PROBABLE YACHTING DISASTER.

The Center Cup Race Won by the Yacht Mischief.

THE WAVE MISSING.

How the Regina and Blanche Came in Second and Third Respectively.

The ocean sloop race for the "Center" Cup over the Cape May course was finished yesterday, and resulted in a victory for the Mischief, beating the Regina by 4h. 28m. This race originated through the presentation of a cup to the Seawanhaka Yacht Club by Captain Robert Center, to be sailed for by sloops, in the month of October, over the Cape May course. The cup was presented last year and becomes the *bona fide* property of the winner. When Captain Center gave the cup he was told that the sloops in the club were not fit to go over the course, and he replied, "Then it will encourage the members to build seagoing sloops." The Mischief, the winner of the cup, was built this year, and is the first iron centreboard sloop that has been built in these waters. Mr. J. R. Busk, the owner of the Mischief, is very much pleased with his yacht, and feels so well satisfied that iron is superior to wood that he said yesterday, "If I were going to build a schooner yacht I should certainly build her of iron."

The steamtug Cyclops, with the Regatta Committee of the Seawanhaka Yacht Club, went down last Thursday morning to start the sloops entered for the race for the cup. They had a beautiful morning for the start, but a sad lack of wind. The following yachts started in the race:—

Name.	Owner.	Length Over All. Ft.	Water Line. Ft. In.	Beam. Ft. In.
Mischief	J. R. Busk	68	61 0	19 6
Regina	W. H. W. Stewart	50	44 0	16 6
Wave	Dr. Barron	41	38 0	14 0
Blanche	C. H. Grundy	41	38 6	14 6

At the lightship the Cyclops took up a position to the eastward, so as to let the yachts pass between. The following sailing instructions were issued to the captain of each yacht:—

The start will be made at ten o'clock in the forenoon, or as soon thereafter as practicable.

The committee's boat will be placed to leeward of Sandy Hook lightship and as near as possible east or west, as the case may be, and the yachts will start across an imaginary line between them.

A preparatory signal will be given by two blasts of the whistle and hauling down the club flag on the committee's boat. The club flag will be kept down seven minutes and then run up. At ten minutes after the preparatory signal the starting signal will be given by one blast of the whistle and dipping the club flag, and the time of this signal will be the starting time of all the yachts.

Cape May lightship may be rounded either way. In approaching this mark at night each yacht will burn two signals—first, at a distance not greater than half a mile, the club signal; second, as near as practicable, the moment of rounding, the initial letter of the yacht, except that the Mischief for second will burn the New York Club signal.

The race is to end at an imaginary line drawn due east from Sandy Hook lightship, to be crossed within easy trailing distance of that mark, and it made at night the same signals are to be burned as at Cape May lightship.

The Cyclops blew the preparatory whistle at 11h. 05m. A. M. and at 11h. 15m. A. M. a second whistle gave the starting signal. There was a light westerly breeze and the yachts all crossed the line on the starboard tack, the Mischief leading, followed by the Regina, Wave and Blanche in the order named. As the Regina crossed the line she ran down her jib and shook out a balloon jib topsail. In half an hour's time they were sailing in procession, the Mischief half a mile ahead of the Regina and then came the Wave some distance ahead of the Blanche. The Mischief was doing remarkably well as long as the breeze held, but off Long Branch they ran into a calm and the Regina, Wave and Blanche closed up. The Mischief and Regina jibed their booms to starboard about 12h. 30m. P. M. trying to catch a light easterly air and the Wave and Blanche kept edging in shore. At 1h. P. M. the Cyclops returned to New York and the racing yachts were left to their own devices. Of course, as far as a test of the racing qualities of the different yachts, the only contest was really between the Wave and Blanche, as the Mischief was 18 feet longer than the Regina and the latter 9 feet longer than the Wave and Blanche. Length will tell in the water and a boat of 50 feet over all cannot be expected to sail with a boat 68 feet in length. During the afternoon the breeze kept light and variable and the yachts kept drifting about in the same positions. About 4h. P. M. a light southerly breeze set in and the Regina began to close up on the Mischief. Off Asbury Park, about an hour later, the Regina passed the Mischief and took the lead of the fleet. At this time the Wave and Blanche were several miles astern. The Mischief then sent up an immense club topsail, and with its assistance passed the Regina shortly before dark. Both yachts were then on the port tack. When night set in the Mischief took in her club topsail, but still appeared to be gaining on the Regina. The lights of the yachts were visible to each other, and at 8h. P. M. the Mischief lost the Regina's light and then tacked in shore. The wind was variable, shifting between southeast and southwest. The Mischief made Barnegat light abeam at 9h. 20m. P. M., and then ran into a calm. At this time the Regina was about three to four miles astern and the Wave and Blanche a long way behind. They kept drifting along, and again, at 2h. A. M., they were becalmed off Absecom Buoy. Shortly after 7h. P. M. the Regina made out the Mischief to leeward, but about four miles ahead. The wind was then light from the southeast and about an hour later shifted to southwest. It was thick during Friday morning and the yachts lost sight of each other. The Mischief was off Hereford Inlet about 10h. A. M. and had a light breeze from the westward of south. Shortly after 12h. M. the dirt cleared away and the yachts came in view of each other, the Mischief being some six or seven miles ahead of the Regina. The yachts rounded Cape May lightship as follows:—

	H. M. S.		H. M. S.
Mischief	1 35 00	Regina	3 37 00

As soon as she rounded the Mischief set her big club topsail, and with boom to port and the spinnaker on the starboard side, moved along very pleasantly in the light air. When the Regina rounded she also set her light kites, but could not close the gap between her and her big antagonist. The Mischief kept off all the time, edging in shore, and presently luffed up on her course, setting the spinnaker to port as a jibtopsail. About 4h. P. M. the breeze freshened and the yachts bounded along in handsome style and presently made out the Wave and Blanche bound for the lightship. They were both on the port tack and beating up to the lightship. As the sun went down the breeze freshened and the Mischief began to hum along at about an eight-mile gait. Shortly before 7h. P. M. the Mischief took in her club topsail and the jib topsail shortly afterward. She then put a reef in the mainsail and went along under reefed mainsail and jib. Barnegat was abeam at 9h. 30m. P. M. and the Mischief was going about ten knots. There was a short sea running that made the sailing very lively, and the Mischief rolled until the end of her boom dipped in the water. The Mischief made the Highlands light at 1h. 30m. A. M., and then the breeze drew a trifle more to the southward, bringing them past the lightship at 3h. 42m. A. M. The Regina arrived at 7h. 30m. A. M., being over four hours behind the Mischief. The latter therefore wins the cup.

CREWS OF THE BLANCHE.

The smallest of the contestants in the ocean race—Mr. Grundy's sloop Blanche—arrived yesterday afternoon. The following statement was made by Captain Charles H. Grundy, her owner:—"The yacht Blanche is the smallest craft that ever went over the course from the lightship beyond Sandy Hook to Cape May. On Thursday night last the Blanche lost sight of the Wave, which was, up to that time, the only craft in sight. Then both vessels were all but becalmed, the only breeze coming from the land, and little of that." On Friday noon Captain Grundy says he saw the Wave to leeward about five miles off. Half an hour afterward the Blanche got within hailing distance to windward. Then the Wave passed about two miles to windward. Shortly after it commenced to blow very heavily from the South. The Blanche stood off toward the Five Fathom or Cape May light. When the Blanche arrived within a mile of the lightship there came on a perfect gale from the south and a sea that washed over everything. One of the stays parted, and was carried away. The spreaders and jaws of the gaff were also carried away by the terrific force of the gale. Although temporary repairs were made the pilot of the Blanche refused to go any further, saying that the yacht would lose every stick if she attempted to round the Cape May lightship. The bowsprit was sprained, and on Friday night it broke and was lost. Captain Grundy says that never before in his experience did he meet with such a sea. The lee rails were under all the time, and reef after reef was taken in without avail. When the Blanche passed down to the city every one on board expressed gratitude on getting back safe. Some of the crew said that they would not venture their lives again in such a craft in a stormy sea. She showed evident signs of hard usage at the hands of old Father Neptune.

WHERE IS THE WAVE?

Captain Grundy said he was very much afraid that the Wave was in serious trouble. He got into a portion of a gale that was sufficient to swamp the stanchest craft. Up to two o'clock this morning the Wave had not been sighted at Sandy Hook. A HERALD reporter, who was instructed to go there and keep a strict look out for her, telegraphed at that hour that the yacht had not put in an appearance.

YACHTSMEN IN COURT.

JUDGE BENEDICT DECIDES THAT THE CLYTIE WAS AT FAULT IN COLLIDING WITH THE VOLANTE.

An action has just been decided by Judge Benedict in the United States District Court in Admiralty, which is of especial interest to yachtsmen, involving, as it does, the application of the sailing rules in a peculiar situation. It is believed that it is, in this case, first determined that of two vessels, close hauled, beating out of a narrow channel on the same tack, the vessel to windward and ahead must give way and go about on approaching the shore in time to let the following and leeward vessel tack in safety. The circumstances under which this becomes the law are explained by the learned Judge in his opinion. The action was the filing of a libel against the yacht Clytie by the owners of the yacht Volante to recover the damages sustained by the tearing of the mainsail of the yacht Volante while those two yachts, together with the rest of the New York yacht squadron, were beating out of the harbor of New Bedford on August 15, 1877. The damages claimed were insignificant in amount, and the decision of nautical questions of law and fact was the object of bringing the action.

Out of the two different accounts of the collision given by the parties to the suit the following are the facts agreed to:—The collision occurred in daylight, in clear weather. The channel at the place of collision was only about one-eighth of a mile wide, and a tug was standing out with two yachts in tow, diminishing the clear space available by about one-half. The tide was flood. The first tack after starting was to the eastern shore. On this tack the Volante came abeam of the Clytie, and was to the windward. The Clytie hailed the Volante to go about, but the hail was disregarded, and the Clytie, to avoid collision, passed in shore off buoy 16, catching her centreboard on the reef and falling off some four points. When she came by the wind the Volante, still to windward, was ahead, the two yachts being on parallel courses with the tow in front. As they neared the tow the Volante tacked to eastward. Immediately after the helm of the Clytie was put hard down, and while head to wind and going fast enough to steer well her jibboom caught in the outer leach of the Volante's mainsail.

The libel charged a violation of sailing rule 17 (article 12). The defence was that sailing rule 24 (article 13) applied, the case being one in which the leading vessel failed to give room to the following vessel to tack. It was claimed that the narrow distance in which the two yachts were compelled to work, the presence of the tow directly ahead and the relative speed and position of the two yachts constituted special circumstances under which the latter rule applies. It was contended by Mr. Lewis Cass Ledyard, who appeared for the Clytie, that inasmuch as the Volante started from anchorage further up in the harbor and astern of the Clytie, she was, therefore, the overtaking vessel. This claim was disallowed by the Judge, who held, however, that the responsibility of the Clytie did not necessarily follow from the fact of her being the overtaking vessel, as claimed by Mr. M. Niles, who appeared for the Volante. "There was a time," said the Judge, "after both vessels were on the wind, when the Clytie had so gained on the Volante that it was impossible for her either to luff clear of the Volante or go upon the starboard tack under the Volante's stern, or clear the tow by bearing away or slacken her speed or anchor. And after that point had been reached by the Clytie it was still possible for the Volante by shortening her port tack to enable the Clytie to tack at the tow without hitting either the tow or the Volante. It was then the Volante's duty to do this. It was the Clytie's duty to hold on to her port tack as long as possible without running into the tow. If there was no failure on the part of the Clytie to do this the fact that the vessels collided as they did convicts the Volante of a failure sufficiently to shorten her tack, and casts upon her alone the responsibility for the accident. It is thus seen that the vital question of the case is one of fact, a question of distance—namely, the distance from the tow at which the Clytie was when she came head to wind." As to this distance the estimates of eye-witnesses given in testimony vary from twenty-five feet to 200 feet. "But while," said the Judge, "the presumption certainly is in favor of the correctness of the judgment formed on board the Clytie in regard to the time when it was necessary to put the helm down, the facts show this judgment to have been erroneous, and that the Clytie did not stand as near to the tow as she could have done with safety." On this ground, and with regard to the fact that if the Clytie had gone about six feet nearer to the tow she would have cleared the Volante, the Judge decided the controversy. "For," he says, "it follows that the Volante, having by accident or design—and it matters not which—left room for the Clytie to come to the wind without hitting either the Volante or the tow, was guilty of no fault, and that the fault which caused the collision was the failure of the Clytie to go as near to the tow as she could with safety." In regard to the claim that the Clytie should have swung to westward the necessary six feet, the Judge says:—"What a yacht is willing to do for the purpose of winning a wager, she is in case of necessity bound to do to avoid collision. While, therefore, it may be said to be requiring much of the Clytie to say that she could have avoided the collision by putting her helm hard aport after she had come head to the wind, in view of the evidence and the answer it is not easy to absolve her from fault in this respect." A decree was, therefore, given in favor of the libellants, with an order of reference to ascertain the amount.

It is said the club rules provide for the case, but they were not admitted in evidence, and the parties preferred legal adjudication.

A FAST TWO-YEAR-OLD.

SAN FRANCISCO, Cal., Oct. 18, 1879.

At Carson City, Nev., to-day, Theodore Winters' colt Connor, a two-year-old, by Norfolk, carrying eight pounds over the rule weight, ran a three-quarter dash in 1m. 15½s., the fastest time ever made by a colt of that age.

TROTTING NOTE.

The trotting fall meeting at Island City Park, near Albany, will begin on the 22d inst. and continue three days. The purses given are liberal, and the prospect is good for fine sport. The horses there already are large in numbers, and many more are expected.

THE PHILADELPHIA TOURNAMENT.

[BY TELEGRAPH TO THE HERALD.]

PHILADELPHIA, Oct. 18, 1879.

The sport at the tournament on the permanent exhibition grounds this afternoon did not realize the expectations entertained. The crowd was not as large as on the previous day, a cloudy sky doubtless keeping many away. It must be said that the hurdle jumping was simply farcical. The hurdles were so low that the horses found no difficulty in stepping over them. Low as they were many of the steeds shied and refused to jump. The tilting afforded many good exhibitions of horsemanship. Mr. Grayson, a grandson of Governor Grayson, of Maryland, suffered a serious accident during the afternoon. He was charging down the lists at full gallop when a lady suddenly stepped out into the path, apparently unconscious that the horse was approaching. In his efforts to save the lady Mr. Grayson was thrown violently from his horse. He soon recovered and remounted.

THE VICTORY.

The honors of the day's sport were carried off by Levi Payhill and Basil Bells, of Pennsylvania, and Charles Sterrett Grayson, of Maryland, who each carried off nine rings out of a possible nine, and Daniel Jenifer, Jr., of Virginia; William B. Pearce and Harry Orme, of Pennsylvania, who captured eight rings each. Levi Payhill was declared victor, Charles Sterrett Grayson second place and Basil Bells third place.

THE CHAMPION BICYCLISTS.

It was rumored yesterday that the bicycle champions who arrived in this city a few days ago had signed a contract to give an exhibition in Madison Square Garden within thirty days. There is no foundation whatever for this rumor. The bicyclists have not signed as yet any contract for any exhibition anywhere.

NEW YORK ARCHERY CLUB.

The second meeting of the New York Archery Club took place yesterday afternoon, on the club grounds, at Eighty-eighth street and Eighth avenue. The club now numbers about twenty ladies and gentlemen, and is rapidly growing. It was the first club of its kind in the city, and has only one rival now—the Manhattan. The officers are Dr. De Luna, president; James W. Auben, Jr., secretary; Miss Ida Bailey, vice president; George D. Pond, treasurer, and John W. Sutton, captain. The regular shooting days of the club are Tuesday, Thursday and Saturday, and the meetings will be held at the Eighty-eighth street range until the weather necessitates going indoors. The winter quarters of the club are not yet selected. There were quite a number of members present yesterday, and the shooting was spirited.

THE COACHING CLUB.

THE DRIVE FROM NEW HAMBURG TO HYDE PARK—THE VISITORS WARMLY WELCOMED.

POUGHKEEPSIE, N. Y., Oct. 18, 1879.

After having rested quietly at Carnwath, members of the Coaching Club were astir at a reasonable hour this morning, and, after breakfast, strolled leisurely about the beautiful grounds of Mr. Francis R. Rives at his New Hamburg home. Shortly before eleven o'clock the four three-year-olds of Mr. Rives were hitched to that gentleman's coach, a drag similar to the Tally Ho, and the gentlemen quickly mounted, taking seats on top, and a start was effected for Poughkeepsie, Mr. Rives handling the reins. As they whirled through the little village of Wappinger's Falls the inhabitants turned out *en masse* to witness their passage and the cheering sound of the horn echoed among the hills as the novel voyagers sped on their way. Out on the road the dust was thick, and it rolled along in clouds every time a vehicle was passed. The air was sultry, but there was no sun, and the gentlemen enjoyed the surroundings greatly.

FROM POUGHKEEPSIE TO HYDE PARK.

The drive to Poughkeepsie, a distance of seven miles, was made in about thirty-eight minutes. Before the borders of the city were reached crowds of people had gathered in Market street and numbers lined South avenue to witness the arrival of the visitors. At twenty minutes to twelve the sound of the horn was heard and in five minutes after the coach stopped in front of the Nelson House, when the work of changing horses was commenced and finished in an incredibly short space of time, Mr. Rives' four handsome grays being substituted for the three-year-olds, and once more the members of the club started. Throngs of people witnessed the departure, the coach passing through Market street to Main, down Main to Washington, and thence to the Hyde Park road. Once on the road they "let 'em slide" again, and the ride north was one of surprise and wonderment to nearly all, because of the magnificent scenery and the handsome summer residences that line the road. The roadway is wide and hard, and the striking of the horses' hoofs upon it sounded like the popping of champagne corks. The destination was the residence of Mr. W. H. Travers. It is handsomely located on the bank of the Hudson, about one mile south of Hyde Park and a quarter of a mile west of the roadway. A broad avenue leads to it from the main road, which is arched with shade trees. As the coach whirled into the avenue the gentlemen on top were compelled to watch closely for low hanging branches, but no accident occurred, and at high noon the visitors alighted and clasped hands with Mr. Travers, who stood upon the piazza with a welcome smile. Luncheon was all ready, and the gentlemen ate with good appetites, sharpened by the early morning ride. There was a stay of a little over one hour at Mr. Travers', when there was a brisk drive of two miles further north to Mr. Langdon's summer residence. There the stay was brief, the principal attraction being sightseeing, and then the horses' heads were turned southward. Poughkeepsie was reached between four and five o'clock and the coach was driven to the steamboat wharf, where the gentlemen dismounted and went on board of Mr. Havemeyer's steam yacht Ideal. When anchor was hoisted and the Ideal, with her happy party, steamed southward to Mr. Rives' pier, south of New Hamburg, where his guests were escorted to his residence once more and the day's entertainment was over. Mr. Havemeyer was not with them, having been compelled to leave New Hamburg for New York last evening. Mr. Belmont came as far as Poughkeepsie with the coach and took a train from here to New York.

To-morrow will be exclusively a day of rest for the party, and on Monday all return to New York.

CREDITABLE SCORES.

[BY TELEGRAPH TO THE HERALD.]

OSWEGO, N. Y., Oct. 18, 1879.

A company of the Forty-eighth regiment of this city shot for the Nevada badge to-day and made 1,303 out of a possible 1,750. This is the highest score ever made. The Ninth Separate company, of Whitehall, stands next with 1,299.

COLUMBIA RIFLE CLUB.

WASHINGTON, D. C., Oct. 18, 1879.

At the shooting at Benning's to-day by the members of the Columbia Rifle Club, P. J. Lauritzen scored 75 out of a possible 75 at 800 yards, 74 at 900 yards and 73 at 1,000 yards. Charles H. Laird scored 72 at 800 yards, 67 at 900 yards, and made 75 at 1,000 yards. Colonel J. O. P. Burnside scored 205, and A. V. Canfield 203.

WRESTLING MATCH.

BALTIMORE, Md., Oct. 18, 1879.

A wrestling match between William Miller and M. Aiesandro, at the Front Street Theatre, to-night, was won by Miller, the latter winning three falls in five. The contest occupied two hours and a half.

SCHAEFFER AND SLOSSON.

The billiard match between Jacob Schaeffer, champion of the world, and George Slosson for a stake of $4,000 will begin at Madison Square Garden on Thursday and be continued on Friday and Saturday evenings, October 23, 24 and 25. The game will consist of 3,000 points up, 1,000 of which will be played each evening.

YORKTOWN'S CENTENNIAL.

PHILADELPHIA, Pa., Oct. 18, 1879.

The meeting of Governors to arrange the details of the centennial anniversary of the surrender of the English army under Lord Cornwallis at Yorktown, convened for organization at Carpenter's Hall at eleven o'clock this morning. Governors Andrews, of Connecticut; Holliday, of Virginia; Hoyt, of Pennsylvania; Simpson, of South Carolina; Jarvis, of North Carolina; Hall, of Delaware; Carroll, of Maryland; Van Zandt, of Rhode Island, and Colonel Lincoln, representing Governor Talbot, of Massachusetts, were present. An address of welcome was responded to by Governor Andrews, of Connecticut. Governor Holliday, of Virginia, was chosen president of the meeting, and Colonel Lincoln secretary. The meeting then adjourned to Independence Hall, where Mayor Stokley addressed the Governors, welcoming them to the city, and Governor Carroll, of Maryland, replied. Governor Hoyt then extended a welcome in behalf of the State of Pennsylvania, to which Governor Holliday, of Virginia, responded in a brilliant speech, which was frequently interrupted by applause. Governors Hall, Jarvis and Simpson and Colonel Lincoln also spoke in grateful terms of the reception they had received, and the opinion was freely expressed that the success of the Yorktown celebration would have a powerful tendency to bring about a unity of thought and feeling between the North and South. Upon motion, Governors Hoyt, Simpson and Holliday were appointed a committee on resolutions, and the first named reported the following, which was adopted:—

Resolved, That we, the Governors and representatives of the original colonies convened at Independence Hall, in Philadelphia, this 18th day of October, 1879, knowing that the purposes for which we have assembled meet the hearty approbation of our constituents, do hereby commend to the people of the United States such a celebration of the centennial anniversary of the surrender of Cornwallis at Yorktown as shall befit the historical significance of that event and the present greatness of the nation.

Resolved, That a committee of one from each State be nominated by the Governor thereof, of which committee Governor Holliday shall be chairman, to make proper arrangements for such celebration.

The meeting then adjourned.

To-morrow the Governors will attend divine service at Old Christ Church.

On Monday the Governors will hold another business meeting in Independence Hall. On Tuesday they will visit the public institutions here, and on Wednesday they depart for Yorktown, accompanied by many prominent Philadelphians.

COLLISION AT A LAUNCH.

A SUIT FOR DAMAGES DECIDED AGAINST THE SHIPBUILDERS.

BALTIMORE, Md., Oct. 18, 1879.

Some months since in the launching of the United States light house steamer Arbutus from the shipyard of Malster & Renney, while going from the ways she ran into and sunk the schooner Ridie, which was under sail proceeding down the river. Suit was brought in the United States District Court by the owners of the Ridie against Malster & Renney, laying the damages at $3,500. Judge Morris to-day decided the case, awarding the full amount of damages claimed to the owners of the schooner. In giving his decision Judge Morris stated that the usual and customary notice of a launch about to take place—viz., the flying of a flag from the hull of the launch—was not sufficient notice to exempt the builders from damages for collision with passing vessels. It was in evidence by shipbuilders from Wilmington, Del., and other shipyards, that the usual notice of a launch was the flying of a flag on the hull of the vessel to be launched. Notice was given of an appeal to the United States Circuit Court.

THE IMPRISONED DEER HUNTERS.

PORT JERVIS, N. Y., Oct. 18, 1879.

Sheriff Ridgeway, John C. Westbrook, Jacob Schorr and others, who were arrested for running deer with dogs, and who were committed yesterday to the county jail at Milford, Pike county, Pa., for refusing bail, were afterward released, each giving $100 bail to appear at the December term of court.

THE MAYVILLE FIASCO.

Hanlan Trying to Draw the Six Thousand Dollars.

PAYMENT REFUSED.

A Fair and Honest Race Demanded by Mr. Soule.

[BY TELEGRAPH TO THE HERALD.]

ROCHESTER, N. Y., Oct. 18, 1879.

At a few minutes after ten o'clock this morning Edward Hanlan, accompanied by Ward, his backer, and Coulson, his trainer, went to the City Bank, of Rochester, and presented an order, signed by "William Blaikie, referee," for the $6,000 deposited by Mr. Soule, president of the Hop Bitters Company, to be paid to the winner of the Courtney-Hanlan race. The teller informed Hanlan that there were no funds in the bank subject to such an order. That the $6,000 for the prize in the race was subject to a certificate of deposit given to Mr. Soule in accordance with the regular custom of the bank in cases of special deposit, and that the money could be paid only on presentation of said certificate, properly indorsed. The party then saw Mr. C. E. Upton, cashier of the bank, who repeated the substance of what the teller said. He also stated that on Wednesday last, the day before the race, he had received a despatch from Mr. Blaikie inquiring if the $6,000 was on deposit, subject to his order as referee, and that he (Upton) had immediately replied by telegraph in these words:—

To WILLIAM BLAIKIE, Mayville, N. Y.:—

The Hop Bitters Manufacturing Company has deposited $6,000 here, to the order of William Blaikie, referee, to be paid to the winner of the Courtney-Hanlan prize race.

C. E. UPTON, Cashier.

Mr. Upton further informed the party that the bank could not recognize the order presented by Mr. Hanlan; that the money could be obtained only on presentation of the certificate indorsed by Mr. Blaikie, and that Mr. Soule himself could not withdraw the money, even on presentation of the certificate, unless so indorsed. In reply to a question as to whether, in case of the presentation of that certificate by Hanlan, together with Blaikie's order at the same time, Upton declared that he would not say that he would not pay it under these circumstances. At the request of Coulson Mr. Upton promised to write to Blaikie, stating explicitly the conditions of the deposit and the terms on which only the money could be drawn. The party then left, forcing their way slowly through a large crowd collected in front of the bank, impelled by curiosity to see the famous oarsman.

MR. SOULE'S DETERMINATION.

An interview with Mr. Soule elicited nothing positively new as to his intention, except that he does not mean to attempt to withdraw the money, but will leave it in the bank, subject to the conditions agreed upon before named—that there shall be a race rowed by the two men. They may row for it at any time or place they choose, and when both row the winner may have the money. Evidently that money will never be drawn unless in consequence of an order in equity by the Supreme Court until there is a *bona fide* race between Courtney and Hanlan. Hanlan's party are now in the telegraph office, and have sent a despatch to Mr. Blakie explaining the circumstances to him and asking him to settle the unpleasantness with Mr. Soule.

SWORN STATEMENTS BY COURTNEY AND JOHNSON—HANLAN'S SCHEME TO POCKET A GREAT DEAL OF ENGLISH MONEY.

ROCHESTER, N. Y., Oct 18, 1879.

The following affidavits of Courtney and Johnson will be published in the *Democrat and Chronicle* to-morrow:—

Charles E. Courtney, being duly sworn, deposes and says:—On the evening of the 12th of September Hanlan and Ward called at my room in the Rochester Hotel, and Ward said, "This fellow (Hanlan) won't go there (to the Chautauqua race). It being a nice bit of money it is too bad not to go and get it, and you (Courtney) and he (Hanlan) can cut the purse in two." Courtney refused to entertain the proposition. The next day Hanlan came to the lake, and with two friends came to my house and acted as if he wanted to see me, but I would not give him a chance. Two days after he came again and seemed to have something to say, but he did not dare to express it in the presence of my companions. This was at the time Hanlan's boat was broken, and soon after this Brister told me that he had made an appointment with Ward to meet me at my boathouse at two o'clock. Courtney met Ward there and Ward said, "The best thing you could do would be to cut the purse in two." I replied, "No, sir; I would rather row for the whole purse and have it or not have a cent. Brister said, "This is all right, and all he wanted was a square race." I told Ward that I would row over the course in 33 minutes, and offered to row Hanlan any time before the race to convince him of that fact, and Ward said that that was fair enough, but also said that if I should win he couldn't drag Hanlan out of the boathouse with a log chain on the day of the race. Then Ward said, "Why, Courtney, if you go out here and beat Ned then the people will swear all over the country that you sold the race at Lachine." I told him it didn't make any difference, I should row the race for all I was worth. Either Monday or Tuesday night Ward sent word to me by Brister that if I wanted to do any business to have nothing to do with Quimby, because they could do better with me than they could. A man came to me one day and said he was sent by Quimby to say that if I would throw the race he had the greatest scheme for making money ever heard of. I did not pay much attention to it at the time, and nothing more in regard to the matter was ever said.

WHAT HANLAN'S BACKER OFFERED.

One night in the first part of the week of the race I met Ward on his way to Hanlan's boathouse, and we stopped and had a little conversation again. He wanted me to throw the race and asked me how it would do if I took all the purse and Hanlan nothing. I told him I should win the race if I could. Then he offered me a division of the pools as well as $6,000. I made the same answer as before. I was then approached by two other men at different times. They offered me $10,000, or half the proceeds of the pools. I replied there was not money enough in America to get me to lose the race, if I could win it. Brister brought me a proposal one morning written by John Davis, who sent it to me to write off and sign in my own handwriting, and I have it now in my possession. It is the same as that published some time about the 12th of October.

HANLAN'S ENGLISH SCHEME.

I met Ward one day and he said that it was very important Hanlan should win the race, as they wanted him to go to England to row Elliott. He said over there they would bet £100 to £5 that Hanlan would win the race, and they could make all the money they wanted and retire from the business. He told me in so many words that it was their plan to take Hanlan to England and have him lose the race. The arrangements were all made. He told me he had a letter from Colonel Shaw, the American Consul at Manchester and a member of the Hanlan Club, saying that he (Shaw) had put up £50 forfeit for Hanlan for a race with Elliott, and he had a plan that would give all barrels of money. He wanted me to read the letter, but it was so dark I could not. He said he had read the letter to Brister, and Brister told me the same thing afterward. Besides the time mentioned I was approached several times while at the lake by men I did not know, who offered me various sums of money to throw the race, but the conversation generally was very short. I had only one reply to make. I went to Chautauqua Lake with the determination to win the race, and I believe I could have done it had it not been for outside interference. I have only one thing to reproach myself for, that we did not exercise more diligence in watching our boats.

CHARLES E. COURTNEY.

Subscribed and sworn to before me, this 18th day of October, 1879—WILLIAM OLIVER, Commissioner of Deeds.

"FRENCHY" JOHNSON'S AFFIDAVIT.

"Frenchy" A. Johnson being duly sworn deposes and says:—"I do not remember the day, but about a week before the race I had laid down for a nap in the house when Charley came to me and asked for the key of the boathouse. I asked him what he wanted of it, and he said that Ward was down to the boathouse and wanted to see him. I gave him the key, and as he went away he said, "Don't let any man come down." I got right up and staid about the house ever so long. I waited there until nearly five o'clock and then walked down to the house. I noticed that the doors were locked and crept up softly, so as to make no noise. I peered in a crack of the door and saw Ward, Brister and Courtney sitting together. I crawled around the side of the house to see if I could hear what they were saying. The first thing I heard Ward say was, "If you don't consent to let Hanlan win you can't pull him out with a log chain," and Charley said, "I won't do it. There is not money enough in America to buy me. I can beat Hanlan and intend to do it."

WARD AWARE OF COURTNEY'S ABILITY.

Ward then said:—"I know you can beat him, and he knows it, and he won't row unless you consent to let him win." Charley said again he would not do it, and Ward said:—"Why, Charley, it is just like finding it. We can get $100,000 in pools, and we will guarantee to divide it with you, dollar for dollar. It is any odds on a sure thing. There is no money in the Hanlan party. We can take their bets without putting up a cent. It's just like finding it—the easiest thing in the world." Then Ward said something about Courtney's going into some kind of a scheme for a race in England between Hanlan and Elliott, but I did not understand it very well. Then Ward said again that if Hanlan was not allowed to win the race they could not pull him out with a log chain, and Courtney said he wouldn't do it. I then crawled out and knocked at the door and was admitted, and, after bantering the Hanlan man a little, I invited Courtney out to his usual row. When we were in the boat practising Courtney told me that Ward wanted him to sell the race. I said, "Don't you do it; you can beat him, and you do it." Courtney answered, "I can beat him, and am going to do it." FRENCHY A. JOHNSON.

Subscribed and sworn to before me, this 18th day of October, 1879—WILLIAM OLIVER, Commissioner of Deeds.

Courtney and Hanlan left for their respective homes to-day.

HOW HONEST RACES MAY BE HAD.

TO THE EDITOR OF THE HERALD:—

Being among those who went to Chautauqua Lake, expecting to see Hanlan and Courtney row an honest, square race, only to find that the so-called match was a delusion and a snare, I ask for space in the HERALD to give you my ideas as an outsider, who had not a dollar invested in any way on the event, as to the precise extent of the "crookedness" now so patent to everybody. In the first place it must be clear to every man who was present at Mayville on the day of the race that the match was never intended to be rowed on its merits. I believe, as do many of those I have met at Chautauqua Lake, and on the train coming back to New York, that it was never intended that Courtney should go on the official record as the winner of the purse. It is said, with every show of reason and authoritative statement, that the poolsellers put out fully $200,000, at odds of $100 to $75 in favor of Hanlan. If the Canadian won the race they would bag $150,000. Now, both the Hanlan and Courtney parties claim that the other side wanted to fix things, the result to be the same—that Hanlan should be allowed to win. The only discrepancy exists in the terms. Both accusations are, of course, denied, but where there is so much smoke there must be some fire. We are told that up to the night before the race these negotiations were in progress, but it seems that the question remained doubtful, so that the poolsellers could not be sure on Wednesday night that Hanlan would come in the winner. There are others who believe that Courtney was honest in his refusal to enter into any bargain. Even admitting this to be the true version, though very few of those present on race day will believe it, the situation was the same. The pools were at the mercy of events, and if Courtney rowed to win he had at least a chance to win. If he did win the poolsellers and their backers would lose $200,000 instead of winning $150,000, a difference in arithmetic of $350,000. To save the $200,000 invested Courtney's boats were destroyed, in order that an excuse might offer to withdraw the pools. In doing this the dealers retained one per cent, which defrayed all their expenses. Of course it is impossible to specify who was responsible for the mutilation of the boats, but this prompt withdrawal of the pools is ample proof that the pool interests on Hanlan were most likely to seek the exclusion of Courtney from the course. This will explain, in my opinion, the whole situation, though the neglect of Courtney to guard his boats, as he says he did so neglect (and mind, we have only the word of the Courtney party that they were absent), gives color to the charge that he was privy to the sawing. I had the curiosity to examine the boathouse and found that a saw could have been used on the boats from the outside, as the cracks in the sides were wide enough to admit a saw blade. But if there were no pools on these races we would have honest oarsmen and fair, above board contests. HONESTY.

LET COURTNEY ROW THE COURSE.

TO THE EDITOR OF THE HERALD:—

"J. Warren R.'s" suggestion that Courtney should row against time and endeavor to beat that made by Hanlan on Chautauqua Lake seems to me a good one. Although I do not know Courtney I believe him honest and upright and think he can make better time than Hanlan. PICKWICK.

COURTNEY ABLE TO DEFEAT THE BEST.

TO THE EDITOR OF THE HERALD:—

By your article of the 17th, on the fiasco between Courtney and Hanlan, you seem to blame Courtney for refusing to pull, and the referee, Mr. Blaikie, and all those who bet on Hanlan, from the poolsellers to the smallest betters, also blame him; but all men, when they look at the thing in the right light, will see how nobly and honorably Courtney has acted. Had he got into Hanlan's or Frenchy Johnson's boat, neither of which he knew anything about, he would undoubtedly have lost the race, and also lost for his friends all through the country every dollar they had wagered on him; but, as he did not do so, he must stand all the abuse the friends of Hanlan and the gambling fraternity can heap upon him. It comes with a bad grace from Morris or Plaisted to talk of Courtney. Did Plaisted ever win a race in his life? And Smith gave Morris all he wanted. As to Courtney being afraid to meet Hanlan, he defeated Hanlan's master, Reilly, and he can beat not only Hanlan, but any man in the world.

WILLIAM A. K.

COURTNEY MUST BEAT HANLAN'S TIME.

NEW YORK, Oct. 17, 1879.

TO THE EDITOR OF THE HERALD:—

As an ardent admirer of the manly and healthy exercise of boating I exceedingly regret the very disgraceful termination of yesterday's race. The idea presents itself to me upon reading Mr. Courtney's statement concerning bribery that there may be truth in what he says, and if so it would be a great shame that he should not have the opportunity of clearing away the stigma that very naturally attaches itself to his name. Now will you use your great paper to try and promote a match for Courtney to beat Hanlan's record yesterday. Should he prove by his victory that he is the injured party it would prove him an innocent man, and would also go to prove who were the instigators of this fraud, and should it prove to be the Hanlan party the sooner they are shown up to public scorn the better it will be for the future oarsmen of this great country. When such a thing as the late fiasco takes place and is not clearly exposed it places all sporting events in a disgraceful light and is ruinous to all such events in future. Very respectfully, yours,

W. R. CARTER, 73 East Fifty-ninth st.

P. S.—If Courtney's friends would not back him to beat the time made by Hanlan it would pretty clearly prove him to be a fraud and utterly unworthy to represent this great country in any future event, and would be a great incentive to worthier men to come forward to regain the championship.

ROSS AND RILEY.

THE COMING RACE ON THE THAMES—BOTH MEN CONFIDENT.

[BY TELEGRAPH TO THE HERALD.]

NORWICH, Conn., Oct. 18, 1879.

The Ross-Riley contest will be the most exciting single scull race ever pulled on the Thames. Ross has been in severe training at Silver Lake, Mass., and showed excellent form on the river this afternoon. Both men are in town and were together for a short time this evening. Riley looks slight when compared with Ross, but has a powerful physique. Both are reported to be feeling confident, although both are aware that they have some hard work before them. Ross says his friends lost $30,000 by his failure to beat Warren Smith in the provinces last summer. As he has accomplished nothing this season, his backers say he must win this race. While pulling from Allyn's Point to this city this morning Ross' shell was capsized and he was thrown into the water. He lost a satchel containing clothing and $76 in bills. His co