POOR DOCUMENT

THE SEMI-WEEK! Y TELEGRAPH ST. JOHN, N B OCTUBER 7, 1899.

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Naw Yong, Oct. 3.—As the sun set a great ball of fire, behind the Naveink Highlands, and the sparkling stars came out into the flawless heaven, the biggest crowd of eightseers and yachtemen who ever sailed down to Sandy Hook to witness the strempt of a foreign mag hunter to wrest from America the yachting sun premacy of the world, returned to New York crestfallen and disappointed. The winds from the caves of lod ocean had proved too light and shifty and the first of the international series of 1890 between the two greatest racing machines ever produced by England and America degenerated into a drifting match a dr do be declared off because either could reach the finish line in the time silotted by the ruler.

Race Declared Off.

Race De

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 gladiators 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 Shemrock 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 see had refused them a field of confi ct. Under the rules the first race is now postponed for two deys or until Thurs-

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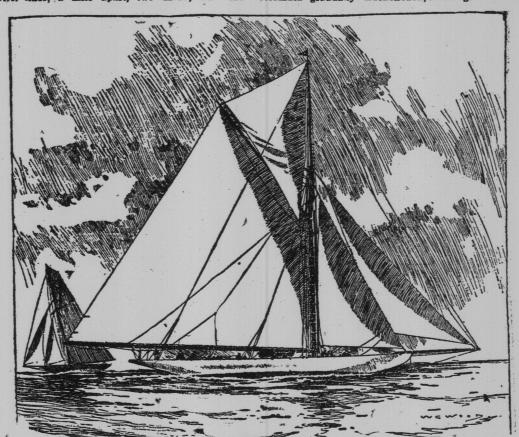
White Cape at First.

The day promised well at first. The sky was smirched with a few dirty clouds, but it was clear enough so that the thousands of spectators who lined he 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 of the morth northeast, but after the American defender Columbia and the challenger Shamrock had crossed the line the winiturned fluky and variatly and the race was a fizzle almost from the start. But the fluke today gave the yachting sharps and the spectators much to think about—and some surprises.

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

The Best of the Challengers. White Caps at First.

The Columbia meanwhile, under jib and mainesil, on the port tack, came reaching out for the lightship at a 10 knot clir. She passed class under the stern of the Shamrock at 10 o'clock and stood on to the eastward. On board the Columbia, besides C. Oliver Iselin and Mrs. Iselin there were Captian Not.



SHAMROCK.

and mainseil, on the port tack, came reaching out for the lightship at a 10 knot clip. She passed class under the stern of the Shamrock at 10 o'clock and stood on to the eastward. On board the Columbia, besides C. Oliver Iselin and Mrr. Iselin, there were Captain Nat Herreshoff, Wm. B. Duncan, 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.

The wind at this time was northeast by north, blowing about 12 miles an hour. Both yachts set their club topsail; at 10 30.

Shamrock Forges Ahead.

At 11.35 the C lumbia's bowsprit was justoverlapping the Shamrock's atarboard bow, the latter having the offshore berth, but she was unable to held that position long. In eight minutes, the Shamrock, which seemed to be gaining every minute. Both yachts were heading considerably to the windward of their courses, and at 12 o'clock the Shamrock, which had been steadily gaining, was quite an eighth of a mile shead of the Bristol boat.

Columbia Takes the Lead. At 12.15 the wind canted to the north-west. The Columbia being inshors caught it first. The crew took in the spinnaker smartly, Captain Barr gybed her to port, trimmed down stay-all and balloon jit topsail sheets, and in just five minutes the Columbia had walked past the Shamrock and was the leading hoat.

boat.
Capt. Hogarth gybed the Shamrock after taking in the spinnaker at 12 16. They set her spinnaker to starboard at 12 30, but only for five minutes. Capt. Hogarth, finding he was losing time, took the sail in smartly and infled the green sloop across the Columbia's wake, taking a position on her starboard quarter.

ter.

The outer mark was obscured by a h: z), so that it was not visible from the yachts until I p. m. That did not matter much to either Captains Hogarth or Barr, for they were indulging in a lufting match, closing in on the Jersey beach for more than half an hour. Finally, Captain Barr, having the Columbia well ahead, eased sheets and kept off for the the mark at 1.05, crossing the Shamruck's bow one eighth of a mile ahead.

At 1.17 he set the spinnaker on the Columbia to starboard, and came down for the outer mark at perhaps not more than a six knot gait.

At 1.23 in came the spinnaker again on the Columbia. The wind hauled back to northward. Her boom was gybed to starboard and balloon jib top-sail trimmed.

sail trimmed.

The Shamrock had gybed five minutes before but she was not gaining any up to this time. Approaching the outer mark the Columbia's crew doued the balloon jib topasil smartly and as they rounded the mark (a first bearing a red ball with a white attine)

white stripe)
which had to be left on the starboard hand, the big mainboom swung over to port, all sheets were trimmed flat on the starboard tack and the Columbia thus began her 15 miles of windward work.

Captain Barr followed suit and his ni while crew trimmed cheets just as fast as those on the Shamrock, and when they both settled down to steady work again at 2.14.50 the Columbia was still well in the lead and gaining.

Captain Hogarth thought it best at 2.20 to split tacks with his antagonist, so he put the Shamrock on the port tack, thinking the Columbia would not follow, but she did, and when the latter yacht tacked at 2.21.35 she was nearly a mile dead to windward of the green boat.

During the next 30 minutes a dozen short tacks were made, the wind continuing fluky all the time, until a few minutes before 3 o'clock when the wind left the Columbia for fally five minutes. She had the inshore berth. The Shamrock offshore held a breeze from the northeast. northeast.

When the Shamrack at 3.11 wents about on the Columbia's lee bow she was well ahead, that is to say, if she had gone about she could have crossed the Columbia's here.

about she could have crossed the Columbia's bow.

Between 3 15 and 3.20 the Columbiawith a few fresh puffs from the northeast, oegan walking up on the Shamrock, which was then nearly a quarter of a mile to windward of her, but before she could overhaul the Shamrock the wind died out again.

The Shamrock continued to hold a breeze and by 3.35 she was nearly half a mile to windward of the Bristol boat.

There was a strong tide setting to the scuthwest, which seemed to affect the Columbia more than it did the Shamrock.

As it was necessary, according to the rules, to fluish the race before 4.45, it soon became evident, as the boats at 4 c'clock were five m les to lesward of the finish, that the race would have to be declared off.

This was done at the time named, while the boats were still four miles away from the finish.

It was very evident from today's performance of the Shamrock that she is a very fast yacht.

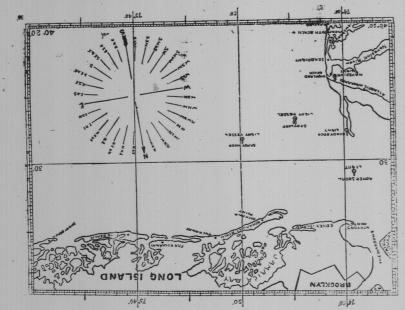
very fast yacht.

Qualities of the Shamrock That she is speedy in light winds was

That she is speedy in light winds was shown by her work on the first half of the first leg of the course. That she is quick in stays was amply proved by her windward work and it is also a fact that she stands up to her canvas equally well with the Columbia.

In the matter of handling sails there was little to choose between the two and if any mistakes were made it was more the fault of the fluky breezes than of the judgment of the sailing masters.

Some idea of the windward work of these two yachts may be gathered from the fact that in the 12 miles sailed from the outer mark to where the race was concluded the Columbia made 25 tacks and the Shamrock 23.



WHERE THE RACE WAS SAILED.

The start was made from Sandy Hook Lightship, the course being fifteen mile

mark and beat 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 convert the high beats carried. Straight

the shifting wind on the run down to the | where the white float with a red ball

of canvas the big boats carried. Straight up into the air the slender skyscraping yards carried the point of the pyramids The feature of the race which tleased the feature of the race which tleased this means the height of an ordinary - Waste story Dalland mit site from Latin | bale, water

sion fleet gathered there to greet her, unbottled their enthusiasm and gave her an ovation from a thousand whistles. The fleet also saluted the Shamrock as she swept around two minutes and one

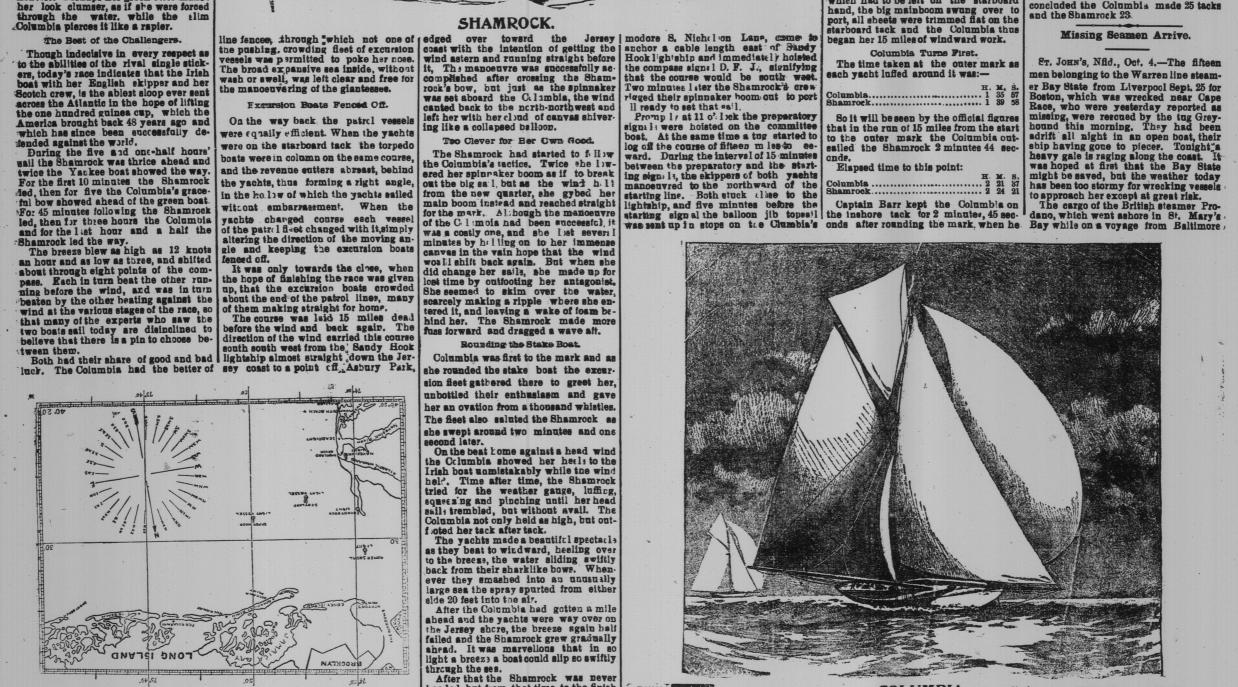
she swept around two minutes and one second later.
On the beat home against a head wind the Columbia showed her heals to the Irish boat unmistakably while the wind hel? Time after time, the Shamrook tried for the weather gauge, luffing, squeezing and pinching until her head sails trembled, but without avail. The Columbia not only held as high, but outfooted her tack after tack.
The yachts made a beautiful spectacle as they beat to windward, heeling over

as they beat to windward, heeling over to the breeze, the water sliding swiftly back from their sharklike bows. When-ever they smashed into an unusually

ever they smashed into an unusually large sea the spray spurted from either eide 20 feet into the air.

After the Columbia had gotten a mile ahead and the yachts were way over on the Jersey shore, the breeze again half failed and the Shamrock grew gradually ahead. It was marvellous that in so light a breeze a boat could alip so swiftly through the sea.

After that the Shamrock was never headed, but from that time to the finish the Columbia had nothing but bad luck. In addition to her faster footing power in the extremely light air every puff of the capricious wind seemed to strike the Si amrock and leave the Yan-



Strike the Stampock and leave the Yankee boat practically becalmed. Edge as she would toward every streak of wind she seemed unable to find it. The Shampock was approaching the line shampock gained foot by foot until she overhauled the Yankee, grossed her bows, and when the time limit was up was tilly a quarter of a milb shead.

Taken altogether there could not have been a more unsatisfactory race, and yet as a result of it, the friends of the cup defender seem proud of the showing she could be swung her about again.

The Shampock was proaching the line the starboard tack 2 minutes and 12 section the eastward and the Columbia from the westward. When 30 seconds work in carnest with the Bristol boat.

Each Quick in Stays.

The Shampock was proaching the line about again.

The Shampock was proached the start the shampock, when Skipper Hogarth put her about again.

The Shampock was proached the start the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the starboard tack 2 minutes and 12 sectored to the

COLUMBIA.

DULC. 3

stay./ The Shamrock sent up a Nc. 2 let her come about to the port tack, jib topsail about the same time.

Crossing the Line.

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The Government Supporters

HARVEY, York County, Oct. 3-The re-

sult of the municipal election in Manners been a more unsatisfactory race, and yet as the columbia as a result of it, the friends of the cu, of the line and began easing sheets, defender seem proud of the showing she made, and quifdent that the cuntil bate, the cuntil bate, the cuntil bate, the cuntil bate, the signal was was given he gybed the was not steady, however, and its fluxi
| The wind was now northeast by north sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack both yachts were sult of the municipal election in Manners and on the port tack