

# POOR DOCUMENT

## PRaise FOR THE VALKYRIE.

Lord Dunraven's Boat Made a Magnificent Fight,

But the "Vigilant" Beat Her In The End.

New York, Oct. 13.—The Valkyrie did not win the cup, but she got a chance yesterday to show before she went that Lord Dunraven was fully justified in sending her across the ocean to try and win. In some respects, at least, she is certainly the best boat afloat, triumphant Vigilant to the contrary notwithstanding. Losing the race by only 40 seconds corrected time she made the best bid for the cup that has been made since the British began seriously to compete for it and she has done much to uphold the merits of the keel type. Her splendid thrust to windward in the first part of yesterday's race when she held the weather position from start to stake boat in a good smart breeze, what they call half a gale here, was a vindication of all that has been said for her and her class. Most yachtsmen regard the windward qualities of a yacht as the test of her ability. By this measure the British cutter

### May Fairly Claim First Place.

To be sure, all points of sailing must be provided for in yacht racing, but it was shown that though in the supreme test the cutter is better for all-round work, the American sloop has fairly held the palm. It is now questioned, however, whether the Valkyrie would not have done better here had her original sailing length been retained. As Lord Dunraven has said, he reduced the length by a foot before bringing the cutter here. When he increased it before yesterday's race a few inches the yacht did better than ever here. This may have had nothing to do with the closeness of the race, but many yachtsmen are of opinion that at her full length the cutter would have held her own to windward in the other two races. It is also conceded by some that had Mr. Watson risked more sail area the Valkyrie could not have been so deficient before the wind. It is considered especially remarkable that this should have been her weak point, while beating was her forte. The Thistle always beats the Volunteer to leeward, failing altogether to hold her own in windward work, and most local yachtsmen when they saw the new cutter out of water and observed that she too was cut away at the forefoot as the Thistle was, predicted that the Valkyrie would fall off to leeward just as the Thistle, Galatea and Genesta did. They are amazed at the weatherly qualities as displayed yesterday and admit that the cutter-sloop controversy is once more back on the old ground of the advantage possessed by the sloop in running by being able to lift her board and so decrease the friction of the submerged surface. The race yesterday was really all on the first half to the outer stake boat, for after the turn it was simply a matter of running on straight line down to the finish, and at that sort of thing the cutter had no chance, losing about six minutes against her gain of about four minutes, won by hard work and good seamanship on the boat out. As a streak the Valkyrie got the better of the delayed starts. The accident that caused the postponement

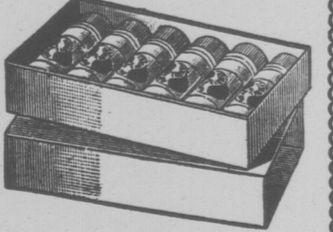
### Might have had Serious Results.

but for a newspaper tug's promptness in notifying the committee that the "Valkyrie's" failure to reach the line in time was due to her being temporarily disabled. In hoisting the mainsail the check was torn off the upper throat halyard block, and it took the ship's carpenter half an hour to repair the damage. Meanwhile the committee had set the preparatory signal at the regular time, 11.15,

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and would have sent the "Vigilant" across the line alone ten minutes later had not the press tug run up to the flagship and informed the committee of the mishap. When all was ready the yachts bore down to the line under single reefed mainsails, stay sails, jibs and working topsails. Capt. Cranfield at once got the weather gauge of the American sloop, and when the gun was fired at 12.25 crossed the line in her weather quarter nearly 200 yards to windward. The sloop had been forced too near the flag boat and she had to luff just after crossing. This gave Capt. Cranfield the opportunity to run out a lead. The yachts crossed on the starboard tack and they kept on it far inshore, holding about on even terms with the cutter to windward and about 3 lengths ahead till nearly one o'clock. At that time Nat Herreshoff, finding that he could not weather the cutter, tried the desperate expedient of paying off and running under her lee. By this means he gained in pace and passed the "Valkyrie." But he was worse off than ever in regard to the wind, and when the yachts came about soon after on the port tack found himself hopelessly blanketed, the "Valkyrie" having followed him for that purpose. A short lull was made by both, and they set out to sea for a long leg. Here the cutter's superiority became marked. Starting off well to windward, and being now free from the necessity

### Of Heading the Sloop Off.

she started through the high seas at a tremendous gait, easing out to windward all the time. The Vigilant seemed much the more tender in the high wind, now blowing about 25 knots an hour, and she was the more buffeted by the seas. This, no doubt was a cause of her falling behind her when they came about again to reach for the stake boat; it was seen she had lost fully three minutes on the run of about ten miles. At the turn she was another minute in the rear. The Valkyrie had thus demonstrated her greater power in the best of all conditions, a wholesome breeze and a corresponding sea. But as soon as the American sloop turned homeward with her light canvas bulging out before her hundreds of square yards more than the Valkyrie could spread, it was obvious that the hard won advantage would not suffice to enable the cutter to finish a first. Hand over foot the Vigilant bore down on her. The sight was grand. The yachts, even the cutter, seemed fairly to fly before the wind spinning the ruffled surface without sign of friction. It became exciting as the space separating the boats lessened, for although the sloop was manifestly gaining faster there was a minute and a half in the Valkyrie's favor on time all allowance, and no one could tell whether the Vigilant would gain enough to overcome this. It was not until 45 minutes after the turn that

### The Sloop Caught Her.

About four miles remained and the new excursion steamers that had been able to keep up with the racers schreeched their eager hopes, as they accompanied the sloop to the line. Every sail was pulling till it seemed that something must give. But the tests had been thorough. Like a streak the gray sloop flew away. The Valkyrie still falling behind at every foot until the hoarse screams of the steamers massed at the line proclaimed that the American race was over. Even then the result was in doubt and when the Valkyrie darted passed the May watches were compared with bated breath and pencils were at work figuring the corrected time. The Vigilant had just done it. First it was announced that she had won by fifteen seconds, but it was soon found that between Colonin and Vigilant, when two seconds only were between the yachts at the finish, it was, considering circumstances, infinitely more exciting than either. On every side after the race, was heard the remark, "I am glad she got a chance to show what she could do."

### Another Story of the Victory.

New York, Oct. 13.—America wins. In a gale that split two spinners on Lord Dunraven's Valkyrie, the Vigilant won the third of the international yacht races and the cup is ours. For another year the trophy remains in this country and Lord Dunraven goes home without a race to his credit. He goes with the satisfaction, however, of knowing that he led the Vigilant by almost two minutes in beating to windward fifteen miles, and would in all probability have won today's race but for the accident to his canvas. As it was the Vigilant won by forty seconds. It was a day long to be remembered. No grander race was ever sailed off this port, and the spectators on the excursion boats were amply repaid for their trip and incidental discomfort due to the thrashing of the boats in the heavy sea. It was a day of reefed mainsails, a day when life lines were out, a day when the strength of spars and toughness of canvas counted fully as much as the lines below water. It was a day to test seamanship as well as yacht structures. It was just the day that Lord Dunraven

### And all the British Crew

had prayed for, and the only kind of a day in which he still claimed that his yacht could sail with the Vigilant. He had been beaten in two races easily in a light wind and still more easily in what Americans call a stiff breeze. His only hope was in a gale and the gale split his sails, while the staunch Vigilant came home under a big cloud of canvas with the wind piping through her shrouds and

without a mishap of any kind. Lord Dunraven and his friends were pleased at the prospect of a stiff breeze blowing. It was the weather for which he had expressed a decided preference. And the Valkyrie had an additional 2240 pounds of ballast in her hold. They knew that she would make a better showing than she had yet done, and they were even hopeful that with a wind she might head off the Vigilant in her run of victories. The additional ballast had increased her load water line so that she had a time allowance of 1 minute 33 seconds instead of one minute 48 seconds. Increased steadiness was expected to more than make up the difference in time allowance. Both yachts got away from their anchorage at Bay Ridge at 8 o'clock. The Vigilant as usual showed the way down the bay. She was level straight down to Sandy Hook and ran up mainsail and jib as she went. The Valkyrie left her course and rounded up in the wind off Granesed Bay in order to get her mainsail up. She was then towed down the Swash channel. When off Sandy Hook at 10.20 there were signs of trouble aloft and Captain Cranfield went up with several seamen. The throat halyard block had shown signs of giving way. The mainsail was lowered and the block taken to the deck and repaired. This accident delayed the Valkyrie, so that she did not arrive at the Sandy Hook lighthouse at the usual sailing time. The Vigilant had dropped her lug and reached out from Sandy Hook to the starting point under mainsail and jib. The wind was due east, and blowing twelve miles an hour.

### A Constantly Falling Barometer

indicated more wind. The skipper of the Vigilant seeing the Valkyrie's mainsail down, concluded that the Englishman were taking a reef. He accordingly had 28 reef taken in the mainsail and then ran up a small working topsail. The Valkyrie finished repairing the halyard block at 10.45 and got up her mainsail this time with a reef. Even the English skipper was weary of the weather. He not only reefed his mainsail but replaced his jib with his smaller one, and when his topsail went up at 11 o'clock it was a small sprit sail about the size of the sail he carried aloft in Wednesday's race.

Lord Wolverton was on the Valkyrie, as also were H. Maitland Kersey, Archibald Rogers and the usual sailing crew. On the Vigilant were C. Oliver Jaefin, Perry Belmont, Herbert Leeds, W. Barton Hopkins, Nat Herreshoff, E. A. Wilford, Capt. Hansen and Capt. Terry. At 11 o'clock the flag ship May dropped anchor north of the lighthouse and signaled that the course would be due east. The Vigilant was the first to start. The May ran up the red ball at 11.15. The Valkyrie was still in tow. At 11.23 the May signalled "Race postponed until —" no time was given. A signal man with a red flag "Wig-wagged," asking the Vigilant's owner if he would consent to a postponement for one hour. He answered back "Yes." The Valkyrie ran alongside the May at 11.30 and was told the time of the start. The May signalled that the course would be a beat to windward fifteen miles due east and return. The start took place at 12.27. Like that of last Saturday's the boats went over almost together, and made a pretty sight as they lay over toward Rockaway beach on their first tack to windward. A few seconds

### Before the Starting Gun

was fired both yachts were flying for the line close hauled. On the starboard tack the American boat was a little in the lead, with the Englishman off the weather quarter.

For a time it looked as though the Vigilant would be over first and handicap the Valkyrie by a half minute. Skipper Hansen was a little too anxious, however, and had to pay the penalty of this by being forced over toward the eastern end of the line. The result was a loss to the American boat, for she had to luff in order to weather the May. The Englishman stood off the line, how ever, every sail full, and crossed a few seconds ahead and well to windward. After crossing the line both yachts were keeled well to leeward. The Valkyrie was a trifle stiffer and seemed to carry her canvas with more ease. It was a wise move to have reefed mainsails, for the sea was increasing at every moment. Once over the line the racers settled down to their work. The increased ballast attached to the Valkyrie's keel appeared to do her a world of good, and in less than an hour she was fully 800 yards off the American's weather bow. Both the racers were standing in shore, but the Vigilant was not doing as well as her friends expected. She did not travel through the water

### With Her Traditional Speed.

and was fully one-quarter of a point further away from the wind. They were plunging their bowsprits deep down in the sea and the decks were awash more than once. The Vigilant's people were doing their best to hold the wind; in fact, it looked as though she was being pinched too much. At 1.10 the Vigilant being pretty close in shore, went on the port tack and headed over in the direction of Valkyrie, then standing over on the starboard. The American boat appeared to be in doubt whether or not she would be able to cross the English. Two minutes forty seconds later, however, the Vigilant seeing that she must pass astern of her rival, went about again and stood inshore. Both yachts held on to the starboard tack for some time, when the Valkyrie went about at 1.16.35, followed by the Vigilant five seconds later. They now



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