

COLUMBIA AGAIN VICTOR.

TOPMAST OF THE INDEPENDENCE BREAKS EARLY IN THE RACE.

THE BOSTON BOAT DRAGGED WRECKAGE EIGHTEEN MINUTES, BUT MADE A GAME FIGHT.

(BY TELEGRAPH TO THE TRIBUNE.)

Newport, R. I., July 12.—The Independence, of Boston, not only claimed the sympathies of the spectators in today's Newport racing, but also made a showing of the gamiest kind, and, subsequently, while in her crippled condition, she beat the Constitution and Columbia in the windward work of the race. She had not run for a whole minute after crossing before her whole top hamper went out of her, and it was a surprising item for the annals of yachting that the Constitution beat her by only six minutes to the first mark in spite of the fact that the Independence dragged her wreckage in the water for eighteen minutes.

"Hank" Huff looked to be in great spirits as he leaned on a back stay on the Independence and sniffed the northeast wind that was coming at the rate of about fifteen miles an hour across the bay. The men were hoisting the largest club topsail, and when they hauled things went chock-a-block, for they were in the best of humor, and put their whole back into it. The Constitution was also sending up her biggest kite, and yachtsmen were wondering whether the rigging would stand these big sails.

"The Columbia went out first without setting a gaff topsail, but after she had gone the Constitution set her biggest club topsail. The Independence and Constitution left their moorings together at 10:17, the Herreshoff boat getting a quarter of a mile start, but the Boston craft rushed after her and passed her as if she were standing still. Mr. Lawson's tug Wrestler towed Mr. Weld's big white schooner Hildegarde out of the harbor, and the Constitution went out in good company with Perry Belmont's Salsella, the steam yacht Tuscarora, Mr. Drexel's Sultana, McWalter's Narada, the schooner Marguerite and the steam yachts Hanzel, Josephine, Zara, and many others.

At the lights the yachts were trying the northerly wind and were getting all their wanted, being laid down to their decks without their forebills. The committee signalled: "D F B" (south), "D B Q" (northeast by east), "D G L" (northwest by west). This was a broad reach for the first leg, a beat on the second and another broad reach on the third leg. The preparation whistle was sounded at exactly 11 o'clock, and the big racers all headed westerly and then north so as to come down southerly to take the crossing line with a big gait on. As they went northerly the Constitution was in the lead with her jib as her only headsail and the jib topsail on the stay in stops. The Columbia came next, running up the rolled jib topsail. The Independence came next with foresail and jib topsail on the stays ready to break out. After the 11:05 signal was given the Columbia wheeled first and at 11:08 broke out headsails and came for the line at a great pace. The Independence turned next and flung three big headsails to the belling wind. She was about six lengths behind the Columbia. The Constitution turned last to make for the line, and while the Columbia and Independence were getting across well up the line Rhodes swung the Constitution off to exhaust the last two minutes. In doing this he lost a trifle, as the two minute signal sounded before he got to the leeward end of the line, and he thus lost an unreckoned twenty-one seconds.

ACCIDENT TO THE INDEPENDENCE.

From a position to leeward the Independence bore up to windward of the Columbia as soon as she was turned loose, and she closed the gap between them with extraordinary speed. She had already lapped the Columbia's boom with her bowsprit and was passing her hand over fist, when crack! went her topmast, and the big kite with the cloth running to the centre came down on her leeward side like a gull that is shot by a bullet. "Hank" Huff kept her going right along, but the jibtopsail sank and dragged water. The break came at 11:12:45. The crew tried their best to haul in the jibtopsail from the water, but were unable, owing to the boat being kept going. The Lawson tug Wrestler was now sufficiently near the Independence to see that the port spreader had buckled. The reason for this, as given out on board the yacht, was that the preventer backstay on the port side chafed on the cleat and parted. This was the manila rope part that was spliced into the wire rigging of the preventer backstay. This may or may not be the correct explanation, but the port spreader was seen after the race to be badly buckled. This spreader is built of metal in two portions which join at the outer end, and the peculiarity was that the after portion had bent in without perceptibly bending the forward portion. It looked as if the after part had partly collapsed, but only enough to give the topmast a slackening of about four inches. This, however, was enough to let the upper stick go over the side, and it snapped off as if it had been sawn.

The Columbia was now going off south at a rate that was just a foam and a flicker, and the Constitution was following on her more leeward course. Both boats were continually yawing out to windward of their course, the pressure being great and the Columbia seemed to be trying to run wild. This was the best wind of the day, and Huff kept the Boston boat going while she dragged her wreckage. The jibtopsail was finally got clear by hoisting away its hal-yards, but the big gafftopsail, with its huge yard and club, together with the topmast, were all swinging high in the air. For a long time the crew tried to get hold of an end of the sail. The tack had been broken, so that there was no leeward end to catch, except aloft, and the wire rigging held the whole mass swinging. After a time, while the big canvas was sailing around like a kite, the crew cast off whatever was holding up the mass, and it came down into the water. The yacht was still running on close to the Constitution, and losing wonderfully little. In spite of the drag, but when the sail filled with water it seemed possible that the gafftopsail sheet would carry away the gaff, and the yacht was badly held back.

Huff then tried running up nearer the wind, in order that a grip could be got of the wreckage. The big sail and its spars acted queerly, at one time being sunk below the surface and at others rising in the air. It had to travel with the craft, and most of the time it looked like an iceberg, capsizing, rising up, sailing, diving and falling out flat. At last Huff came right up in the wind, and from the look of the wreckage that was afterward hauled in

Continued on second page.

MUTINY OF COLONISTS.

THEY SAID THE BARK THAT WAS TO BEAR THEM TO HONDURAS WAS OVERCROWDED.

"We have been making a mutiny on the bark Niveveh, what was going to take us to Honduras next week, yet," said a big German yesterday morning as he led a party of eight others into the office of the Legal Aid Society, No. 3 South-st.

"Yes, we have been big fight," added another, "an' we want the ship arrested, quick, right away."

Then the rest of the party began to jabber in Pennsylvania Dutch, and the tangle was complete. Edward M. Stuthers, who is in charge of the office, finally got them back to first principles, and the story came out. M. R. Hageter, of Easton, Penn., who says he is an expert cook, and who speaks good English when not excited, told their troubles.

"We came here from Philadelphia a month ago," he said, "intending to go to Honduras as members of the second expedition of the Patuxent Plantation Company. Each one of us paid \$50 on a \$300 purchase of stock in the company. The rest was to come out of our wages as plantation laborers. We were to get \$30 a month, half of which was to go to the company for stock. The company was to board us for nothing."

OBJECTED TO THE SHIP.

"They sent us to Philadelphia, where they said the bark Mald of Patuxent was waiting to take us to Honduras. We could not find her, and they sent us here. They paid our board for a while at the Pilgrim House, No. 8 State-st. Then they ordered us to go on the Niveveh and begin work. She was no sort of a vessel to carry fifty people, men, women and children, on a long voyage. They wanted us to live between decks, where the roof is about four feet from the floor. In rough weather there would be no ventilation, for they would have to nail down the hatches. If the ship went down we would all be drowned like rats in a trap. We are used to better things, so we left the bark, and after some trouble rescued our baggage."

"What are you going to do about it?" asked the attorney.

"We want to break up the expedition, because the Niveveh is waterlogged," said one.

"We want our money back," insisted another. A third wanted revenge.

The men then made out bills against the plantation company for amounts ranging from \$91 to \$186. One item in each bill was for \$50 paid on stock account. They wanted to have the ship libeled. They gave their names of plantation laborers, Carl Horlebe, Christ E. Hmann, Herman Loeffler, Bruno Beyer, Hans Glanz, August Grate, Adolph Drews and Paul Bredifreht, all from Pennsylvania.

The Patuxent Plantation Company is capitalized under the laws of Maine at \$2,500,000. The main offices are in Cleveland, Ohio, where most of the officers live. W. A. Vliet is president, and Carl Horlebe is secretary. W. R. Gillispie is secretary and William M. Dillhoefer treasurer. The company is said to have a concession of 75,000 acres of farming land from the Honduras Government.

The bark Niveveh, from which the Germans deserted, lies at the bulkhead north of the Brooklyn ship of the Wall-st. ferry. She is newly loaded with provisions for the expedition, and will probably sail on Monday. E. A. Whitting, of Philadelphia, represents the company, and Captain E. E. Walls, a Yankee skipper of the old type, is in command of the bark.

"There are a lot of sea lawyers, those Germans," said the captain yesterday afternoon. "It's a good thing for them that they started this row before we left port. If they had kicked out sea law I'd have put 'em in irons in no time."

Mr. Whitting stated the company's side of the case as follows:

"This whole trouble is simply a question of nationality. The Pennsylvania Germans were told that it was to be a German colony. They were recruited by George Ruprecht, a German, who told them that the bark was to be used as a German colony in Honduras."

CAUSE OF COMPLAINT DENIED.

"When he found that he was to be under me he left the company. He wrote to the expedition. They did their best to breed dissatisfaction among the members of the party, and with the help of a policeman I made them leave the ship. Their baggage was delivered to them. These men have broken their contract, and can recover nothing. The company will give them the money that they are entitled to, but they must bring suit, for we sail for Patuxent early next week."

"The Niveveh is in good condition, and the quarters furnished the party are dry and clean, if a little crowded. We have most of the women in the cabin. I gave up my berth there that they might be more comfortable. We have a promising plantation proposition in Honduras, and some day the Germans will be sorry they left."

Several of the colonists on the bark said they were well satisfied with the treatment they were receiving, and would not think of quitting the bark. The nice deserters had not yet made their minds what action to take. They will probably go back to their Pennsylvania farms.

PLAN TO REFORM BRITISH NAVY.

A SCHOOL FOR OFFICERS LIKELY TO BE ESTABLISHED.

London, July 12.—Lord Selborne, outlining in the House of Lords to-night the plans of the government for improving the navy, said it was proposed to establish a school of naval strategy, such as existed in the United States.

Lord Dudley, Parliamentary secretary to the Board of Trade, started the party by saying that an old friend of Mrs. Adler, who was a friend of the late Mrs. Adler, would have to look elsewhere than to her mercantile marine for naval reserves, adding that the number of British seamen was now five thousand fewer than it was thirty years ago.

DOG TRACKS INSANE WOMAN.

HER FRIENDS FIND HER STANDING IN A LAKE AT BABYLON, LONG ISLAND.

Babylon, Long Island, July 12.—Mrs. William Adler, of Brooklyn, was yesterday examined by O. J. Wilsey and E. Forrest Preston, Commissioners in Lunacy, and adjudged to be of unsound mind.

Mrs. Adler came to Babylon with her husband ten days ago in the hope that a change of air and the rest and quiet she would get would do her good, as she had been acting queerly for some time. She found a boarding place at the home of Assessor Treadwell B. Kellum. Her husband and mother-in-law were with her. On Monday evening she requested her mother-in-law, who had previously occupied a room with her, to take another.

About 2 a. m. the younger Mrs. Adler was missing. The entire household was organized into searching parties. Mrs. Chester Ketchum, an old friend of Mrs. Adler, was aroused, and joined the searching party. Mrs. Adler had for some days been in the habit of walking through Edgemoor Park. Mrs. Ketchum called her Irish setter Bobby, and put him on the trail. The dog started in the direction of the park, a mile distant, and the women followed. On arriving at the bridge, which spans the lake, they saw Mrs. Adler in the water. She was induced to come out. Mrs. Adler is twenty-five years old. She is wealthy. She will be taken to the Long Island Home.

ALL TO MEET IN MEXICO.

HOLDING OF PAN-AMERICAN CONGRESS SEEMS NO LONGER IN DOUBT.

SECRETARY HAY ASSURED THAT EVERY GOVERNMENT HAS ACCEPTED THE INVITATION IN GOOD FAITH—THE TENTATIVE PROGRAMME.

(BY TELEGRAPH TO THE TRIBUNE.)

Washington, July 12.—There is no longer any uneasiness in Washington official circles over the forthcoming Pan-American Congress, which is to meet in the City of Mexico next October, with a representation of all the American States, big and little. Whatever doubt may have existed because of the dispute between Chili and Peru on the question of arbitration was dissolved to-day by a statement made at the Bureau of American Republics to the effect that every government in the Western Hemisphere has accepted in good faith the cordial invitation of President Diaz of Mexico to take part in the congress. This assurance, it is further said, came to Secretary Hay in response to a telegraphic inquiry sent by him several weeks ago to the United States minister accredited to each Latin-American country.

REPRESENTATIVES SOON TO BE NAMED.

The dispute started by Chili and Peru over the question as to whether the congress should consider in its arbitration discussions issues of reference to its declining to serve was in the past and present or merely content itself with adopting a plan for the arbitration of future questions between the nations of the New World naturally caused considerable apprehension in the State Department as to the success of the congress, and Mr. Hay resorted to the means indicated to leave no room for doubt as to the representation at the Mexican capital on October 22. Every reply received by him declared in the most positive terms that the invitation of President Diaz had been accepted, and that preparations for representation at the congress were well advanced. It is expected that within two or three weeks the names of all the representatives designated by the proper authorities of the various nations will be on file here in the Bureau of American Republics. This indicates that even Chili never really intended to hold aloof from this congress, as she did when the first one was held in Washington ten years ago, and also that Peru and her ally, Bolivia, in the Tacna and Arica affair were only "bluffing" when they threatened to reject the invitation unless the congress was pledged in advance to take up international disputes of long standing.

In the light of these statements little importance is now attached in Washington to the recent hurried departure from this capital to Caracas of the Bolivian Minister. Although it was explained at the time that this functionary is accredited by his government both to the United States and Venezuela, and that his personal check for a portion of his losses, which he was sojourning in Venezuela to join Peru, Bolivia and Ecuador in a stout demand that the old Tacna and Arica dispute be submitted to arbitration on the penalty of the four countries named, including the republics of Peru, Bolivia and Ecuador, while no denial of this rumor has yet come from the Bolivian Minister, it is strongly believed in well informed circles here that the Minister's departure was due to the fact that he was sojourning in Venezuela to join Peru, Bolivia and Ecuador in a stout demand that the old Tacna and Arica dispute be submitted to arbitration on the penalty of the four countries named, including the republics of Peru, Bolivia and Ecuador, while no denial of this rumor has yet come from the Bolivian Minister, it is strongly believed in well informed circles here that 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