

FOUR O'CLOCK. NEW YORK, THURSDAY, OCTOBER 5, 1899.—VOL. 59, NO. 276.—18 PAGES. THREE CENTS.

**COLUMBIA HAS A FAIR LEAD.**

Prospects of Finishing the Race Within Time Limit Are Doubtful.

**THE CHALLENGER FIRST AWAY**

Columbia Quickly Overhauls the Shamrock in a Light Wind.

**BARR DOES BETTER WORK.**

In Jockeying for the Line He Shows Himself a Match for Hogarth.

When the Eagle went to press the issue of the second day's racing for the America's cup was by no means certain. Light winds and a hazy sky prevented the experts from forming any satisfactory conclusions as to the outcome of the contest which started off Sandy Hook shortly after 11 o'clock.

**STORY OF THE RACE.**

At 10:30 the compass signals were hoisted on the committee boat, the tug Luckenbach. The flags sent up to the triatic stay were D C I. According to the New York Yacht Club code this meant that the course was to the southeast by east, fifteen miles and return.

The wind at this time was very light from northeast, so that the boats had to start dead run before the wind.

At 10:45 the gun was fired on the committee boat, the blue petter set and a red ball run up to the triatic stay. When the gun was fired the Columbia and the Shamrock were to the weather of the starting line with their fore staysails lowered.

As soon as the first signal had been given the Shamrock trimmed sheets and loosed along in an easterly direction until well past the committee tug.

The Shamrock Off for the Line—Barr Tries for the Weather Gauge.

Putting her tiller to starboard, Captain Wringe headed his boat more up into the wind and finally tacked around the tug, and with sheets still well aft, hoisted to port, worked slowly down across the line, leaving the lights to starboard. The Columbia did not follow her rival around the tug, going back across the line, leaving the regatta committee's boat to starboard. It was Captain Barr's intention to get up to weather of his rival, if possible, so after the Shamrock had rounded the tug the Columbia crossed her wake and, coming aloft, followed her rival down across the line.

At 10:45 the preparatory signal was blown and by this time the two racers were weather of the line. Then they both came drifting up close to the lights, the Columbia coming down across the line, close to the lights, and coming about sailed slowly back, leaving the Shamrock to starboard. The Shamrock also headed toward the line but did not cross. Captain Hogarth went about and ran back to where he started from, breaking out his balloon forestays as he did so. He was not quick enough, for the Columbia had come down with a good move on and bying her fore staysails to starboard was to weather of the green boat.

**A Tactical Victory for Captain Barr.**

The last bit of work was rather tame, because the light breeze did not move the racers along at much more than a snail's pace. Still it was a victory for Captain Barr and showed that the English skippers are not so much better in maneuvering for the start than the skipper of the American boat.

It was just one minute before 11 o'clock when the boats ranged up almost side by side, the Shamrock being just a few feet in the van, and her rival holding a position that enabled her to get the best of the start.

At 10:59:30 the Shamrock's big spinnaker was broken out, balloon jibs on each having been set a few seconds previously. The big spinnaker on the challenger began to pull the moment it was in place and helped move her down across the line.

When the starting signal was given at 11 o'clock both boats were within a short distance of the line, but the air was so light that they did not have much way on. The Columbia's spinnaker was broken out after the starting signal had been given, and so close together were the two racers that the Columbia's mainsail lapped over the Shamrock's spinnaker and prevented it from drawing so well. The boats were only a few seconds apart when they crossed the line.

The smoke of the gun fire that had given them the start which had given her first place over the line, mingling all but a few rings of it, the Columbia, which was just off the mark boat, catching nearly all of it. So they were off.

It was difficult to distinctly see the racers, but far down on the horizon where the torpedo boats were lying the spurts of steam went up which showed their knowledge of what was going on.

The course set took the boats, practically, right out to sea and there were hurried changes of plans of many of the excursion boats.

The racers were carrying their sails alike. Forward the big ballooners filled and sagged with the fleckle breeze, while the spinnakers seemed to draw but little.

Shamrock at the start was lengthened out until clear water showed. The Columbia's sail filled, and then she went on and caught her opponent. Inch by inch she crept up until she had a lead of one length and a half. The fair weather Columbia disciples began to cheer up. Captain Hogarth had practically all his men aft, but a few green caps could be seen forward. One could almost feel the ether that was in the air for the men hurried ast and it really seemed that if the head of the Shamrock lifted. Her spinnaker pole seemed to be set forward further and the spurt was on. Clear water went by, the Shamrock nipped the stern of the Columbia and was making good headway.

The sailing maneuvers were now on for good. Captain Hogarth eased his sheets still further off, while Captain Barr, perhaps with the wind coming into him in mind, began to get more of his sheet aboard. Whatever the exact idea of the move it redounded to the credit of the Yankee-Scott skipper, for the American boat began to drop the Shamrock perceptibly.

By 11:20 the fuller way of the Columbia was noticeable and in ten minutes the lead was of three ship lengths. However, unpatriotic the wind may have been on Tuesday old Boreas acted as a decidedly neutral party to-day. He filled out the big ballooners for both craft as round and fair as a New England apple and then he stopped. The club topsail he left to stay unseamly, while the spinnakers were wrinkled and lifeless.

Nothing but a Drifting Match. Hope as one would it was nothing but a drifting match that was being watched. Even the jump of the sea was missing and the fleet of excursion boats fled along like so many sober minded burghers. And yet the coppery sky, which some of the city watchers thought was due to some mammoth cutter that was in the air, and the fact that about 11:45 when it began to seem as though some of the weather rumors would be kept. Both craft got a puff with a shift, and in three minutes the spinnakers were taken in with a rush. Hogarth and Wringe had a hurried consultation on the Shamrock.

The breeze was now north-northeast, and the Shamrock's boom came in with it. They took their staysail in, sending it in stops again. By noon when this move had been ten minutes in action, a chance was opened to compare the results of the work on both boats. The Shamrock had gained. Columbia's mainsail was trimmed too flat while the Shamrock's fell off, brought more wind and the great green boat was fogging faster. Furthermore the Shamrock had been put in a windward position and was heading it now on what had changed from a broad run to something very like a reach.

**THE RACE BY BULLETINS.**

Western Union Cable Boat, 11:06—The Shamrock, at the preparatory signal, made ready her spinnaker and as the gun fired broke it out. She had been timed so well that in a second after the gun was fired she was over the line, her spinnaker drawing well and full.

At the same time the Columbia had gybed and was endeavoring to get out her spinnaker, but she was not as quick as the Shamrock and had gone over the line before it was up and then some few seconds passed before it drew well. The wind is blowing not more than three knots.

Highlands of Navesink, 11:11—The Shamrock is now about a hundred yards ahead. The wind is off shore as it was on Tuesday, when the race ended. It is apparently puff and it looks as if Shamrock benefited by one of these puffs.

Shamrock Slightly in the Lead. Western Union Cable Boat, Sandy Hook Lightship, 11:15—The positions of the boats have not changed. Both the yachts are running southeast by east, the Shamrock slightly in the lead.

Highlands of Navesink, 11:17—The Shamrock leads the Columbia and still seems to be pulling out a bit on her rival. From this point she looks to be about 100 yards ahead. Columbia Creeps Up on the Challenger. Highlands of Navesink, 11:19—Apparently at a favorable point of view has sent the Columbia up on the Shamrock's stern and the defending yacht seems to be not more than fifty yards behind the Challenger.

Highlands of Navesink, 11:20—Boats have now sailed about two miles and are about ten miles due east from this point. Mackay-Bennett Cable Boat, 11:23—The racers are now about three miles off, but can barely be discerned in haze. They appear to be on very even terms. Wind is light and apparently falling.

Conditions Unfavorable for Sailing the Race Within the Limit. Mackay-Bennett Cable Boat, 11:45—The conditions at this time are decidedly unfavorable for finishing the race within the time limit.

Long Branch, N. J., 12:19—The yachts can be made out from here. The Shamrock appears to be leading the Columbia. Both are on port tack. Hazy outside. Wind varying; appears to be shifting southward. Long Branch, N. J., 12:26—Weather bureau reports wind veering to southwest, velocity ten miles an hour.

Shamrock Apparently Increases Her Lead. Long Branch, N. J., 12:27—The Shamrock seems to have increased her lead. As near as can be seen from here the Shamrock is carrying a balloon jib topsail, forestay sail, mainsail and jib topsail.

Long Beach, 12:37—The entire fleet has passed east of this station. The two yachts are dimly discernible from here, but it is impossible to say which is in the lead. Long Beach, 12:38 P. M.—As the yachts are ranging from this point the one with the biggest club topsail appears to be astern. (This would indicate that the Shamrock had lost her lead.) Columbia an Eighth of a Mile in the Lead at 12:20.

Associated Press Dispatch Boat Service, Mackay Bennett Boat, 1:15—When the Associated Press Dispatch boat left the race at 12:20 Columbia was one-eighth of a mile ahead. Columbia Increases Her Lead to Nearly a Mile. Long Beach, 1:25 P. M.—From 12:20 to 1:25 the Columbia increased her lead over the Shamrock from half a mile to nearly a mile.

Highlands of Navesink, 1:25 P. M.—The wind off here appears to have shifted from southwest to southeast. If the same conditions prevail while the yachts are sailing home they will have a free wind and scarcely any windward work. The wind will not very strong gives indications of increasing and some small boats two miles off shore are running along nicely.

Signs of an Increasing Breeze Promise That Race Will Be Finished. Highlands of Navesink, 1:33—The south-platted breeze is a disinfectant is recommended as just what every family needs.

east breeze is increasing here and is now blowing about six knots an hour and shows signs of gaining strength. If it holds out the yachts will probably be able to finish in time limit.

Mackay Bennett Boat, 1:45—The boats are just in sight. There is a wide distance between them. Very hazy and little wind.

Racers Run Into a Patch of Calm. Long Beach, 1:50—Both boats can be indistinctly seen. They are practically becalmed. Long Beach, 2:04—The wind is still calm, one heading to the eastward, the other appears to be heading to the southward.

Long Branch, 2:06—Both yachts now appear to have caught a slight puff of wind. They appear to be heading about northeast on the starboard tack.

Far Rockaway, 2:08—Wind has shifted to the southward, not blowing over three miles an hour at the most.

Sandy Hook Lightship, 2:05—The wind has changed to southeast and has brisked up a bit. Long Beach, 2:30—Both boats now seem to be heading east on the starboard tack, near to each other. They are both carrying balloon jib topsails, mainsails and club topsails. The boats can hardly be seen.

Far Rockaway, 2:34—A United States life saving telephone report from Point Lookout says the yachts have not turned the stake boat yet. Point Lookout is five miles from Long Beach.

Yachts Apparently Not More Than 100 Yards Apart. Long Beach, 2:35—Both yachts are now heading due east on the starboard tack. They have caught a light breeze from the southward. The yachts do not seem from here to be more than 100 yards apart.

Sandy Hook Lightship, 2:30—The yachts are just visible. Both on starboard tack and from here it would seem that they have not yet rounded stakeboat. The wind freshens every minute and will be with them on the home reach. It is a question whether they will be able to use spinnakers running home.

Long Beach, 2:37—Both yachts have taken their fore staysails in and are carrying their staysails jibs and small jib topsails. At 2:38-1:2 both boats had tacked to port and were heading about south southwest with a light southerly breeze blowing.

Highlands of Navesink, 2:43—A portion of the excursion fleet can just be seen from this point in the haze, but as yet nothing can be seen of the competing yachts.

Long Beach, 2:52—The boats are still holding the port tack. Wind south, breeze light. The Shamrock is 150-160-170-180 yards ahead. The two yachts were now having a long stretch for the turn buoy.

Lifting Fog Shows Yachts a Quarter of a Mile Apart. Highlands of Navesink, 2:57—The fog has just lifted and it seems as though the two yachts were running to the lights before the wind and very close together. It is impossible to say which is ahead.

Finish Within the Time Limit. 3:02—The two yachts can be more plainly seen now. The leading boat now appears to be about a quarter of a mile ahead. They will seemingly have no difficulty in finishing within the time limit.

**BEFORE THE RACE.**

Light, Variable and Decreasing Winds Do Not Promise Favorable Conditions.

When yachting New York arose at about 5:30 this morning and rubbed the sleep from its eyes the first glance cast at the windows showed a scene of pleasant surprise. A fleet of about forty newspaper tugs and steam yachts assembled there to take on board their passengers for the day. Every elevated railroad train, trolley car or horse car landed a batch of yacht enthusiasts at that vicinity. Winter overcoats, yachting caps, golf caps and marine glasses were the general distinguishing marks of this merry throng.

Light and Variable Winds. In the vicinity of 7 o'clock the wind shifted more to the westward and freshened considerably. Quite a nice little ripple swept over the waters of the Upper Bay, the sailing craft hoisted their canvas and headed for the Hook, and the early birds among the steam craft began the journey to the scene of the combat between the Shamrock and the Columbia. The first report from the Highlands of Navesink at 7:35 A. M., said the wind was light and variable, with a slight easterly breeze and a sign of increasing. Old sailors there predicted that the wind would be more to the north before the day was over. Observation at that hour from the Highlands to the south and east showed that the breeze was apparently blowing about ten miles an hour; to the north and west it was not more than four miles.

The haze which obscured the Long Island shore showed signs of disappearing as the sun came out. Early risers at Sandy Hook also took a look around to see what the prospects for a race would be. The wind was light from the west. Some said it looked "rather blue," but weather "wise" people said that before the day grew much older there would be some wind, enough to start the yachts and that before finishing they might have all the wind they desired. The weather was pleasant at the Hook, and a light sea was running.

Racing Crews Getting Sails in Shape. Before 6:30 A. M. the crew on the Columbia had her jib and staysail up in stops and the cover was taken off the mainsail. The Shamrock's people had by that time uncovered her mainsail and had hoisted her jib up in stops. They were then preparing to go to breakfast and waited for further orders.

The Vigilant Has to Be Taken in Tow. After drifting about the bay for nearly an hour the old cup defender Vigilant was obliged to take a tow line from a passing tug and passed out of the Narrows.

The Earl of Minto, governor general of Canada, and Lady Minto, drove down to the Quarantine wharf at 8 o'clock, where they boarded the steamboat Governor Flower, which proceeded down the bay to intercept Commodore Morgan's yacht Corsair. Lord Minto's party will be the guests of Commodore Morgan during to-day's yacht race.

At 8:30 the wind at the Highlands was still from the westward or south of that but the tugs were still out.

Latest! Tell Your Dressmaker to Use Snap Hooks and Eyes on your dresses. You will like them.—Adv.

seemed to have fallen during the previous half hour and did not blow much over six knots. Two or three tugs with barges in tow came along the coast from the south, and all the barges had their sails set to take advantage of the wind but the breeze apparently did not help them to any great extent.

The weather remained rather thick off shore and at 8:40 Sandy Hook Lightship was still hidden by the mist. The westerly breeze brought with it warm Indian summer conditions, but the air was lifeless and did not have the snap in it as was the case early Tuesday morning. At 8:45 the wind had dropped to about five knots at the Highlands. A few light streaks could be seen clear to the beach.

Tugs Take the Challenger and Defender in Tow. At 8:45 the tug Lawrence came alongside the Shamrock and took a line from the big green racer. The mooring was cast off and the Shamrock started for the Lightship. Just before she left her moorings the crew began hoisting the big mainsail.

Five minutes after the Shamrock started the Columbia was also taken in tow by a tug and as was the case on Tuesday the American boat left her rival out by the Hook.

The Shamrock's mainsail was well up by the time she had got past the point and the crew immediately began sending the big club topsail aloft. This sail was also set in quick time.

The Columbia's mainsail took longer to set and it was not until she was two miles off the point of the Hook that the crew began to hoist her topsails. The Columbia was about half a mile astern of the Shamrock as they proceeded out to the Lightship.

At 9:15 the wind was still light from the west-southwest, although frequent puffs could be felt surrying out to sea. The haze had cleared sufficiently to enable the observer to see the Shamrock's sails with the Sandy Hook Lightship, eight miles distant.

The Old America Appears on the Scene. Half an hour after the two latest contestants in America's cup passed out for their respective yachts that originally brought this trophy these shores also started out from her anchorage inside the Hook. The America, in her white dress, seemed to cut but little figure beside the majestic proportions of the two latest rivals for the cup.

Still, as she started out, she was the object of considerable interest to the spectators on the city on the excursion fleet. Only a few tugs and one or two steam yachts accompanied the racers to the starting point. The old cup defender Vigilant ran ahead of the two newer boats with her working topsail set.

Shamrock First at the Lightship. Apparently owing to the uncertainty as to the starting point and of the course both yachts were towed out to the Lightship with the clubtopsails set over mainsails, the Shamrock being towed by the Atlantic Yacht Club and the Columbia about a mile behind. The two big racers were accompanied out to the Lightship by a number of newspaper tugs, but the excursion fleet proper did not put in an appearance at the Hook until nearly 10 o'clock.

The Erin Goes to Take Her Place in Line. About that time the Erin, with a large party on board, nearly all of whom were brought from the city on the tug Volunteer, left her anchorage inside the Hook and started after the two yachts.

At 9:50 was blowing off the Jersey shore at a velocity of about seven knots, but showed little indications of increasing materially. It still held to the west of south-west, a most unfavorable quarter for starting the yachts either to the windward or leeward of Sandy Hook Lightship, and at 10 o'clock it seemed probable that the starting line would have to be changed. The sky was comparatively clear, although to the south there appeared to be a heavy bank of clouds, which seemed to forebode a storm in that direction.

Members of the New York Yacht Club Off to See the Race. A larger crowd of yachting enthusiasts than on Tuesday gathered at New York Yacht Club rendezvous, off the foot of East Twenty-sixth street, this morning. From 7:30 up to 9:30 there was a constant stream of carriages, coaches, traps and people on foot arriving at the pier, ready to be taken off on the launches. Nearly everybody carried overcoats, heavy cloaks, jackets and field glasses. The interest in the contest was keener than on Tuesday, because of the closeness of the race that day, and the crowd was buoyed up by the hope of a good race, with plenty of excitement. By 10 o'clock all the yachts had left the rendezvous and were on their way down the bay.

Preliminary Sailing Around the Starting Point. After the Shamrock had cast off her tow line she started on a long run to the southeast, going off in that direction for the Lightship for over a mile, evidently for the purpose of stretching her sails. The Columbia, on the other hand, hung around near the Lightship, and the two boats took down their club topsails. The big wall was up about five minutes when it was again hoisted, the crew sending it up on the starboard side of the mainsail.

Excursion Fleet Arrives at the Lightship. By 10:15 the first of the excursion fleet had reached the Lightship and the rest of these vessels were strung out behind, making a procession ten miles in length, and including every conceivable kind of steam craft. In the lead were a number of revenue cutters. The torpedo boats did not arrive at the Lightship until after 10:30 A. M. and the weather half an hour before the start began to cloud up, but gave no indication of rain at that time, while to the south there was considerable blue sky.

At 10:20 the Columbia was again sailing about to the southeast of the Lightship waiting for the start, but she appeared to be joggling slowly, while the Shamrock was joggling about like a scared dog to the north, over toward Rockaway, there seemed to be very little wind, while farther out to sea it also appeared quite calm. The wind at the Lightship, however, appeared to be strong enough to give the Shamrock a good move.

Some of the Steam Yachts Which Went to the Race. Among the fleet of pleasure craft which massed along the coast during the early morning were the patrol boats, revenue cutters and torpedo boats, the steam yachts Soceca, Intrepid, May, Alcedo, Ituna, Eugenia, Redha, Erl King, Adefa, Akola, Seythian, Endeavor, Laguna, Valiant, Swamere, Sterling, Adelta, White Lady, Corsair, Hiawatha, Barracotta, Niagara, Atlanta, Marietta, Norumbald, Kanawha, Susquehanna, Columbia, Aphrodite, Sulina, Sapphire, Josephine, the tugs M. E. W. A. and F. Luckenbach, Peter Cahill, Thomas Flannery, with members of the Detroit Yacht Club on board; Fred B. Delzell, R. J. Barrett, Gypsum King, G. W. Washburne, Reno, L. C. Ward, Rescue, C. N. Kimpland, Trenton, Dudley Pray, steamers Miami, La Grande, Duchesse, Ponca, Jefferson, steamboats City of Lowell, Edmund Butler, Angler, Myles Standish, Columbia, Block Island, Republic, Monmouth, Mynder-

Starin, Joanna, John Lenox, Isabel, Catharine, Rambler, Sirius, Viking, Ononota, Cambridge, Grand Republic, Plymouth, Glen Island, Shinneck, Richard Peck, Montauk, Neptune, Dolphin, Mount Hope, Park City, St. Johns, J. S. Warden and Gayhead.

**DEPARTURES FOR THE RACE.**

Many Private Parties on Steam Yachts. Excursion Steamers Carried Large Crowds.

An enormous crowd of persons gathered at the foot of West Thirty-fifth street at 8 o'clock this morning to go aboard the waiting yachts for the race. Commodore J. Pierpont Morgan's Corsair had a party of a hundred. She left at ten minutes after 9 o'clock. George Gould's Atlanta had a party of sixty and his brother Howard's Niagara carried seventy guests beside the owner and his wife. The Josephine, owned by Wm. C. Winger, George B. and J. E. Winger of Philadelphia and forty guests also left this point. Others starting from here were the Enterprise, A. J. Cassatt, the Vamooso, the fastest of the fleet; Frank H. Merrill and the Avenel, W. T. and J. T. Spaulding of Boston.

An even larger crowd of yachting enthusiasts than on Tuesday, gathered at the New York Yacht Club rendezvous off the foot of East Twenty-sixth street this morning to go to the second race of the series between the Columbia and the Shamrock. From 7:30 o'clock up to 9:30 o'clock there was a constant stream of carriages, coaches, traps and people on foot arriving at the pier, ready to be taken off on the little launches from the steam yachts out in the water. People carrying overcoats and heavy cloaks and jackets and field glasses were plentiful. The dock was crowded and beside the visitors owning yachts and the invited guests there were many men unloading wagons filled with stores and provisions and others who were to add to the day's enjoyment down the bay. The interest was keener than on Tuesday because of the closeness of the race that day and the crowd was buoyed up by the expectation of a good day and a good race with plenty of excitement of a close run.

By 10 o'clock all the yachts had left the rendezvous and were on their way down the bay. There were more steam yachts off the pier than there were in many a day and for a time there was a forest of masts over the water.

The Republic, flying the New York Yacht Club flag, carried a crowd of club members and their friends. Over at pier 1 the same scene was duplicated. At that pier the steamboat Columbia was being loaded with passengers. Outside the yacht landing there was an almost continuous stream of carriages.

**A TERRIBLE RUMOR.**

Unconfirmed Report That a Large Steamship Had Sunk and Hundreds Had Been Drowned.

At 2:30 this afternoon the Eagle received a dispatch from the cable ship the Mackay-Bennett, that a large excursion steamer, which was following the watch race, had been in collision, was said to have sunk with all on board.

This rumor must have reached a number of people, for within the next fifteen minutes the Eagle received a dozen telephone inquiries regarding the reported accident.

It proved impossible either to verify the rumor or to have it denied.

It was impossible to reach the Mackay-Bennett by telegraph. The Associated Press observers at different points on the New Jersey and Long Island shores had seen no such accident.

At the Maritime Exchange the same rumor had been received with the further detail that 400 persons had been drowned.

**INDO-BRITISH TROOPS FIGHT.**

Battle With Forces of Arab, Who Has Been Proclaimed Mahdi.

Paris, October 5—According to a dispatch from Ras Jibuti, on the Gulf of Aden, the Indo-British troops recently landed on the Somali coast and fought near Erbera on a bay of the Gulf of Aden, with the force of an Arab Mahdi named Sheikh Mohammed Saleh, who has been proclaimed Mahdi by the Hinterland Mussulmans. The latter are instigating an uprising of the Somalis against the Abyssinians.

During the fighting twenty-seven Somalis were killed.

**THE FRENCH PARLIAMENT.**

It Will Probably Be Convened on November 3.

Paris, October 5—The French Parliament, it is understood, will be convened on November 3.

This morning the Premier, M. Waldeck-Rousseau, accepted a mission to arbitrate upon the differences that have arisen in connection with the strike of miners at Le Creusot.

Rumors are prevalent of further arrests of prominent persons and of searches of their residences in connection with the alleged Royalist plots against the republic.

**MEXICAN GOVERNMENT SUED.**

Profits That Might Have Been Made on Scrap Iron Wanted.

For services rendered to the government of the United States of Mexico in suppressing the insurrection of 1859 and 1860, James C. Jewett, the surviving partner of the firm of James C. Jewett & Co., of 27 William street, has begun a suit in the Supreme Court, Managua, against the Mexican government to recover \$562,221.65 and interest from May 1, 1860.

The complaint in the case is voluminous and furnishes a history of the rebellion in 1859, when the insurrection under Miramon came so near overthrowing the republic. Benito Juarez was president of Mexico at that time. The major portion of the claim is based upon the failure of the Mexican government to fulfill a contract made by an agent to sell the plaintiff 25,000 tons of scrap iron lying in the City of Mexico, on which it is allowed a profit of \$8.16 per ton, which it is alleged was never received. The remainder of the claim is for expenses incurred.

**BELERAUX'S BODY FOUND.**

The body of August Beleraux, 47 years of age, who disappeared from his home at 957 Grand street, April 30, was recovered from Newtown Creek, near the Metropolitan Avenue bridge about noon to-day. There were no marks of violence.

**THE DOGGETT INDICTMENT**

Regarded as an Outrage in Educational Circles.

Vice Principal Doggett of the commercial department of the Boys' High School refused to be interviewed this morning in relation to the story of his indictment as published in yesterday's Eagle. Mr. Doggett said that he had nothing whatever to say about the case. He intimated, however, as the reporter was leaving his office in the school building, that he might have a statement to make in a few days.

Mr. Doggett surrendered himself to the United States authorities yesterday afternoon and was admitted in bail in \$1,500, his bondsman being Edward Ball. In educational circles the indictment of Mr. Doggett is regarded as more or less of an outrage, it being stated by several that after an investigation into the matter before the indictment was found, the almost unanimous opinion was that Mr. Doggett was clearly innocent of the offense charged. It was also stated that the Commercial High School committee hold a very thorough investigation of the charges and completely exonerated Mr. Doggett, even going to the extent of sending a statement to District Attorney Pettit of its conclusions. The indictment was a great surprise to all.

**FATHER MALONE ILL.**

Has Been in Poor Health Since His Return From Country.

Father Malone returned a week ago from his country home. He has been in poor health since and is presently in the hands of Drs. Blaisdell and Burnett, who are assisted by one of the French sisters of the Bon Secour Order, who is acting as nurse. Father Malone told the Eagle reporter to-day that he had never before been so weakly as he is at present.

**ENGINEER JONES DENIED.**

Park Commissioner Brower Drops a City Employee Whose Acts Have Been Much Criticised.

Aneurin Jones, chief engineer of boulevards and driveways for the Park Department of Brooklyn and Queens, was to-day dismissed from the service of the city. No reason was assigned. Park Commissioner George V. Brower was before the Mazet committee and could not be seen.

Mr. Jones, who is recalled, some months ago had a man and woman arrested in the park for kissing. The fact that they were man and wife had no influence with him. This action caused much adverse comment. Mr. Jones had before him the suggestion of making himself talked about by his refusal to permit sketching in the park. He said the amateur artists would tamper on the grass.

Chief Engineer Jones has been in the Park Department for a little over two years. More than ten years ago he was with the department for about seven years, and at that time he was in charge of the landscape department. He gained considerable prominence at that time by destroying some of the handsome trees in the Brooklyn parks. He was dismissed for this reason. His defense for cutting down the trees was that he was making beautiful vistas through the groves. The Park Department did not want the vistas and there was much complaint against him.

Aneurin Jones is well known in Brooklyn. He has had considerable success in making himself talked about by his refusal to permit sketching in the park. He said the amateur artists would tamper on the grass.

Thomas Stratford of 132 Berkeley place has been appointed in Mr. Jones' place. He entered upon his duties