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ON THE RUNNING TRACKS.

Peep O'Day Beat Queen of Song, the Favorite, at Morris Park —Box's Handicap.

New York, Oct. 16.—There was no fixtures on the card at Morris Park to-day, but, in spite of the fact that there was little class among the entries, some good sport was enjoyed. The last race, a handicap of a mile and a furlong, was the feature of the day. Muskadine closed a slight favorite over Box and Decanter. There was a long delay at the post, caused by the breaking of Box's bridle, but they were finally sent away in good order. Box was the quickest on his feet and, although he had top weight, rushed out to make the running. He was never headed and in the end won galloping by two lengths in 1.53¾, a new record over the course. Muskadine, in a hard drive, got the place a head before Carnero.

First race, 6½ furlongs—Peep o' Day, 134 (Jenkins), 10 to 1, 1; Queen of Song, 105 (O'Connor), 7 to 2, 2; Montanic, 115 (Odom), 16 to 5, 3. Time 1.20½. St. Callatin, Gonfalon, Filon 3, Lambent and Duke of Middleburg also ran.

Second race, 5½ furlongs, selling—Midwood, 103 (Bullman), 16 to 5, 1; The Corinthian, 102 (Jenkins), 11 to 5, 2; Fonso Lee, 102 (O'Connor), 8 to 1, 3. Time 1.05¾. Royal Sterling, Robert Metcalf, James, First Whip, Matt Simpson, Kindred, Grandeur and Mercer also ran.

Third race, 5 furlongs, selling—Miss Hanover, 102 (Jenkins), 7 to 1, 1; Sunoil, 107 (O'Leary), 8 to 1, 2; Fleuron, 100 (J. Slack), 5 to 1, 3. Time .58. Loffer, Allaire, Jamaica, Marini, Lynch, Pink Domino, Back Talk, Millstone, Summer Girl, Pegasus, Gargoyle, Eileen Daly and Gratia also ran.

Fourth race, 1 mile—Bondman, 110 (O'Connor), 7 to 2, 1; St. Simon, 110 (Bullman), 3 to 5, 2; Pickwickian, 110 (Jenkins), 5 to 1, 3. Time 1.42¼. Stain, Belle of H. and Orenburg also ran.

Fifth race, 1 1-16 miles, selling—Maximo Gomez, 104 (Bullman), 9 to 5, 1; Scotch Plaid, 104 (O'Connor), 9 to 1, 2; Glorian, 107 (O'Leary), 8 to 1, 3. Time 1.46½. Handcuff, The Gardener and Einer also ran.

Sixth race, 1 mile and 1 furlong—Box, 126 (O'Connor), 7 to 2, 1; Muskadine, 105 (Odom), 3 to 1, 2; Carnero, 119 (Jenkins), 7 to 1, 3. Time 1.53¾. Maid of Harlem, Charentus and Decanter also ran.

Flying Bess Ran at Latonia.

Cincinnati, Ohio, Oct. 16.—Azucena beat a field of crack sprinters in a 6-furlong dash at Latonia to-day in the fast time of 1.14. Weather pleasant; track fast.

First race, 6 furlongs, selling—Meddlesome, 102 (Silvers), 3 to 1, 1; Giad Hand, 97 (Boland), 7 to 1, 2; Norma Taylor, 105 (J. Matthews), 5 to 1, 3. Time 1.15. Bentley B., Carous, Ostra, Headley, Pretty Rosie, Tolstoi, Nancy Sites and Nellie Prince also ran.

Second race, 5½ furlongs—May Ella, 107 (Akerl, 9 to 1, 1; Reseda, 107 (Boland), 4 to 1, 2; Nina B. L., 104 (Knight), 12 to 1, 3. Time 1.08¾. Flora Daniels, Scarlet Lilly, Anthracite, La Venus, Zazel and Ligbite also ran.

Third race, mile and 70 yards, selling—Ramiro II., 97 (Knight), 9 to 5, 1; Frank Wagner, 103 (Aker), 40 to 1, 2; Derby Maid, 97 (May), 25 to 1, 3. Time 1.47¼. Hill Billy, Loyally, Brighton, Hand D., Hampden, Jessie S., Miss Floride also ran.

Fourth race, 6 furlongs—Azucena, 109 (Matthews), 5 to 1, 1; Hand d'Or, 103 (Ross), 5 to 1, 1; Necklace, 104 (Crowhurst), even, 3. Time 1.14. The Lady in Blue, Flying Bess, Flora Louise, Tom Collins, Eugenia Wickes, Beguile and What Next also ran.

Fifth race, 5½ furlongs—MacCable, 110 (Silvers), 11 to 5, 1; Can Robert, 102 (Southard), 6 to 1, 2; Adair II., 110 (Knight), 6 to 1, 3. Time 1.09. Star Chamber, Edinborough, Waldeck, Frazels, Lord Eberte, Dr. Ayers, Cardenas, Obligation also ran.

Oakland Results.

San Francisco, Oct. 16.—First race, ¾ mile, selling—Tiburon, 109 (Duffy), 6 to 1, 1; Gauntlet, 112 (Jones), 10 to 3, 2; Rancier, 109 (Buchanan), 6 to 1, 3. Time 1.19¾. Bonibel, Blooming Chance, The Offerings, Yaruba, Alturas also ran.

Second race, Futurity course, selling—Formella, 112 (Jones), 6 to 5, 1; Starling, 109 (CoBourn), 15 to 1, 2; San Carlos, 112 (Ellott), 50 to 1, 3. Time 1.16½. Side'ong, Shannonette, Jennie Gibb, Ocorona, Spry Lark also ran.

Third race, Futurity course, selling—I Don't Know, 112 (Bergen), 3 to 1, 1; Polish, 106 (Frawley), 4 to 1, 2; Riochico, 107 (J. Brown), 7 to 1, 3. Time 1.14. Sport McAllister, Silver Maid, Wyoming and Tennessee Maid also ran.

Fourth race, mile, selling—Glen Ann, 104 (Ruiz), 3 to1, 1; Sorrow, 107 (McCloskey), 10 to 1, 2; Reolia, 102 (Mounce), 3 to 1, 3. Time 1.46¾. Lode Star, Rapido, Stromo, Lothian also ran.

Fifth race, 7 furlongs, handicap—Socialist, 110 (Ruiz), 2 to 1, 1; Ringmaster, 95 (Henry), 6 to 1, 2; Imperious, 107 (Jones), 6 to 5, 3. Time 1.32. Novia and Magnus also ran.

Entries for To-Day.

Morris Park: First race, selling, ⅞ of Withers mile—Belle of Memphis 111, Scotch Plaid 110, Howard S. 109, Pins 96, Hanlon, Tintonus 95, Red Spider 90, Strangest, Brahmin 88.

Second race, selling, Eclipse course—Erwin 105, Olea 104, Precursor, Federalist, Frandoe 95, Fatalist 92, Manotian 97, Decennial, Beverage 87.

Third race, the Silver Brook, selling, 5½ furlongs of Eclipse course—Kilogram, Warning 112, Magic Light 108, Tobourg 100, First Whip 105, Gold One 103, Hansborough, The Corinthian 102, Native, Precursor 100, Oneck Queen 99, Mai Hanlon 97, Mercer 95, Fluke 93, Affect 92.

Fourth race, the Dixian, Withers mile—Ethelbert 126, Raffaello 115, Maid of Harlem, Lady Lindsey 106, Hardy Pardee 105.

Fifth race, handicap, Withers mile—St. Cloud 122, Warrenton, N. B. 113, Marsian 112, Handcuff 98, St. Hubert 88.

Sixth race, selling, 1 1-16 miles over hill—Holland, Tamora, Rare Perfume, Bangor 105, The Pride, Veracious, Our Nellie 102, Bettie Gray 98.

GRANITE LAWN BOWLING CLUB.

A Review of Season on the Green Just Closed—Prize Winners.

The Granite lawns were opened for play on April 22, and, thanks to the constant attention of Caretaker Burley, have been kept in excellent condition throughout the season.

In their friendly matches the Granites have been even more successful than usual. Of the 24 games played, they have won 16, by 473 points; lost 7, by 110 points, and tied in one. Of these games, they played 5 with the Thistles, won 4, by 146, and tied in 1; they played 10 with the Victorias, won 7, by 129, and lost 3, by 40; they played 4 with the Canadas, won 2, by 95, and lost 2, by 31; they played one with Barrie, which they won by 7; they played two with the R.C.Y.C., which they won by 48, and they played two with the Hamilton Thistles, both of which they lost by 39. In these matches the standing of the skips (the first five only being given), is as follows: 1, Cameron, played 10 games, won 8, by 114, and lost 1, by 2; tied in 1. 2, Hargraft, played 10 games, won 7, by 81, and lost 3, by 6. 3, Scott, played 10 games, won 7, by 81, and lost 3, by 9. 4, Dalton, played 11 games, won 8, by 80, and lost 3, by 15. 5, Sylvester, played 8 games, won 4, by 46, and lost 4, by 11.

The club competitions have all been concluded. The results are as follows:

Rink—1, James Baird (skip), W. A. Littlejohn, Spencer Love, E. Boisseau; 2, H. W. Fitton (skip), M. Morris, J. B. Holden, J. B. Laing.

Doubles—1, W. A. Cameron and W. R. Hill; 2, R. W. Spence and John Turnbull.

Singles—1, W. A. Cameron; 2, Josiah Bruce.

Novice singles—1, T. A. Brown; 2, F. W. Hudson.

PARKDALE CURLING CLUB.

Officers Elected at Annual Meeting and Skips Nominated.

The annual meeting of the Parkdale Club was held on Saturday evening, and the following officers were elected for the coming season:

Patron, Mr. James Scott; hon. president, Mr. V. B. Wadsworth; president, Mr. Alex. Fraser; vice-presidents, Mr. A. D. Harris, Dr. Bascom; hon. secretary, Mr. John E. Hall; hon. assistant secretary, Mr. G. C. Husband; chaplain, Rev. James Rankin; representative members, Messrs. W. G. Scholfield and W. Beith; Executive Committee, Messrs. Dr. Clemens, M. P. Clemes, George Duthie, jr., W. Beith and Alex. Hellwell.

Twenty-five skips were nominated, 20 of whom will be elected on Saturday, Nov. 4, next.

Prospect Park Curling Club.

An enthusiastic meeting of Prospect Park curlers was held last night, when it was decided to have curling in the covered rink this winter five nights in the week, the fee being $10. The past three years many of the members have been with the Granites. Anyone in the neighborhood anxious to curl is invited to attend next Monday night's meeting, when officers will be elected. R. L. Johnston of the Confederation Life is the secretary.

BENNETT'S 10-MILE RUN.

Boxers Training for Their Bout on ThanksgivingDay.

Though McCune's careful work at Scholes', coupled with his terrible punching ability, has boosted him greatly with local followers of the fistic game, it must not be thought that his opponent of next Thursday has done nothing.

Trainer Sullivan has kept his man going faithfully since Jenkins was whipped, and the McKeesporter was never better in his life. His work yesterday included a 10-mile run through the Rosedale ravine, over the Don Valley and four time around the Woodbine track.

Tim O'Rourke has taken a great fancy to McCune and to-day the Detroiter will enjoy a drive behind the big hotel man's fast pair.

Around the Ring

Spike Sullivan has selected Dec. 5 as the date of his meeting with Joe Gans at the Broadway A. C.

Billy Ernst, the Brooklyn lightweight, and Eddie Connolly will meet in a 25-round bout before a Gotham club in the near future.

Wilmington Jack Daly wants to meet Joe Gans again. Daly claims that he can furnish a $2000 side bet on his chances against the colored lightweight in a 25-round battle.

Kid McCoy and Peter Maher have been matched to fight 25 rounds at the Coney Island Sporting Club on Dec. 14 for a purse of $20,000.

Jim Judge of Scranton and Billy Edwards of Australia met Saturday night at the Pelican Club, New York. Edwards was knocked out in the twentieth round.

Jim Jeffries took the bandage from his injured arm and gave the member a good rubbing with alcohol in order to remove as much of the soreness as possible. The swelling has all gone down and there is no external evidence of any injury. Jeffries said that if the arm continued to improve as it has for the last day or two he thinks it likely there will be no postponement of the fight.

Jack Bennett announced yesterday that he will postpone his Chicago trip to meet Wilmington Jack Daly, providing he is successful in defeating McCun on Thursday.

Queen's University Games.

Kingston, Oct. 16.—The annual games of Queen's University occurred to-day. A. Leitch, '01, is again the college champion, defeating D. M. Solandt, '99. Mr. Leitch took the championship last year.

Better Than Drugs.

"D.C.L." (Black Bottle) Scotch Whisky, diluted with Soda or Potash, is a drink "fit for the gods." Thoroughly matured in Sherry Casks. Unrivalled as a Table Whisky. Taken as a "night-cap," it promotes sound and refreshing sleep. No bad aftereffects. Adams & Burns, Agents, Toronto. dy

FIRST RACE FOR COLUMBIA.

Shamrock Decisively Outsailed 15 Miles to Leeward and Return in 10-Knot Breeze.

YANKEE WON BY 10 MIN. 8 SECS.

Sir Lipton Admits That His Boat Was Fairly Beaten—Sail To-Day Around Triangle.

New York, Oct. 16.—In a glorious wholesale breeze over a windward and leeward course of 30 miles the Yankee defender Columbia to-day scored against the Shamrock the first race of the 1899 series for the America's Cup. The Columbia bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by 10 minutes and 14 seconds, actual time, or 10 minutes and 8 seconds corrected, time, after allowing the six seconds handicap, which the Columbia must concede to the challenger on account of her longer water line. It was a magnificent race, skillfully sailed and decisively won. Opinion as to the merits of the two boats had been somewhat divided as a result of the flukes during the past two weeks, but no nautical sharp expected that the Shamrock would be so overwhelmingly vanquished as she was to-day. The Yankee outgeneralled her at the start, and gained 22 seconds in the run home before the wind. No excuses can be offered for the Shamrock's defeat. There was a good strong 10 to 12-knot breeze, and it held throughout the race true as the needle to the pole. The Regatta Committee, as a result of the showing made by the defender, are convinced that the cup is safe. Blow high, blow low, Columbia, it is believed by her manager, Mr. Iselin, can take the measure of her rival. Sir Thomas Lipton confessed, after the race, that he had been fairly and squarely beaten. He had no apologies to make, saying that he would die game and race the series.

After Repeated Disappointment.

To-day's race was a magnificent due, and made up for the repeated disappointments the sight-seers have suffered. It was anything but a comfortable day on the water. A wet, grey veil of vapor hung over the sea when Sir Thomas Lipton looked through the dripping port holes of the Erin this morning to take his first look at the weather. The prospect was not very alluring. Still the mist wreaths were carried along by a 10-knot breeze from the east, and the old shellbacks said there was more wind where that came from. But the excursionists who went down the bay were not very hopeful until they got outside. The low, leaden clouds overhead shut out the sky. The wall of vapor blotted out the horizon. The mist made everything look ghostlike and indistinct. The only color in the dull scene was furnished by the ensigns and flags which adorned the excursion fleet and the dash of red from the big hulk of the lightship. Outside the wind was fresher, and whipped some foam out of the waves. Both yachts were towed out from the anchorage and raised their mainsails before casting off.

No large assemblage was on hand to witness the start. A few side-wheelers, the regular fleet of ocean-going tugs and a score or two of steam yachts, were about all. Many more, however, got out in time to see the finish. Promptly at 10 o'clock the committee boat signalled the course, 15 miles dead into the eye of the wind to the eastward and return. Immediately a tug steamed out parallel with the Long Island shore to set the outer mark. Both yachts set up No. 2 club topsails. Just as the warning gun boomed a driving mist swept in from the east, beating into the faces of the excursionists and adding to their discomfort.

Some Lively Jockeying.

There was some lively jockeying behind the line before the start and the Yankee boat got the better of it. She outmanoeuvred her rival, eventually forcing her over the line first by half a length, but leaving the Columbia in the weather position. Close-hauled on the starboard tack, the yachts plunged seaward, heeling to the 12-knot breeze. The first few minutes of the race were the most interesting. The yachts made a beautiful picture as they raced away. Their sails to the nautical eye were perfection in fit. The crews were piled up on the weather rail as the yachts smashed into the head seas, pounding the spray from their bows. It was soon apparent that the Columbia was forging ahead.

The clear water began to show between them. The Columbia not only seemed to outfoot the challenger, but also pointed higher. It was astonishing how she slid her way into the wind. Within 15 minutes she established a lead of five lengths, and from that time the race was hers. The patriots were jubilant and the band began playing. The Columbia seemed more tender than the foreigner, showing yards of her bronze underbody as she leaned away with her lee rail almost awash. Steadily she continued to draw ahead until within half an hour, having demonstrated her superiority in windward work, it became only a question of how much the Columbia would beat the Shamrock to the outer mark.

Outsailed the Shamrock.

As the yachts got farther out the seas grew more turbient and the spray spurted higher over their bows. Many excursionists came to grief, and some of the tug boats, plunging through the head seas, were flooded from stem to stern. The work of the patrol fleet was perfect. They held the yachts in the hollow of a moving right angle and kept them entirely free from interference. The Shamrock footed vailantly, but neither in speed nor in pointing could she compare with the Columbia. Then the skipper on the challenger tried new tactics. The Shamrock made a dozen short boards. But the Columbia proved quite as nimble as the Shamrock. Timed by a stop-watch, both boards were 15 seconds in stays, and the defender was fully as clever as the challenger at fore-reaching. When the Shamrock got through with this line of tactics, the Columbia had increased her lead until she was half a mile ahead. At the end of another half hour as the wind continued to freshen the Shamrock took in her baby jib topsail. The Columbia held on to hers and as the Shamrock did not improve her position at the end of 10 minutes her skippers again set this sail. Promptly at 10 o'clock the committee boat signalled the course, 15 miles dead into the eye of the wind to the eastward and return. Immediately a tug steamed out parallel with the Long Island shore to set the outer mark. Both yachts set up No. 2 club topsails. Just as the warning gun boomed a driving mist swept in from the east, beating into the faces of the excursionists and adding to their discomfort.

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Nothing could have been prettier than the way the Columbia came around the outer mark. Both boats had edged far to the southward of their course, and as the rules required that the mark should be passed on the starboard hand, the Columbia tacked to port and came over on the starboard tack as she approached the float. As she swung around she eased off her main boom, let her spinnaker pole drop to port, and breaking out the cloud of canvas fled homeward like a scared deer. Her big balloon jib blossomed out 45 seconds later.

The Fleet Whistles.

The excursion fleet at the outer mark gave her a rousing reception with their whistles as she started for home.

A quarter mile down the home run the Columbia crossed the path of the Shamrock, still beating to windward, close hauled, and robbed her of the wind for a minute as she sped past. It was 9 minutes and 49 seconds later when the Shamrock swung around the mark and squared away for the finish. The excursion boats hung on until she had rounded and gave her quite an ovation. The Columbia was already almost two miles away, and in the thickening mist could hardly be discerned. The excursion boats went ploughing down on either side of the course to be in at the death. Sir Thomas Lipton's steam yacht Erin, however, remained abeam of the challenger. From that time it was simply a procession.

There was a stirring scene as the Columbia approached the finish with all her bulging balloons drawing. The excursion boats had gathered there and as she swept across the finish line steam whistles shrieked and sirens wailed. The Corsair and several other yachts fired salutes and the crowds on the side wheelers cheered. The crew of the Columbia gathered aft and hurrahed. After the Columbia had lowered her head sails and taken the tow line from her tender, the crowd waited over 10 minutes until the Shamrock had crossed and the fleet had given her a stentorian expression of good-will. Then the steamers scampered after the Columbia, crowding about her and cheering her again and again, while the bands played patriotic airs. They escorted her all the way to her anchorage inside the Hook.

To-Day's Race.

The race to-morrow will be over the triangular course, 10 miles to the leg, and Shamrock will have an opportunity to show what she can do at her favorite point of sailing.

COLUMBIA ALL THE WAY.

Defender Outmanoeuvered Shamrock on Start, Turned First by 9.49 and Won by 10.08.

New York, Oct. 16.—The crews of both yachts had breakfast early, and when they turned to soon after 8 it was with a will, for, in spite of the rather hazy weather, there was a good breeze from the eastward, which promised to increase and give the yachts a good race at last. Jibs and staysails were sent up in stops in the stay and hatches put on, both lashed, and everything made snug before 9 o'clock. At 9.15 the Columbia cast off from her mooring buoy and was taken in tow by the Wallace B. Flint. The Shamrock started in tow of the Lawrence A. Simmons later. Covers were kept on the mainsails and club topsails to keep them dry until the last moment, as there was just enough fine rain to dampen them. At 10 o'clock both yachts had reached the end of Gedney's Channel, and at 10.10 the Columbia crew began hoisting the mainsail. It was set in five minutes. The Shamrock's mainsail began to go up at the same time, but it was fully 15 minutes before the sail was set. When the yachts passed the telegraph schooner Lizzie Carr, which was lying head to wind with a single reefed mainsail set, the wind was fairly steady from the eastward, blowing about 10 miles an hour, the water smooth and the sky cloudy. Two miles was about the limit of observation, owing to heavy mists.

At 10.25 both yachts cast off their tow lines, broke out their jibs and mastheaded their No. 2 club topsails. The Columbia also sent up her baby jib topsail on the stay.

Dead Beat to Windward.

At the same time the committee boat, Walter Luckenbach, anchored due south of the Sandy Hook lightship, sent up the course signal. It was east, making it a 15 miles and a run back if the wind held from the same quarter. The Regatta Committee meant business this morning, for a few minutes later they started the tug to log off the course, and at 10.45 the preparatory signal was made. Both yachts then began manoeuvring for positions, and at 10.55, when the warning signal was given, they were playing for a weather berth to the northward of the line, Shamrock breaking out her staysail at this time.

When two minutes were left before the starting signal, both yachts were heading—a couple of lengths apart—to the westward, with booms to port, the Columbia to windward. At one minute the Shamrock began to keep off for the committee boat, which was lying at the south end of the line, Capt. Hughes' intention apparently being to stop the Columbia, then a length or so astern, from getting the weather berth. When the starting gun was fired the Shamrock had run parallel with the line to nearly the centre of it. She still held her course until nearly over to the lightship, before she began to luff to cross the line. Capt. Barr, on the Columbia, held his yacht well in hand, being at this time a good length astern. With sheets flat aft, he began to luff the moment Hogarth did, and, shooting the Columbia across the Shamrock's wake, came her across the line more than 50 yards to windward of the challenger, and with such a good overlap on her that according to the official time she was only three seconds astern.

Official Time of the Start.

Shamrock	11.01.03
Columbia	11.01.06

Both yachts wer enow close-hauled on the starboard tack, and were carrying exactly the same sail, mainsail, club topsail, jib foresail and baby jib topsail. As soon as the sheets were trimmed, all hands, except the men stationed at the head sheets, jumped for teh weather side and huddled close down to the starboard rail, while the skippers watched each other like hawks.

There were not many yachts or excursion steamers out in time to see the start. The principal ones were the steam yachts Corsair, Erin and Niagara; the excursion boats Republic, Grand Republic, Monmouth and Angler; the revenue cutters Manning and Onondago; torpedo boats Porter and Gwyn.

Those on board the small fleet had a splendid view of the start, and the first 10 minutes of it were anxious ones for the friends of both yachts. After that it was "all over but the shouting." In five minutes the Columbia had widened the distance to windward between herself and the Shamrock fully a length. She heeled more than the latter boat, but huer sails were all full, and she was pointing higher from the moment she started.

Capt. Hogarth, thinking his boat would be able to outfoot the Columbia sufficiently to tack across her bow, a little later gave her a good rap full. The green boat responded nobly, and to some it appeared that she was passing the Columbia very fast. So she was, but she was losing windward ground every minute.

Under Columbia's Lee.

When the Shamrock tacked to port at 11.15, and the Columbia 30 seconds later, it was seen that Barr had placed his boat on the weather bow of the Shamrock, as to spill the back wind into the Shamrock's sails. Hogarth was obliged to keep broad off for about 30 seconds to get out from under the Columbia's lee. By 11.20 the Bristol boat was quite an eighth of a mile to windward, and outfooting her rival all the time.

Capt. Hogarth, finding that the Shamrock simply would not point as high as the Columbia, flattened down his sheets as hard as he ndared, and had to be contented with giving her a good full, and letting her go at that. At 11.45.30, when the Shamrock tacked to port, the Columbia was fully a quarter of a mile to windward of her, when the latter tacked, seven seconds later.

Capt. Hogarth was growing desperate, and here resorted to his short tacking tactics, so that his boat would fore-reach sufficiently to make a material gain to windward. Some idea may be gathered of the quick work which followed, when it is stated that both yachts made seven tacks in the next 4¾ minutes, the Shamrock always tacking first. At the conclusion of this marine duel between the single-stickers Hogarth found himself farther to leeward than ever, the Columbia having been, if anything, quicker in stays and a better fore-reacher.

Shamrock Settled Down.

At 12.50.15, when the Shamrock settled down again to business on the port tack and the Columbia, after standing off two minutes longer, came about to the same tack, it was found the Bristol boat was half a mile dead to windward of her rival.

In three more tacks the Columbia still increased her windward lead. The Shamrock people at 12.25 took in her baby jib topsail, hoping, perhaps, that she might point higher, but it was evidently in vain, for in 10 minutes they set the sail again. It was taken in 20 minutes later for a few minutes. Each yacht made 22 tacks in the windward work, and in all these the Shamrock took the initiative. Capt. Barr waited for Hogarth to tack and, with but one or two exceptions, he put the Columbia about within three seconds of the other boat. The last half-dozen tacks made were longer than the others. The outer mark, which had been obscured by the mist, was visible soon after 1 o'clock. The wind grew lighter as they approached, but it increased in force a little as the Columbia made her last tack at 1.46.30. She looked very handsome as she approached the mark on the port tack, a couple of her smooth bronze bilge plates showing on her weather side. Smartly the crew launched her spinnaker boom out to port before she had fairly made the turn and squared away on her homeward course; the great sail was broken out from stops the same moment, the main boom sailing far off to starboard. They were exactly 85 seconds setting the spinnaker. The Shamrock's men beat them 5 seconds in this work.

The Time at the Turn.

Columbia	1.48.19
Shamrock	1.58.08

This shows that the Columbia was 9 minutes 49 seconds ahead when she rounded the mark. The elapsed time of the Columbia for the 15 miles was 2 hours 47 minutes 13 seconds; of the Shamrock, 2 hours 57 minutes 5 seconds, showing that the Columbia's gain from the actual start had been 9 minutes 52 seconds. This, indeed, was a great victory for the Columbia, for the yachts had covered the distance in a steady breeze, and at no time were they far enough apart to benefit by any puffs of wind.

The Columbia's balloon jib topsail was set immediately after the spinnaker, and the head sails handed down. Then she began her 15-mile run to the finish at a speed of about 8 knots an hour. The Shamrock's balloon jib topsail was set 7 minutes after rounding the outer mark, and for a time it seemed as though she was overhauling the Columbia. At the time this appeared to be a reasonable conclusion, because she being stern boat was in the position to take advantage of any squalls that might come along, it soon became evident, however, that her apparent gain was only imaginary and that the Bristol boat was not only holding her own, but as the figures showed later she was really gaining in the run before the wind. Mile after mile they traveled, lost sight of at times to the fleet came along, because of the chuncks of mists that came along.

A Tame Finish.

The finish line, marked by the committee boat and the Sandy Hook lightship, was not visible until the yachts were within a couple of miles of it. Then there was a rush of steamers to reach the goal ahead of the yachts.

It could not be called an exciting finish nor was it a tame one altogether. So few boats were present to witness it and the weather was so depressing that, as a spectacle, it might be called a poor one from a picturesque standpoint. Both in time and distance, the yachts were so far apart that it was a rather poor finish from a sportsman's standpoint.

When the Columbia, her great yellow mainsail broad off to starboard and her skyreaching spinnaker to port swept across the finish line at 3.54.59, the Shamrock was hardly visible astern, only the outline of her sails being traceable in the mist. About 10 minutes in time elapsed between the finishing of the Columbia and the Shamrock, which meant in distance about a mile and a half.

Official time of finish:

Columbia	3.54.59
Shamrock	4.05.10

The Official Summary.

The elapsed time of the Columbia from the outer mark to the finish was two hours six minutes and forty seconds; the Shamrock's two hours seven minutes and two seconds, showing that in the 15-mile run before the wind the Columbia had gained 22 seconds.

	Start.	Finish.	Elapsed.	Cor.Time.
Shamrock	11.01.03	4.05.10	5.04.07	5.04.01
Columbia	11.01.06	3.54.59	4.53.53	4.53.53

Thus, the Columbia wins by 10 minutes 14 seconds, actual, and 10 minutes 8 seconds, corrected time.

After the race, while the yachts were being towed back to their moorings, Sir Thomas Lipton's yacht Erin ranged up alongside the Columbia. The Erin's officers and men, led by Sir Thomas himself, gave the Yankee yacht three hearty cheers. They were quickly responded to with three cheers and a tiger from the Columbia's men, led by C. Oliver Iselin.

A number of yachts fired guns as salutes to both yachts at the finish. The flagship Corsair was among the number and as soon as the American yacht had crossed the line Commodore J. Pierpont Morgan ordered American ensigns to be hoisted at each masthead, and at the ends of both gaffs.

Every steamer saluted with her whistle, and the Shamrock's welcome was equally as noisy as the Columbia's. Twenty minutes after the yachts had crossed the finish line, the only vessels out there were the old red lightship and the telegraph schooner Lizzie Carr. The yachts and the excursion fleet had vanished in the mist, homeward bound.

Thanksgiving Day With the Hounds

The Hunt Club are arranging for a big field day for Thursday next. They propose having the meet at Weston, and running in the direction of Woodbridge, spending an hour at the Fair Grounds and then working across to Yonge-street, and on to the club house at Scarboro for dinner. Arrangements will be made to have members' horses sent to Weston the night before and stabled there, and their owners can then take the car out on Thursday morning. An early start will be made, and a good day's sport is anticipated. There will be no meet on Tuesday, the 17th. Full particulars of Thursday's arrangements will be given in the papers on Thursday morning.

Results at Chicago.

Chicago, Oct. 16.—Weather clear; track fast. First race, 6½ furlongs—Lucky Monday, 112 (Mitch