

Weekly Messenger

AND TEMPERANCE WORKER.

VOL. IV. No. 42.

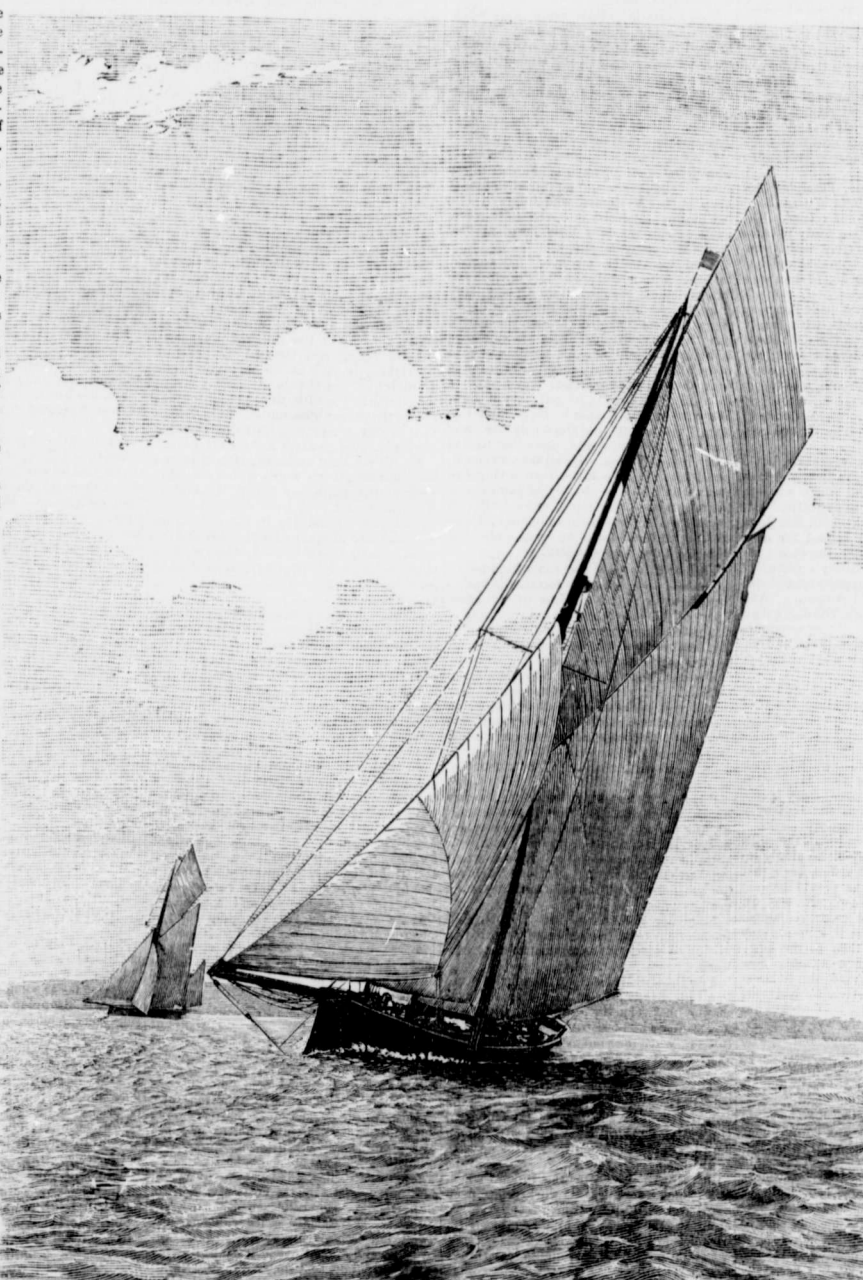
MONTREAL & NEW YORK, FOR THE WEEK ENDING, SEPTEMBER 12, 1885.

FIFTY CENTS A YEAR.

DISAPPOINTED!

"Hurrah for the 'Puritan!'" cried the backers of the American sloop when she sailed ahead of the "Genesta" last Monday on the first half of the race-course. There never was a yacht race which excited more comment than did this one. All sorts of stories were circulated, especially in connection with the English cutter, the "Genesta". One was to the effect that the "Puritan's" model was stolen from English sources. Of course no one who knew anything about yachts would have supposed that such was the case. That assertion was absurd though not so funny, as the story that somewhere in the stern of the "Genesta" an electric motor was concealed which would be set in motion when racing with the "Puritan" and would propel the cutter at the rate of something less than a mile a minute!

Everyone in New York, whether knowing anything about sailing or not, has been talking of the possibilities of the sailing match. A bronzed skipper of a New York sailing ship created great laughter by his free criticism of the rival yachts. Said he, "The 'America' went over in '51 and beat all the Britishers—run again the whole lot of 'em, and the Queen had to give her the Cup. I say Johnny Bull ought to get it back now, or he'll forget what it looks like. If the 'Genesta' takes it in six months it'll be back here again though, for we'd build something that could go over and get it right away, and then they would not send after it again for probably nigh on to 60 year," and the old fellow joined in the



THE "GENESTA," 80 TON CUTTER YACHT, OWNED BY SIR RICHARD SUTTON, BART.

SENT TO RACE FOR THE INTERNATIONAL CHALLENGE CUP AT NEW YORK.

general chorus of laughter.

The "Genesta" in the dry dock was a beautiful sight, her coppered sides shone like molten metal, her upper works glistened with fresh paint, while the lean lines of her narrow hull reminded one of a greyhound. Sir Richard Sutton, the owner, is an enthusiastic yachtsman, but his health is now very delicate, and he leaves a great deal of the details to his friend and counsellor, Mr. Beavor Webb, the designer of both the "Genesta" and "Galatea." Mr. Webb thinks that, take her all around, the "Galatea" is a little the best boat, but the sailing master of the "Genesta" would not admit it when asked his opinion. The "Genesta" was not built for the purpose of racing as was her rival, but was built for comfort and to withstand a heavy sea. The "Puritan" is not nearly as richly finished or furnished as the English cutter, but in her coat of white paint looks very attractive.

The terms of the present contest are that the boat which wins two races out of three has the cup. The first race was begun last Monday afternoon, but as the wind died away entirely could not be concluded in the time allowed. Never before was there seen such a marine outpouring on the Bay of New York. The whole scene bore a holiday appearance and hundreds of steamboats, decked with flags dotted the water. The yachts could not start in the forenoon at the time appointed because of the weather, which was calm, with only occasional light puffs of air. A breeze

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