with strength, kept back their boat with the diverse swaying of their bodies and heads. No. 2 in their boat was also evidently lagged out. From this point the Oneidas kept about two lengths ahead of their opponents until near the stakeboat, when Smith again urged the Bayonnes to spurt, and they pressed their leaders closely up to the goal. The Oneidas passed that point about a length ahead of the Bayonnes; but the men in the stakeboat used their flags awkwardly, and to some hopeful youths it seemed that they announced the latter crew to have won. Then clamor increased upon the Josephine. One party howled out that the blue flag fell first, and the other yelled that it didn't, and offered to bet enormous sums that the white flag fell first. Confusion reigned for about half an hour, at the end of which time Mr. Englehardt, the referee, announced that the Oneida crew had won the race by about half a length. The time of the winning crew was 15m. 59s., the tide running flood and aiding the oarsmen. The contesting crews were composed as follows:—

BAYONNE—(colors light blue).
W. J. McIntyre, bow.
J. Close, Jr.
E. E. Shaw.
J. Cadmus.
J. H. Ellsworth.
W. J. Van Buskirk, stroke.
Ed. Smith, coxswain.

ONEIDA—(colors dark blue).
William Clarke, bow.
R. S. Jordan.
F. S. Jordan.
W. C. Pearson.
V. D. Schanck.
E. C. Neilson, stroke.
C. Alford, coxswain.

NEW YORK COLLEGE BOATING ASSOCIATION.

The Boating Association of the College of the City of New York held their first meeting, where the Alumni were present, last evening, in the lecture room of the institution, Mr. Frederick J. De Puyster presiding. After discussing at some length the probability of carrying the movement forward with that degree of progress which it merits, those assembled decided to send a university crew to the next collegiate regatta—that is, if the men and money necessary were provided. A committee on organization was then selected, which consists of the chairman, Frederick J. De Puyster; Dr. Stratford, M. Shack, Henry Thornell, Professor Compton, of the Alumni, and Messrs. Crawford, Messiter, Atterbury, class '75, and Olcott, class '76. The committee will report on the 22d inst., at which time the next meeting will be held.

Great interest is manifested in the college regarding the proposed boating movement, the Faculty and Alumni generally indorsing it heartily and wishing it success.

MINIATURE BOAT RACING.

A Gala Day on the Prospect Park Lake Yesterday.

Notwithstanding the rain during the forenoon and the threatening aspect of the afternoon yesterday hundreds of the lovers of miniature yachting congregated, as usual, around the well house at the upper lake and on the island in front. The fashionable turnouts were not so numerous as on the previous Saturdays.

Nearly all the boats of the Prospect Park and Long Island clubs were out, and the lake was literally dotted over with the miniature white sails, giving to it a beautiful appearance. When the rain had ceased at noon a good southwesterly breeze set in, and the racing throughout was very fine. There were seven close contests, the sailing being in every case from the dam to the head of the lake. For the first race the Peerless, Mr. Sherwin; Marion, Mr. Jacob Johnson, and Mr. O. S. Dayton's Eclipse started. They sailed on the windward tack, under fifteen seconds' headway. The Eclipse led at the start, and held her distance to the middle of the lake, with the Peerless in her wake. During the next hundred feet the latter yacht gained on and passed her, coming in a few seconds ahead. The next contest brought out the Kate, Mr. Cooke; Hurricane, Mr. C. F. Grant; Peerless, Eclipse and Marion. They started in the order named, and the Kate held her position to the close, winning by about three lengths. For the third the Young Greek, Mr. Knowles; Peerless, Kate and Hurricane started. They maintained their relative starting positions for about two hundred yards, when the Kate and Hurricane respectively closed on the Young Greek, and for the next hundred yards the race was very exciting, the spectators frequently applauding as a favorite gained a temporary advantage. The run was close to the winning point, with the Kate again a few lengths ahead. In the fourth contest four boats of the Long Island Club entered the lists against the now victorious Kate, of the Prospect Park. The Unknown, Culyer, Hercules, Young Greek and Kate got a fair start. They were watched with keen interest, as these rival clubs are quite jealous of each other as model makers. The Unknown led at the start, the Culyer and Young Greek being close behind. At first the sailing was a little wild, but they were quickly righted by the owners in rowboats. Before they had reached the centre of the lake the Kate was ahead, with the Culyer a few lengths in the rear, and in this order the Kate again proved to be the victor. The Unknown, Hercules and Culyer started in the next, the former being the winner. For the sixth The Unknown, Kate, Culyer and Mr. Rease's Yankee Traveller contested. The Culyer took the lead, but the Kate caught up with and distanced her, The Unknown being second. There was some doubt as to the result, each of the last two boats claiming to be the victor. The Judges reserved their decision. The Unknown and Kate, with the Culyer and Young Greek, started again, the Kate coming in first, with The Unknown second.

During the excitement in the fifth race Metty Taylor, the son of a gentleman residing on Clinton avenue, was pushed from the stairway in front of Club Island into the lake, but was rescued by the keeper.

BOAT RACING EXTRAORDINARY.

A Variety of Contests at Oyster Bay—The Entries and the Winners—The Trials and Successes of a Tub Race.

OYSTER BAY, L. I., Oct. 10, 1874.

One of the most unique and exciting boat races that has ever taken place in Oyster Bay came off to-day. Commodore Swan and William Beekman, of the Seawanhaka Yacht Club, offered prizes to the amount of $80, to be awarded to the bay men under the following conditions:—

For cat-rigged boats—First prize, $17; second, $12.

Row boats (pannies)—First prize, $15; second, $8.

Scull race (pannies)—First prize, $15; second, $8.

Tub race—First prize, $5; second, $2.

The following were

THE ENTRIES.

Nonpareil, Captain N. Hawkhurst, Centre Island; F. Bayles, James C. Bayles; F. Smith, Hattie & Willie, Sir J. Franklin, the Albion, Captain J. Starkins.

The boats got off with a fair breeze at 10h. 26m.

THE COURSE

was from the steamboat dock, around Middle Ground buoy, thence round Beekman's buoy, and thence home to stakeboat anchored off steamboat dock, a distance of eight miles. The race was a very close one, the Nonpareil winning the first prize by one minute, the Bayles the second prize by six seconds.

There were three entries for the rowing match:—Sir John Franklin, Thomas McCormic and Harry Jones. Sir John took the first prize and Harry Jones the second.

There were but two entries for the scull race. John Hawkhurst took the first prize; the second was forfeited.

THE TUB RACE,

however, was the most interesting of all. There were four entries—viz., Dannie Lockwood, Sir John Franklin, Jacob Scramble and Harry Jones. The distance was about 100 yards, but it seemed as though the terminus would never be reached. After innumerable failures the party got under way. Dannie got the lead and kept it, Sir John pressing him very hard. Jacob swamped at the rounding stakeboat, and Harry flopped over almost at the outset and could not manage to remount until the race was concluded. Dannie took the first and Sir John the second prize. The town is splitting its sides and everybody is delighted.

THE YALE FALL REGATTA.

A Single Scull, a Barge and Shell Race To Be Rowed.

NEW HAVEN, Conn., Oct. 10, 1874.

The Yale Fall Regatta is to occur on Wednesday, October 14, at Lake Saltonstall. There will be three races—viz., a single scull race, a barge race and a shell race. Messrs. Peters, '73, div.; Wilcox, '74, academic; Hall, '75, S. S. S.; Kennedy, '75, S. S. S., and Ransom, '78, will contest for the single scull prize, which is valued at $50. In the barge race the Theological and Law schools, '76, scientific, and '78, academic, will participate. In the shell race '75, academic, '75, S. S. S., and '77, academic, will strive for the honors. Mr. S. C. Bunnell, '74 div., will act as referee and starter; Mr. Hogg, '73, as timekeeper, and Professor Richards and Messrs. Sargent, Cutler and Kellogg as judges.

The races will be interesting in character, and crowds are expected to be present. A special train on the Shore Line Railroad will leave the city at two P. M. for the lake, where a grand stand has been erected for the accommodation of spectators. A road has been cut from the Branford road to the lake and marked with sign boards. A platform has been built at the railroad stopping place and a new float at the boat house. All these improvements have been made through the exertions of President Terry.

DOUBLE-SCULL RACE.

A Challenge Accepted.

NEW HAVEN, Conn., Oct. 10, 1874.

The recent challenge given to the public by Messrs. Foy and Hartenstein, and published in the HERALD, has elicited the following reply:—

NEW HAVEN, Oct. 9, 1874.

In answer to the challenge issued by the Messrs. Foy and Hartenstein, we, the undersigned, agree to row them a three-mile race, on Lake Saltonstall, on Tuesday, October 22, for a prize set of colors.

M. F. KEEGAN.
WILLIAM MALONEY.
Of the Friendship Boat Club.

THE BUTLER-PLAISTED SCULL RACE.

BOSTON, Oct. 10, 1874.

The two-mile single scull race this morning, on the Charles River, for the championship of New England, between Thomas C. Butler and F. A. Plaisted, was won easily by the latter by four lengths. Time, 15m. 45⅝s.

STALLION RACE.

Contest Between Hamilton and Arthur for $1,000 at Charter Oak Park—Hamilton the Winner.

HARTFORD, Conn., Oct. 10, 1874.

An interesting contest was trotted at Charter Oak Park yesterday afternoon over a track in pretty good condition, for a purse of $1,000, between Cusick's stallion Hamilton, of this city, and the Boston stallion Arthur. Before the start pools were opened by Mr. Matt Hewins, but little interest was taken in them, as it seemed to be a foregone conclusion that Hamilton would take the money, and many of the bets were hedged. The stallions appeared on the track at three o'clock and were in good condition.

THE RACE.

First Heat.—After some scoring Hamilton got the pole. The start was a good one, but Hamilton went off his feet and lost two lengths before getting to the turn. This gave Arthur the pole. Hamilton acted badly to the quarter, where Arthur was three lengths ahead. The horses kept this relative position down the backstretch. Nearing the last quarter Hamilton steadily pulled up, and was about lapping when he again broke, losing a length, which he could not regain, thus giving the heat to Arthur in 2:40¾.

Second Heat.—The horses got a good send off on the second score, Hamilton leading. Arthur broke at the turn, and at the quarter was three lengths behind. At the half Hamilton had increased the distance, but both horses trotted squarely till reaching the third quarter, when Arthur advanced a length. During the heat Hamilton made but a single skip, and won in 2:33, beating his record a quarter of a second.

Third Heat.—The horses scored four times before getting the word. Hamilton was a little ahead, but Arthur hugged his wheel at the turn but lost a length before reaching the quarter. On the homestretch Arthur gained, and Hamilton, making a bad break, the former seemed destined to win the heat, but Arthur going off his feet lost his advantage and Hamilton won the heat in half a length. Time, 2:34¾.

Fourth Heat.—After three scores the word was given, Hamilton ahead. Just beyond the quarter he got off his feet, and Arthur came up with a rapid gait. Down the backstretch the horses were neck and neck. At the half pole Hamilton pulled ahead and held the lead to the close, winning by a length in 2:36.

SUMMARY.

CHARTER OAK PARK, HARTFORD, Oct. 9.—Mile heats, best three in five, in harness, for a purse of $1,000.

E. J. Cusick names b. s. Hamilton	2	1	1	1
George H. Hicks names blk. s. Arthur	1	2	2	2

TIME.

	Quarter.	Half.	Mile.
First heat	41¼	1:23¼	2:40¾
Second heat	39½	1:18	2:33
Third heat	39	1:18½	2:34¾
Fourth heat	42	1:19½	2:36

The judges were F. W. Reynolds, John D. Otis and C. O. Gilbert.

AMERICAN JOCKEY CLUB.

The Races Postponed Until Monday.

The races announced to come off yesterday at Jerome Park were postponed until Monday on account of the heavy rain that delunged the ground during the night and morning, rendering the track unsafe and unsuitable for racing.

PROSPECT PARK FAIR GROUNDS.

The trotting races advertised to take place at this popular track yesterday afternoon were postponed until Monday.

THE NASHVILLE RACES.

NASHVILLE, Tenn., Oct. 10, 1874.

The sixth and last day of the fall meeting of the Nashville Blood Horse Association was favored with a very large attendance.

The first race was for the Maxwell House Stake, for three-year-olds; mile heats; $25 entrance, p.p., $400 added.

SUMMARY.

Cheatham's Vanderbilt	1	1
Scott's King Pin	2	3
Malone's Modoc	5	2
Alcock's Orphan Girl	3	4
Logan & Bruce's Bowman	4	dis
Gordon's Valentine	dis.	

Time, 1:46½—1:48¼.

Orphan Girl was the favorite in pools.

SECOND RACE.—Mile and a half dash, for the Association purse of $200.

SUMMARY.

Franklin's Arizona	1
Swigart's Elkhorn	2
Richard's Nurse	3
Thomas' Hazem	4

Time, 2:42½.

Elkhorn was the favorite in pools.

THIRD RACE.—Consolation purse $200; mile heats; for beaten horses.

SUMMARY.

Robinson's Astral	3	1	1
Tanner's Velocipede	1	4	3
Buford's Kilburn	4	3	2
Anderson's Red Jackson	2	5	4
Scott's Lady Greenfield	5	2	5

Time, 1:47¼—1:49—1:49½.

Red Jackson was the favorite before the first heat; afterwards Velocipede sold in the pools at $349 to $150 for the field. After the second heat Astral was made the favorite.

THE INDIAN COMMISSION.

The Third Annual Report of the Domestic Committee of the Board of Missions.

On last Wednesday afternoon, at three o'clock, the Commissioners of the above Board met at St. Ann's church, in this city, in order to receive the report of their Secretary and Agent and appoint the Executive Committee for the year. The following gentlemen were chosen:—Chairman, Rev. H. Dyer, D. D.; Rev. J. A. Paddock, D. D., Rev. A. T. Twing, D. D., Rev. J. H. Rylance, D. D., Rev. E. A. Hoffman, D. D., Rev. T. S. Rumney, D. D., Rev. T. U. Dudley, Jr., D. D., Rev. W. Catlock, Mr. William Welsh, of Philadelphia; Mr. William K. Kitchen, State Senator John A. King, of Long Island, and Messrs. Charles R. Marvin; and Benjamin Starr, Secretary, and General Agent Rev. R. C. Rogers.

The report presented and adopted contains much of interest relating to the domestic missions and gives valuable information in regard to the agencies at present under the care of the missionaries. That at Ponka, Dakota, is under the control of C. P. Birkett; at Yankton under Rev. J. G. Gasmann; at Crow Creek under H. P. Livingstone; at Cheyenne under H. W. Bingham; at Red Cloud under J. J. Saville; at Wetstone under E. A. Howard; at Shoshone, Wyoming, under J. Irwin; at White Earth, Minnesota, under Lewis Stowe.

The missionaries, catechists, teachers, schools and mission stations at present in the Indian field are indicated in the accompanying list:—

NIOBRARA MISSION.—The Right Rev. William Hobart Hare, D. D., Missionary Bishop, residing at Yankton Agency, Dakota. Standing Committee—Revs. S. D. Hinman, J. W. Cook; Messrs. T. S. Clarkson and A. Pepe (native).

SANTEE MISSION.—Post Office address, Santee Agency, Nebraska. Rev. Samuel D. Hinman, presbyter in charge. Church of Our Merciful Saviour—Rev. Samuel D. Hinman; John B. Wapaha (native), catechist; Samuel Manikiya (native), catechist; Samuel Stone (native), catechist; Duncan Graham (native), catechist; Mrs. S. D. Hinman and Emily J. West. St. Mary's School—Clara M. Kerbach, house mother; Sister Mary Graves, teacher. Bazille River Chapel—Rev. Daniel W. Hemans (native), presbyter. Wapashaw Chapel—Thomas Nomah di (native), catechist.

YANKTON MISSION.—Post Office address, Yankton Agency, Dakota. Rev. Joseph W. Cook, presbyter in charge. Church of the Holy Fellowship—Rev. Joseph W. Cook; Rev. Luke C. Walker (native), deacon; David Tatiyopa (native), catechist; Edward Gokiye (native), catecaist. St. Paul's School (boys)—The Bishop, principal; Rev. H. St. G. Young, head master; Walter S. Hall, teacher; Philip Deloria (native), teacher; Mrs. M. E. Duigan, house mother; Mrs. W. A. Draper, associate. Emmanuel Hall (girls)—S. M. Robbins, house mother; S. Fannie Campbell, assistant; Anna M. Baker, teacher; Amelia Ives, associate. White Swan—Rev. William J. Cleveland, presbyter; Mrs. W. J. Cleveland, Matthew Leeds (native), catechist. Choteau Creek—Louisa R. Buchanan, teacher; Baptiste Defon (native), catechist. Point of the Timber—Salos P. Walker (native), catechist.

YANKTONNAIS MISSION—Post Office address, Crow Creek Agency, Dakota. Rev. H. Burt, deacon in charge. Christ church, Upper Camp—Rev. H. Burt, Sister Anna Prichard. Girls' school—Sister Olive M. Roberts, house mother; Sister Sophie C. Pendleton, associate. Lower Camp—Edward Ashley, teacher; George Quinn (native), catechist.

LOWER BRULE MISSION.—Post Office address, Crow Creek Agency, Dakota.

CHEYENNE AGENCY MISSION.—Post Office address, Cheyenne Agency, Dakota, Rev. Henry Swift, deacon in charge. Boys' school—Mary J. Leigh, house mother; Miss M. A. Hays, associate.

WISCONSIN MISSION.—Under the charge of Bishop Hare. Oneida Agency—Post Office address, Oneida, Brown county, Wis.—Rev. E. A. Goodnough, presbyter; Mrs. Goodnough, teacher.

MINNESOTA MISSION.—Under Bishop Whipple. White Earth Reservation—Rev. J. J. Enmegahbowh (native), presbyter; Rev. J. A. Gilfillan, presbyter; Samuel Madison (native), catechist; Charles Wright (native), catechist; Gass Johnson, (native), catechist; Mrs. M. L. Selby, in charge of hospital; Mrs. Laura Crafton, in charge of hospital. At Mendota—George St. Clair (native), catechist.

In reference to scholarships in the Indian school the commission reports the desirability of gathering the savage children of both sexes into boarding schools, which should be literally Christian households, and therein imparting to them such useful knowledge as would fit them for a better state of existence. The St. Paul's Training School last year was the commencement of this general plan, and now the commission have five boarding or training schools in operation, situated as follows:—St. Paul's school for boys, at Yankton; St. Mary's school for girls, at Santee Agency; Emanuel Hall, for girls, at Yankton; boys' and girls' school at Crow Creek, and boys' school at Cheyenne. Among the papers issued during the past year are two which deserve special notice, both because of their character and because they were written by Christian Indians. Reference is here made to the "Testimony to the Love of Jesus," by the late Rev. Paul Mazakute, our first Dakota Presbyter, and to the record of the heathen and Christian life of Nabunashkong (a Chippewa chief), by his friend and pastor, the Rev. J. J. Enmegahbowh. Full justice is done in the report to the efforts of the various associations of Christian women throughout the country, whose auxiliary labors have aided the commission vastly. Especial mention is made of the following:—The Dakota League of Massachusetts; the Indians' Hope Association of Philadelphia; the Niobrara League of New York; the Providence Indian Aid Association; the Fairfield County Indian Aid Association; the Baltimore Indian Aid Association. The actual receipts for mission work since October 1, 1873, have been $48,410 37.

In conclusion, the commission reported that the missionary field was growing in extent and interest, and that thousands of Indians who, but a few years since, were inaccessible to civilizing influences, are now brought within the reach of gospel ministrations.

YOUNG MEN'S HEBREW ASSOCIATION.

There was a large and pleasant reception last evening upon the occasion of the formal opening of the rooms of the above association, at No. 112 West Twenty-first street, near Sixth avenue. The house was brilliantly illuminated, and the spacious parlors were graced by some beautiful pictures, among the rest an exhibition by Constant Mayer of his charming work, "The Truants," and a wonderful interior of a Polish synagogue by a foreign artist. The work of this association is akin in design to that of the Young Men's Christian societies throughout the country, and its cheerful parlors, library and chess rooms will be free to all who wish to pass an evening in refined and moral society beyond the myriad temptations of the town. There will be a course of lectures given, and engagements have already been consummated with the following:—

Bayard Taylor—Subject, "Ancient Egypt."
Carl Schurz—Subject, "Educational Problems."
John Weiss—Subject, "Irony and Humor."
General N. P. Banks—Subject, "Diplomatic Princes."
R. J. De Cordova in a new humorous lecture.

This society cannot be too highly extolled for its liberal charity, which must be productive of great good. Its officers are:—President, Mr. Louis May; Vice President, Dr. Leo; Secretary, Dr. M. Blumenthal; Treasurer, Mr. S. P. Solomon, while in the direction are gentlemen distinguished in finance, the professions and general trade.

EPISCOPAL GENERAL CONVENTION.

Yesterday's Proceedings—The Beginning of the War on Ritualism—Virginia and Maryland Speak Out—They Give no Uncertain Sound—It Must be Prohibited.

From the indications in yesterday's proceedings in the Convention the campaign against the ritualists will be short, sharp and decisive. The session was a short one, to permit committees to sit and the deputies to prepare for the reception at the Bible House in the evening. The number of visitors in the galleries was less than on any previous day of the session, doubtless owing to the previous rain. The opening services were read by the Rev. Silas A. Easton, of California; the lesson by the Rev. Dr. Van Deusen, of New York; the prayer by the Rev. Dr. Pant, of Pennsylvania, and the final prayer and benediction by Bishop Greene, of Missouri.

The Committee on the Consecration of Bishops, immediately after the devotional service, reported favorably on the credentials of Drs. Welles and Seymour, bishops elect of Wisconsin and Illinois, and the officers were directed to certify the same to the House of Bishops. This, however, is a constitutional form and does not at all imply that those gentlemen will be confirmed in their high office without opposition. Indeed, on Monday noon, the Convention will debate each case on his or its merits. It is not believed that there will be any opposition to Dr. Welles, but Dr. Seymour's name and character will receive such an anatomical dissection that the clerical and legal doctors may find some difficulty in putting the parts together again to make out of them a perfect bishop to rule over the Church of God.

The committee appointed to collect funds for the churches in Chicago which had suffered by fire reported having collected the sum of $50,714 31, which, with the exception of $2,189 44, retained for the Church of the Ascension, had all been distributed among the churches.

AN IMPORTANT COMMITTEE.

The following Committee on Amendments to the Constitution was announced:—

Rev. Messrs. Charles H. Hall, D. D., Long Island; Thomas Dudley, D. D., Maryland; Benjamin A. Rogers, Texas, and Morrison R. Waite, LL. D., Ohio; R. C. L. Moncure, Virginia; James L. Woolworth, LL. D., Omaha; George M. Comstock, LL. D., Central New York; Sill T. Wilder, Minnesota; John W. Stevenson, Kentucky; Edward McCrady, South Carolina; Samuel B. Ruggles, LL. D., New York; Cortland Parker, LL. D., New Jersey; George W. Rice, Louisiana.

A Committee on Education was also announced.

Memorials were received from Mississippi, Pittsburg, Missouri, Alabama and Vermont asking for the insertion of the original Nicene Creed as the Greek Church presents it, that is without the *filioque*, or the words which ascribe the Holy Ghost as proceeding from the Son, as well as the Father, which words are declared to be an interpolation and false in doctrine and in fact. This measure is advocated by those who believe that this is the chief if not the only point of difference between the Greek and Anglican and Latin churches. But the Eastern orthodox Church ignores several of the Ecumenical Councils of the Roman Catholic Church, and holds only to those that were held before the division. There are too many minor points of difference in detail between the three bodies to admit of any visible unity between them. Hence this change would have very little weight on the Eastern side of the Atlantic.

The dioceses of Pittsburg and Texas memorialized for the formation of

A COURT OF APPEALS IN THE CHURCH,

and a debate and some confusion ensued on the point whether it should be referred to the Committee on Canons or to the Committee on Amendments to the Constitution. It was finally sent to the latter, as it was thought the formation of such a court would require a constitutional amendment. Memorials from California, Wisconsin and Texas on the organization of missionary dioceses were referred also to this committee.

The Rev. Dr. Haight being too ill to attend the Convention or to perform the duties of his place on the Committee on Canons asked to be relieved. His place was supplied by Dr. Beach.

Several amendments to existing canons were referred to the Committee on Canons. A proposed new canon was similarly referred. It provides that the senior bishop of the Church, on becoming the presiding bishop, or at any time thereafter, may resign the jurisdiction of his diocese by issuing a notice to that effect to all the bishops and standing committees of the Church. In the event of his doing so the Treasurer of the General Convention shall annually assess and collect from each diocese a sum equal to $1 for every clergyman canonically connected therewith, and pay over the same, in quarterly instalments, to the presiding bishop as his salary. The diocese over which the presiding bishop has had diocesan j