

A SCARCITY OF WIND

Robs the Shamrock of the First of the International Yacht Races.

New York, Oct. 3.—As the sun set a great ball of fire behind the Naval Yard Highlands, and the sparkling stars came out into the flawless heavens, the biggest crowd of sightseers and yachtsmen who ever sailed down to Sandy Hook to witness the attempt of a foreign mug hunter to wrest from America the yachting supremacy of the world, returned to New York crestfallen and disappointed. The winds from the east of old ocean had proved too light and shifty and the first of the international series of 1899 between the two greatest racing machines ever produced by England and America degenerated into a drifting match and had to be declared off because neither could reach the finish line in the time allotted by the rules.

Race Declared Off.
To avoid just such winds as occurred today, in which luck and not the crew and yachts win, the rules provide that if one of the glidators does not finish within five and a half hours, the race shall be declared off. So at the end of the time this evening, when the yachts were still four miles from home, with the Shamrock leading by something more than a quarter of a mile, the committee officially declared that there should be no race. The yachts were then taken in tow by their respective tugs and brought back to their anchor age inside Sandy Hook.

The clean limbed racers had sailed out this morning fresh for battle, but the sea had relaxed them a field of four ft. Under the rules the first race is now postponed for two days or until Thursday.

White Caps at First.
The day promised well at first. The sky was embled with a few dirty clouds, but it was clear enough so that the thousands of spectators who lined the Jersey shore could see almost every foot of the course. The waves were created with white caps here and there and a fairly fresh breeze blew out the north northeast, but after the American defender Columbia and the challenger Shamrock had crossed the line the wind turned fluky and variable and the race was a fizzle almost from the start. But the fluke today gave the yachting sharp and the spectators much to think about—and some surprises.

The Columbia is undeniably the prettier boat. She is tall, stately, with graceful lines and towering masts. The Irish boat with her broader beam, and long base line, looked slower and heavier. Perhaps her green color makes her look clumsier, as if she were forced through the water, while the slim Columbia pierces it like a rapier.

The Best of the Challengers.
Though indecisive in every respect as to the abilities of the rival skipper, today's race indicates that the Irish boat with her English skipper and her Scotch crew, is the ablest steepest ranked across the Atlantic in the hope of lifting the one hundred guinea cup, which the America brought back 43 years ago and which has since been successfully defended against the world.

Where the Race Was Sailed.
The start was made from Sandy Hook Lightship, the course being fifteen miles southwest and return.

For the first time the government took a hand to prevent a repetition of the unfortunate occurrence which marred the race when the accompanying excursion boats in their frenzied eagerness to get nothing of the beautiful spectacle, crowded down upon the racers and their backwash impeded the yachts' progress through the water and caused Lord Dunsraven to file his famous protest. The government was determined this year that the course should be protected against unofficial trespassers. A flotilla of revenue cutters and swift torpedo boats, flying red-barred white flags, guarded the course, keeping excursion steamers, yachts and tugs at a perfectly safe distance from the canvas clouded racers.

On the way down they maintained two parallel lines, a mile apart, two were bowling along under the pressure of 14,000 feet of canvas.

The twin boats with their following wind lifted the Columbia along like a great sail in the ten knot breeze and carried her in ten minutes past the Shamrock. But when the wind died to six knots, as it did within a few minutes, the Shamrock forced steadily ahead until at the end of 45 minutes she led by 200 yards.

Shamrock.
The wind was first to the north northeast, but after the American defender Columbia and the challenger Shamrock had crossed the line the wind turned fluky and variable and the race was a fizzle almost from the start. But the fluke today gave the yachting sharp and the spectators much to think about—and some surprises.

Excursion Boats Fenced Off.
On the way back the patrol vessels were equally efficient. When the yachts were on the starboard tack the torpedo boats were in column on the same course, and the revenue cutters abreast, behind the yachts, thus forming a right angle, in the hope of which the yachts sailed without embarrassment. When the yachts changed course each vessel of the patrol shifted with lightning speed and keeping the excursion boats fenced off.

Both had their share of good and bad luck. The Columbia had the better of the pushing, crowding fleet of excursion vessels was permitted to poke her nose. The broad expansive sea inside, without wash or swell, was left clear and free for the manoeuvring of the glidators.

Both had their share of good and bad luck. The Columbia had the better of the pushing, crowding fleet of excursion vessels was permitted to poke her nose. The broad expansive sea inside, without wash or swell, was left clear and free for the manoeuvring of the glidators.

Then a sudden fall of the wind to the north northeast reached the Columbia first. The big belled spinnaker was taken in, her mainsail was smartly gybed and she passed the Shamrock as if the latter had been moored to her wharf.

Preparing for the Start.
At 10:45 the committee boat, Walter Luckenbach, in charge of former Com-

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

RACE IN DETAIL.
How the Big Sloops Were Worked Over the Course.

New York, Oct. 3.—The Shamrock, towed by the tug Lawrence, was the first of the yachts to leave Sandy Hook Bay. She arrived at the whistling buoy, off the east end of Godney's Channel at 8:45. The crew began at once to hoist the mainsail. They put two battens in the leech as it went up and at 10:05 a. m. the yacht filled away on the starboard tack under jib and mainsail.

On board the Shamrock, besides her captain, Hogarth and Wringe, there were Vice-Commodore Sherman Crawford and Hugh McGill Downey, of the Royal Ulster Yacht Club, Saltmaker Rusey, Navigator Hamilton and Henry F. Lybitz, the last named representing the New York Yacht Club.

The Columbia meanwhile, under jib and mainsail, on the port tack, came racing out for the lightship at 10 knot clip. She passed close under the stern of the Shamrock at 10 o'clock and stood on to the eastward. On board the Columbia, besides C. Oliver Ivelin and Mr. Ivelin, there were Captain Nat Herreshoff, Wm. B. Dunsraven, Jr., Capt. Woodbury Kane, Herbert Leeds, Newbury Thorne and Hugh Kelly, secretary of the Royal Ulster Yacht Club, representing that club on board the Columbia.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock again, crewing the line 37 seconds after the signal.

Shamrock Forges Ahead.
At 11:35 the Columbia's bowsprit was just overlapping the Shamrock's starboard bow, the latter having the offshore position. In eight minutes, the Shamrock, which seemed to hold the wind better, had pulled out fully five lengths ahead of the Columbia and seemed to be gaining every minute.

Columbia Takes the Lead.
At 12:15 the wind came to the north-west. The Columbia being inshore caught it first. The crew took in the spinnaker smartly, Captain Barr gybed her to port, trimmed down staysail and balloon jib topsail abaft, and in just five minutes the Columbia had walked past the Shamrock and was the leading boat.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

Shamrock.
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

ness became apparent at 1:55, when it began heading off to the Columbia.

Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

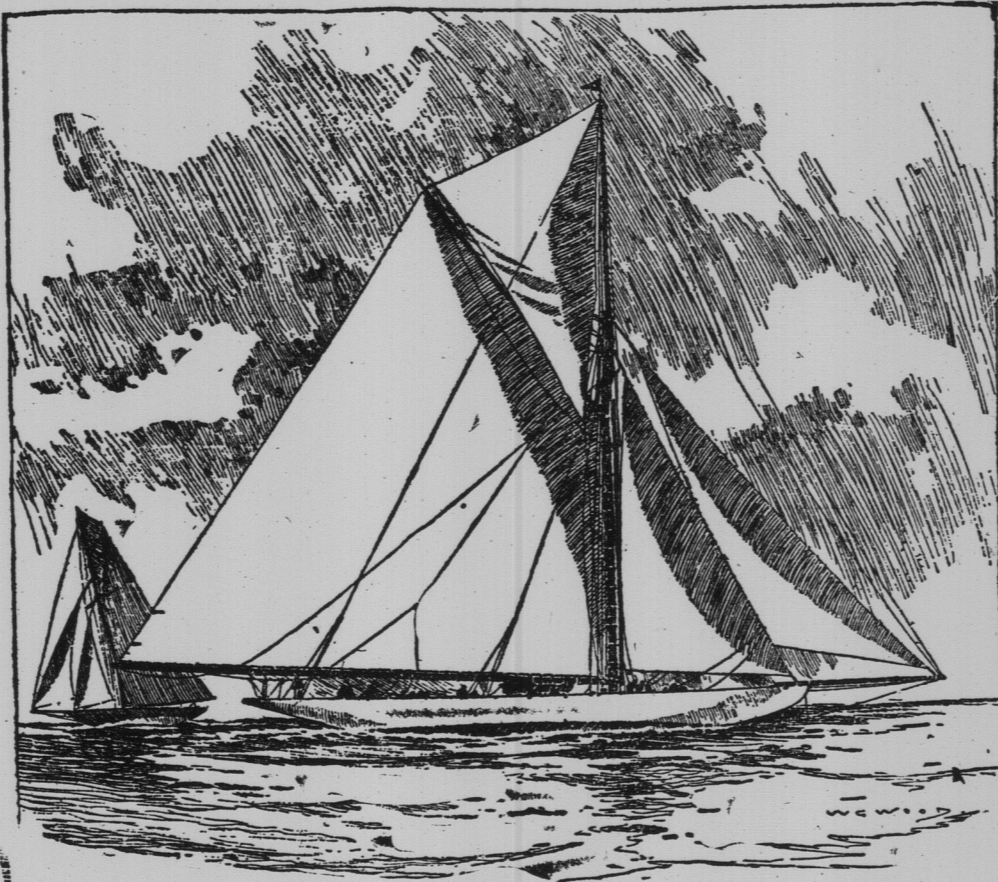
Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

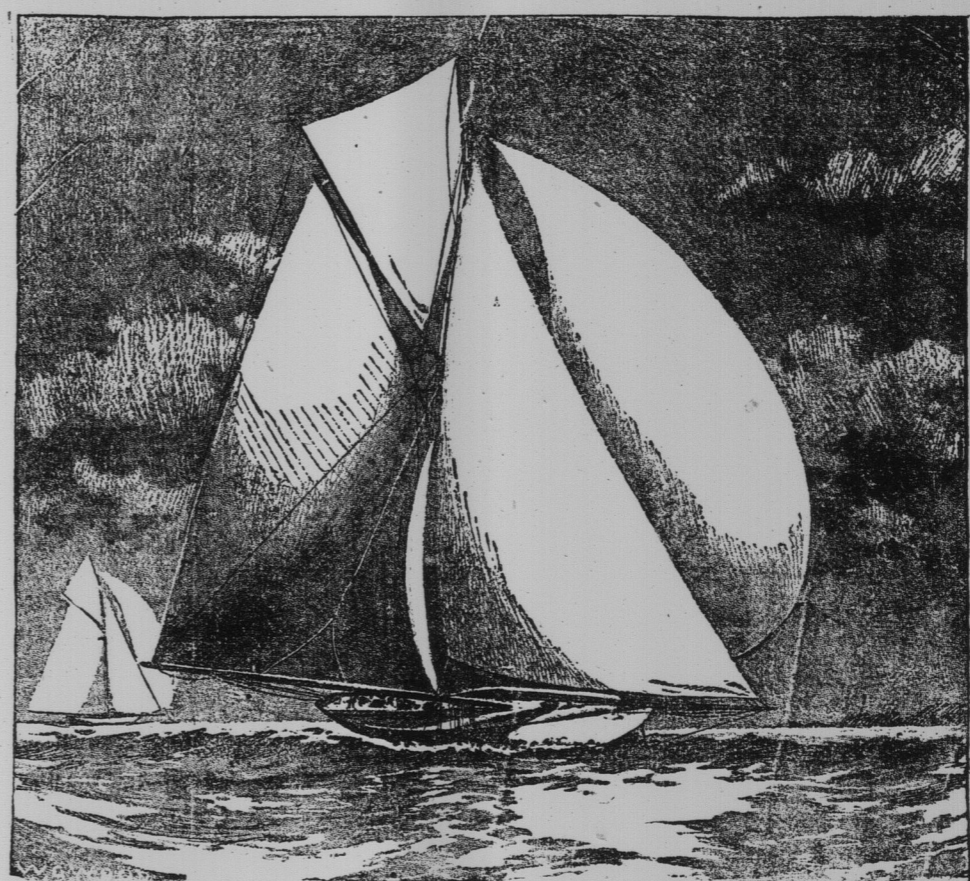
Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

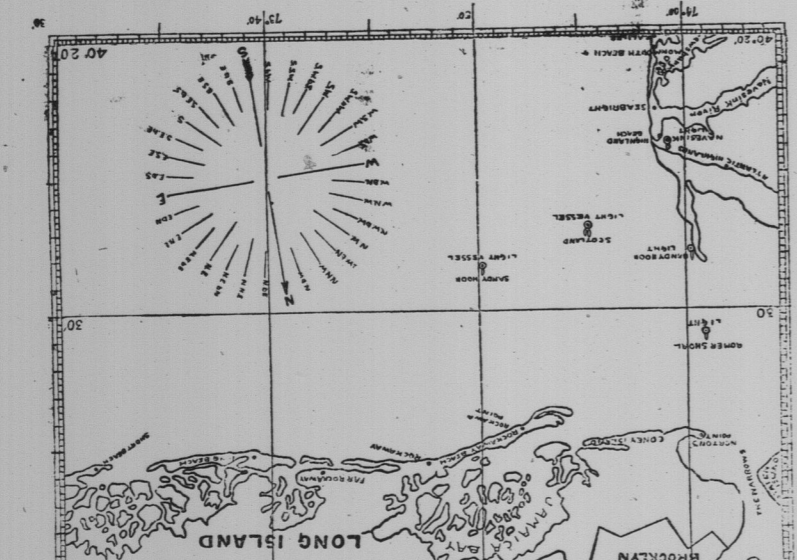
Shamrock Gets the Wind.
When the Shamrock at 3:11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.



SHAMROCK.



COLUMBIA.



WHERE THE RACE WAS SAILED.

The start was made from Sandy Hook Lightship, the course being fifteen miles southwest and return.

The shifting wind on the run down to the mark and back the Shamrock two minutes and 44 seconds, while on the beat home, after increasing her lead to over a mile at one time, the Shamrock overhauled the Yankee and was a quarter of a mile ahead when the time allowance expired.

let her come about to the port tack, setting the baby jib topsail as she filled away. In twenty seconds he swung her about again.

The Shamrock, meanwhile, stood on to the starboard tack 2 minutes and 12 seconds, when Skipper Hogarth put her about and began his windward work in concert with the Bristol boat.

let her come about to the port tack, setting the baby jib topsail as she filled away. In twenty seconds he swung her about again.

The Shamrock, meanwhile, stood on to the starboard tack 2 minutes and 12 seconds, when Skipper Hogarth put her about and began his windward work in concert with the Bristol boat.