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VICTORIOUS COLONIA.

She Wins by Six Seconds Over the Vigilant.

THE BOSTON BOATS ARE DISABLED.

The Day Was an Ideal One for Racing, and Many Enthusiastic Admirers Witnessed the First Trial Race of the America-Cup Defender Candidates.

SANDY HOOK, N. J., Sept. 8.—The first of the trial races between the cup defender and the Vigilant, which had been sailed in a stiff wind and heavy sea off Sandy Hook yesterday, and resulted in a victory for the Colonia by six seconds over the Vigilant, the latter and Jubilee both having been disabled and withdrawn at the start.

The day was an ideal one for racing, and no better conditions could be asked than those which were presented when the four boats which had been built to contest with each other for the privilege of meeting Lord Dunsraven's Valkyrie and defending the America's cup, and incidentally resuscitating America's reputation on the water, had been put in readiness. Each had a contingent of enthusiastic admirers, and aboard of each boat were veteran sailors, confident of success.

The two New York boats, the Vigilant, built by the Morgan-Iselin syndicate, and the Colonia, built by a syndicate headed by Archibald Rogers, lay at anchor off Bay Ridge over night. A few cable lengths away General Paine's boat, the Jubilee, was anchored, and the other Boston boat, the Vigilant, was anchored in the horseshoe, inside of Sandy Hook.

On the Vigilant was Nat Hertzendorf, her builder J. Rogers Maxwell, one of her owners Captain Hansen, who sailed her, and Captain Terry, of the Grayling, who acted as advisor. General Paine and his son, John Paine, were on the Jubilee. Captain Jack Barr was skipper and Charles Barr, who sailed the Navahoe in England, was aboard. On the Vigilant were Skipper Shrock, George Stewart, her designer, and Stevenson Palmer. Captain Hank Hall sailed the Colonia, and Archibald Rogers was aboard.

A score of large steam yachts, including William H. Vanderbilt's new boat the Valiant, the Compressor, the Slander and the Clermont and several schooner yachts accompanied the big sloops down the bay, and followed them through the race. There was also a fleet of excursion steamers, headed by the Grand Republic, and a number of ocean going tugs with yachtsmen and reporters aboard. The whole flotilla made a pretty sight. The wind was blowing at a 10-knot pace, and there was a sea on which washed the decks of the yachts and gave the passengers of the smaller steamboats a wetting.

The four cup-defenders bent their sails just before 11 o'clock, while they lay inside of Sandy Hook. The Colonia put up her mainsail, jib, jib-top-sail, and a big club top-sail. The Vigilant and Jubilee were sailed with their sails only, and the Vigilant was towed toward the start with material only up. The Vigilant and Colonia had several brushes before the start and neither seemed to gain an advantage. The Jubilee was racing about at a great pace, and there were many yachtsmen who predicted it would be a Jubilee day.

Commodore Morgan's flagship May took her position north of the Scotland lightship at 11 o'clock and signaled D. C. N., which was that the course would be from a line drawn from her to the lightship, south by east fifteen miles to windward and return. The boats had a heavy sea to contend with, in addition to the wind, which kept them well heeled over, even with plain lower sails. The Vigilant, which was the last to arrive, plunged into a heavy sea, and the shock added to the strain on the canvas, carried away the jaws of her gaff. She was towed back to the city incapacitated for the day's race.

The start was a magnificent one. The smoke of the gun on the May had not risen above her deck before the Vigilant tore across the line, with the Jubilee close on her heels, the spray dashing in clouds over the bows of each boat. Half a dozen lengths astern came the Colonia heaving low with topsail still in place, and every stitch drawing well. Everybody was happy at the prospect of a great race between the three boats, when suddenly the Jubilee parted her peak halyards and was out of the race in five minutes after the start. Following is the time of the start: Vigilant, 11:45:27; Jubilee, 11:45:40; Colonia, 11:46:46.

The Vigilant and Jubilee both crossed with topsails hoisted, under mainsails, jibs and staysails; but the Boston boat was evidently in trouble, for her jib was half way down the stay, with the foot dragging in the water. She evidently parted one of her sheets, and was doing her best to repair it. After the yacht had crossed, the Vigilant and Jubilee kept their starboard tacks aboard, and stood on to the southward and eastward, while the Colonia split tacks with them and headed in shore. The Jubilee had scarcely hoisted her jib again before one of her peak halyard blocks was carried away, and fell into the sea.

The Vigilant had now gone on the port tack, and she and the Colonia were both standing over toward the Highlands. The latter pluckily had her topsail on end and carried a working topsail. On they both stood, until the Colonia went on the starboard tack at 11:55 and headed over in the direction of the Vigilant. The latter crossed the former's bows, however, about one-eighth of a mile in the lead, going about a little to the weather bow. This left the two yachts on the starboard tack, heading to the southward and eastward, and in this position they held for fifty minutes. The Colonia seemed to outfoot the Vigilant and certainly pointed a trifle higher. She was not able to hold her luff, however, and consequently sagged off to leeward.

At 12:45:10 the Vigilant went on the port tack, heading for the land, while the Colonia followed at 12:46:03. There the yachts battled on the same tack, the Vigilant gaining slightly as the mark was neared. At 12:55 the wind became lighter and the sea smoother. Skipper Hansen soon began to realize that he must crack on more canvas, if he intended to keep the Vigilant in the van, and, therefore, prepared to place his topsail on end.

Running for the land in the direction of Seabright, the Colonia seemed to gain, and after closing the distance between herself and the Vigilant, went on the starboard tack at 12:57. She was followed three minutes later by the Vigilant. The boats were then three miles away from the outer turn, marked by a red flag upon a boat, and a tug displaying the New York Yacht club's flag. After a few short tacks they went about at 1:35, standing for the mark on the port tack. The Vigilant had the lead by 500 yards, gybing around to the

AT THE COLONIA.

A Grand Celebration of Pennsylvania Day in the White City.

CHICAGO, Sept. 8.—The celebration of Pennsylvania Day was one of the most imposing occasions of the kind in the history of the World's fair. The attendance was very large and many prominent citizens of the Keystone state were present. There was a fine parade at the outset, at the head of which rode Governor Pattison and his staff. Speeches were made by Governor Pattison, Lieutenant Governor Watres, George D. Massey, Charles Emory Smith, James M. Beck, John W. Woodside and General Hastings. The Cymric society of Scranton, the Wilkes-Barre Choral union and the Iowa State band furnished the music. Later the governor held a reception in the state building.

The feature of the celebration was the magnificent reception by the people of Governor Pattison. Citizens from other states vied with those from Pennsylvania in expressing their admiration of the chief magistrate by applause and their eagerness to grasp his hands at the public reception.

Notwithstanding the naval revolt at Rio Janeiro, Brazilian independence day was also celebrated yesterday. All day long the Brazilian commissioners held receptions in the Brazilian building. A Brazilian musical festival was given in Music hall.

The paid admission to the World's Fair yesterday were 307,044.

BORDENTOWN, N. J., Sept. 8.—Superintendent Wilson of the Amboy division of the Pennsylvania Railroad company, notified Wesley Thompson, of this city, and James White, of South Amboy, that their services would be required at the World's Columbian exposition to-morrow. The famous "John Bull," the first locomotive to run in the United States, will be steamed up and run on that day by Messrs. Thompson and White, who are the two oldest locomotive engineers of the oldest railroad in the country—the Camden and Amboy.

Sept Himself to Death.

BETHLEHEM, Pa., Sept. 8.—Albert Ruede, aged 19 years, a silk weaver, died here of a peculiar disease. Young Ruede slept himself to death. For some time past he had been afflicted with an overpowering desire to sleep. While waking his eyes would close and he would be picked up fast asleep, and while standing at his loom he would doze. The doctors are much puzzled over the case.

A Mysterious Individual.

BELLEFOUR, Pa., Sept. 8.—During the past week half the population of Bellefonte has been terrorized by the nightly appearance of a mysterious man in black, fully masked, who chases women, stonemasons, and who almost choked a boy to death the other night. Another favorite pastime is peering into windows. When pursued he disappears as mysteriously as he comes.

Brilliant Scene in the House of Lords.

LONDON, Sept. 8.—The house of lords was crowded last evening with people eager to hear the Earl of Rosebery, secretary of state for foreign affairs, speak on the home rule bill. The scene was a brilliant one. Many bishops and peeresses were present. In the diplomatic gallery sat several foreign ambassadors.

New Postmasters.

WASHINGTON, Sept. 8.—Fourth class postmasters were appointed in Pennsylvania yesterday as follows: O. F. Breckinridge, Allegheny county; Eugene Moore, Hazen, Jefferson county; New York John Graver, Deper; William H. Sandwick, Dryden; Henry A. Wright, Elm Centre.

Killed Two of the Robbers.

DELTA, Colo., Sept. 8.—The Farmers' bank here was robbed yesterday, and the cashier was shot, but not killed. As the outlaws dashed down the street on horseback a hardware merchant shot and killed two of them.

A Tugboat Fireman Fatally Scalded.

CHESTER, Pa., Sept. 8.—George Rames, a fireman on the tug Ariel, of Wilmington, Del., was fatally scalded by the bursting of a steam pipe on the Ariel.

Murdered by Negroes.

CHARLESTON, S. C., Sept. 8.—In Colleton county, near the Ashley phosphate works, George Thompson, a son of Night Watchman Edward Thompson, and the phosphate works, was murdered by negroes, who had set fire to the house. There were five negroes, and they were discovered by Mrs. Thompson at about 4 o'clock in the morning. When she attempted to extinguish the flames they shot at her without effect. She called her son, who was in the house, and when he came out they shot and killed him. It is thought the object of the raid was to outrage a daughter of Mr. Thompson.

Assistant Secretary Quincy Resigns.

WASHINGTON, Sept. 8.—Joseph Quincy, of Massachusetts, resigned the office of assistant secretary of state, to which he was appointed by President Cleveland. This action has for some time been anticipated. It has been understood that active political work is much more congenial to Mr. Quincy than departmental routine.

Concerning Reading's Employes.

READING, Pa., Sept. 8.—The employes at the Reading company's saw and machine shops in this city were notified late yesterday afternoon that they will hereafter work six days of nine hours each, instead of five days a week. This order was sent to all of the company's shops along the entire line.

Shocking Outlawry in Georgia.

SAVANNAH, Sept. 8.—The house of Gus Cooper, on the line of Baker and Early counties, was fired by unknown parties. A little further on the attacking party met Cooper's wagon with three occupants, hands of Cooper, who jumped out and ran, but were shot down and left by the party.

Rubber Concern Resumes.

NEW HAVEN, Sept. 8.—Part of the factory of the Caudes Rubber company commenced work after the week's idleness. Tomorrow the mill will be running on full time and with a full force. This concern employs over 2,000 hands, and is one of the largest in the country.

Four Prisoners Escape.

THOY, N. Y., Aug. 8.—Four persons escaped from the Washington county Jail at Salem by digging a hole in the floor and lowering themselves into a covey which connected with the outer world by wooden doors.

Ex-King Milan's Hines.

BELOARDE, Sept. 8.—Ex-King Milan was stricken with apoplexy yesterday.

READING RAILROAD SYSTEM. TIME TABLE IN EFFECT AUG. 7, 1902. Trains leave Shenandoah as follows: For New York via Philadelphia, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Reading and Philadelphia, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Harrisburg, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Allentown, week days, 7:10 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Potomac, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Tanawago and Mahanoy City, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Lancaster and Columbia, week days, 7:10 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Williamsport, Sunbury and Lewisburg, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. For Mahanoy City, week days, 7:10, 7:25, 7:40 a. m., 12:30, 2:30, 4:30, 6:30, 8:30 p. m. 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