

British Columbia Salmon Fleet for 1895—The "Eskdale" Arrives From the Orient.

Latest Advice From Sealers Over the Sea—Passengers From San Francisco.

Although 1895 was generally expected to be an "off year" in the salmon industry, this season's prospects are, if the importance of the fleet chartered to carry it to the old country is any indication, to be one of the largest on record. This conclusion is, however, based only on the number of vessels comprising the fleet and, of course, their relative tonnage. The vessels are now all on their way here from different parts of the world, some in ballast and others with cargo. One is a brand new ship flying the British colors, coming out from Newcastle, for Turner, Beeton & Co. All with the exception of one are over 1,000 tons register. Where each vessel is bound is a little problematical as yet, but according to present intentions Victoria will be the leading point for most of them. It is a matter of great importance that each should get a full load of salmon, for to complete a cargo with other freight would no doubt mean a loss to the shipper, the disposal of that added freight being inconvenient and undesirable. The total tonnage of this year's fleet is 5,721 tons, while that of last year was 7,150 tons, and of 1892, 3,645 tons. The 1895 fleet is as follows: Dutch bark Van Galen, 1,378 tons, chartered by Robt. Ward & Co.; British bark Mary Joe, 625 tons, chartered by H. Bell Irving & Co.; British bark Fiery Cross, 1,399 tons, chartered by Robt. Ward & Co.; British bark John Gambles, 1,027 tons, chartered by P. Ribbet & Co.; and British ship Ladax, 291 tons, chartered by Turner, Beeton & Co.

THE ESKDALE ARRIVES.

Between 5 and 6 o'clock last evening the steamship Eskdale, of the P. & O. line, docked at the outer wharf, 17 days on from Yokohama. She is a tramp steamer, only under charter to the Northern Pacific company for the trip to be completed when her cargo is discharged at Tacoma. She was, it appears, chartered to relieve the regular vessels of the line and of the rush caused by the large tea shipments, and her cargo, a list of which has already been given in these columns, consists chiefly of this season's tea. She brought for Victoria about 250 tons and for San Francisco a much larger consignment, all of which was as usual landed here, the Eskdale staying in port until about 3 o'clock this morning. Two distressed seamen named Richard Stirling and William McNulty of the schooner Rosie Olsen and Vera were the only passengers brought by the steamship, she being a much smaller vessel than the Strathvie, the last N. P. steamer to leave, of which one characteristic was an entire absence of passenger accommodation. On the voyage to one bad day's weather was experienced, and that was on the 3rd inst., when a gale started about noon and continued with great force until early morning. The ship labored very heavily under the influence of the sea broke over her deck fore and aft. No. 1 hold her cargo shifted, and minor damage was done but the ship herself sustained no injuries. Apart from this gale the weather was fine, and the monotony of the voyage was not broken by sight of a sail of any kind until the Eskdale were reached. The Eskdale is not quite so large as the carrier as the Strathvie. She has a deck forward from the rear of the pilot house and a well deck aft. On the extreme forward is a lookout bridge. There are an upper and a lower navigating bridge as well as a house which contains the wheel and engine house. The Eskdale was built on the Clyde two years ago and has since seen many parts of the world, her next trip being, it is understood, to the Cape of Good Hope with lumber from the Sound. Her crew have, with but few exceptions, been with her ever since she was launched. Her officers are: Captain, C. H. Houston; mate, C. E. Allan; second officer, William J. Hamilton; third officer, Robert Muir; chief engineer, George Brown; second engineer, Robert Ramsay; third engineer, John Symington; and fourth engineer, Thomas Freeman. All the mail which arrived on the Eskdale was landed here for distribution, that for the Sound going over to the City of Kingston last evening. There were some sealers in the cargo in transit to England, being the catches of Mr. Wm. Munroe's schooner on the Japan coast.

MARINE NOTES.

The following are passengers for Victoria on board the steamer Unadilla, due from San Francisco to-morrow evening: J. W. Bean, E. S. Morrison, J. S. Shagreen and wife, E. Stanley and wife, Miss M. Dwyer, Mrs. P. Everett, Mrs. M. G. Griffin, C. A. Wright and wife, Mrs. L. M. Stevens and son, J. E. Kluksman, J. A. Kluksman, A. Roseman, Mrs. Martin, Mrs. E. Tomkins, Dr. Haight and wife, Mrs. Haight and George Wilson.

THE CAMP MEETING.

The visitors come and go to the camp meeting at Sidney, the congregations changing almost daily. The interest continues, however, with unabated fervor. There have been some conversions, and a general quickening among believers. The Bible studies continue to grow in interest and are well attended. Rev. J. J. Ashton preached on Jonah's experiences trying to hide from God, at the morning service yesterday, followed with an exhortation at the close by Mrs. Barrett, after which three persons arose for prayers.

At the afternoon service Rev. J. P. Hicks preached on God's love to man, which was one of his brilliant efforts. This was followed by an old-fashioned fellowship meeting led by Rev. J. F. Betts, and preceded by a song service by Rev. P. C. L. Harris. Miss Bowes conducted an interesting children's meeting at 4:30 o'clock, which was well attended. The children have exhibited unusual interest in these meetings, and a number have been converted.

In his testimony he said with deep feeling: "I don't there be joy in my old home when they receive the news that I have been converted to God, and my prayers earnestly answered; I shall write them at once, and I pray God to forgive my past neglect."

The services will be at the same hours to-morrow, as on previous days. Rev. T. W. Glover, of Toronto, arrived on the grounds last evening, and will remain over until the close of the meeting. Prof. Schuyler, of Lower Nicola, was also among the visitors yesterday. On Sunday morning the Bible study will be held in the pavilion at ten o'clock, and Rev. T. W. Glover will preach at eleven o'clock. Mrs. Barrett will hold a service with the young people of the neighborhood Sabbath school in the pavilion at two o'clock. Rev. Mr. La Mont, of the Baptist church, will preach at three o'clock, and Mrs. Barrett will preach in the evening. It is hoped that so far as possible the friends will come from the city on Saturday and spend Sunday on the grounds. The committees are very much elated with the success of this first district camp meeting.

SEAL CATCHES.

A letter received from Japan gives the seal catches to June 18, as follows: Boreal, 704; Penelope, 270; Josephine, 204; Louis Olsen, 413; Emma Louis, 168; Mermaid, 1,113; Teresa, 388; Ananda, 182; Willard Alsworth, 913; Morrill, 331; Viva, 853; Herman, 465; Eppinger, 785; May Belle, 778; City of San Diego, 371; Rattler, 344; Alton, 299; Retriever, 562; Pioneer, 847; Annie E. Paint, 1,124; Sadie Turpel, 750; Umbria, 1,189; Golden Fleets, 642; Japan, 1,056; Henry Dennis, 1,525; Ocean Belle, 1,056; Henry Dennis, 630; Mascot, 787; G. G. Cox, 906; Geneva, 1,137; Idaseta, 575; E. B. Marvin, 943; Agnes Macdonald, 711; and Jap No. 3, 936.

THE CITY.

BEER & LONDON & Canadian Fire Insurance Co. comes before the Divisional court today on appeal by the plaintiff in an order for the taking of evidence by commission in Halifax, N.S.

It is expected that the recent election of school trustees in the Oak Bay district will be formally protested by Mr. C. T. W. Piper, who was one of the unsuccessful candidates and who acted as chairman at the meeting called for the second election, the first having been voided. Mr. Piper has refused to sign the minutes of that meeting.

The members of the W.C.T.U. held a very pleasant social yesterday. Miss Mathews read an interesting paper dealing with kindergarten work in its different phases, after which the subject was fully discussed by the directresses. It was decided to form a mothers' class to study this class of work. The matter of holding a convention in Nanaimo was considered at some length but no definite conclusion was arrived at.

The marriage of Mr. Thomas S. Barnes, a native son of Victoria, and Miss Agnes Lyons, only daughter of John Lyons, of San Francisco, took place in St. Dominic's church, San Francisco, yesterday morning. The presence of a large number of invited friends. The young couple left the Bay City for Victoria by the direct steamer sailing a few hours after the wedding, and are expected to arrive home to-morrow. Both are deservedly popular among British Columbians, whose congratulations will be both hearty and sincere.

LAST night Mr. Tait delivered his lecture before the Sir William Wallace Society on the subject of "The Battle of Falkirk." He went on to describe the causes that led to this important event in Scottish history, and spoke of the rise of Sir William Wallace and the effect of his example upon his countrymen, and his successful resistance to the English usurper, until at last this great battle was fought, in which he was defeated by an overwhelming force under Edward I, combined with treachery in his own army. The speaker went on to describe the character of Edward's force, the method of attack, as well as Wallace's defence, were briefly described, as well as the masterly retreat of the Scottish patriot, which is considered by critics as the best managed military retreat in the history of the world. If Mr. Tait says, this was a defeat, it certainly was a glorious one, and reflects no discredit upon Wallace. At the close a hearty vote of thanks was accorded the lecturer, after which a very social evening was spent in song, recitation and dance.

The appeal to the Full court in Slade (plaintiff appellant) v. Sargent (defendant respondent) was concluded yesterday, judgment being reserved. The facts of the case are as follow: The plaintiff purchased from the defendant certain lands, lot 1,324, group 1, New Westminster district. The defendant agreed with the plaintiff to clear one acre of the land so purchased. He cleared certain land contiguous to that of the plaintiff's land, and he represented to the plaintiff that the clearing was wholly upon the property of the plaintiff. The plaintiff erected a dwelling house, store and outbuildings upon the said clearing, believing that in doing so he was building upon his own property. The defendant after the completion of the buildings demanded from the plaintiff rent for the land upon which the plaintiff had built, and he also required the plaintiff to move off the place. The plaintiff sued the defendant for damages. The case was tried before Mr. Justice Duff without a jury in November, 1894, and his Lordship gave judgment decreeing that the defendant should convey to the plaintiff the land so built upon. Charles Wilson, Q.C., with Mr. L. P. Bokstein for the appellant, and Mr. Lyman P. Duff for the respondent.

THERE was a very interesting piano recital given by the pupils of the Misses Wey on Friday afternoon, in which the following students took part: The Misses Ella Nelson, Maggie Clay, Eva Thorburn, Fannie and Kate Deveraux, Kate Wood, Ida Tuok, Violet Drake, Kate McCrimmon, Beth Irving, Millie and Dorothy Green, Maggie Fry, Ida McFadden, Ollie Elford; Masters Fred Gordon and Ray Rome, and the Misses Henderson. The following prizes were given by Miss A. Wey and presented in order of merit by Mr. W. E. Beck: Silver clasp, Miss Millie Green, Miss Maggie Clay; junior class, Miss Violet Drake, Miss Ida Tuok, Miss Kate McCrimmon. Honorary tablets were given to Misses Dorothy Green, Eva Thorburn, Beth Irving, Florence Vincent and Flora Dale. The theory of piano prizes was awarded to Miss Ollie Elford. Prizes were also awarded to the following pupils of Madame Beck's day school: Grace Profficiency, Gladys Perry and Pinder, Gabriel, and for French, to Marjorie Cook on Monday, August 19. Gold and silver medals will be awarded to those studying for one year from the above date. Great progress was evinced by the pupils.

N. P. A. A. O.

James Bays Win the Great Senior Fours Race at the Regatta Regatta.

Vancouver the Choice as the Place for Next Year's Meet of the Oarsmen.

The water was decidedly lumpy on Esquimalt harbor yesterday, and consequently good racing time was out of the question. The first day of the N.P.A.A.O. regatta, however, was a bright one for the Vancouver Boating Club, whose junior crew won the four-oared race from the James Bays and Burrard Inlet.

In the morning several of the senior crews were out for spins. A fresh southwest wind was blowing and ruffled up the water, so that the Portlands had to stop and bail out, while the Seattles came back from their practice with their shells almost full of water. To guard against rough seas, most of the boats had the weather boards fastened to their sides in the morning preparatory to the senior regatta races to-day.

The scene around the landing in the afternoon was a lively one, with the crews of boating men, and the hotels in the vicinity decked out with bunting in honor of the occasion. At 2 o'clock J. Stuart Yates, Vice Commodore of the Association, presided at a meeting of the captains of the various crews, and gave them the draw for positions in the junior fours. The James Bays took the inside course, the James Bays the centre and the Vancouver Boating Club the outside. There was not really much choice of position, but perhaps the outside double was a little more advantageous at the finish, where the boat getting in would sooner have the shelter of the shore after passing the mouth of the harbor. Lieut. McGreggie, R.N., acted as starter. Capt. Finnis, R.N., and the timekeepers, Messrs. Jones, Eckardt and Chambers, following the races on one of the Royal Arthur's steam launches, Mr. Fullerton and Mr. Hyne, R.N., acting as judges at the finish.

The Burrard Inlets were the first crew out, the Bays following soon after, and the Vancouver Boating Club last. The enthusiastic admirer of the Vancouver crew were three or four men, and showed it was accepted as a good omen, and showed away under a seat with the remark that the Vancouver would pass the winning line first—and they did.

The water was decidedly rough, with whitecaps showing, and slow time was predicted for the crews. The crews paddled up the course carefully, and being swamped, and lined up as follows at the starting point:

Burrard Inlet Rowing Club—Wm. Sully jr. (stroke), W. A. Baner, E. A. Quigley, H. Springer (bow).

James Bay Athletic Association—T. C. Boulton (stroke), J. W. Wilson, T. Geiger, George Watson (bow).

Vancouver Boating Club—A. E. Salabury (stroke), F. W. Alexander, H. O. Alexander, P. W. Charlton (bow).

The crews all got away together at the gun shot, the James Bays with a stroke of 39 to the minute, the Burrard Inlet 41, and the Vancouver 40. The James Bays pulling a long steady stroke drew to the front and a half ahead, the Vancouver with a stroke of 42 to the minute, and the Burrard Inlet splashing some, and close behind. In less than a quarter of a mile from the start Boulton, the stroke of the James Bays, had his seat jammed, and the crew stopped rowing while he hurriedly tried to fix it. Back dropped the boat three or four lengths before the Bays got another stroke in, and no sooner did they begin to row again than the seat got jammed again and finally came away altogether. By this time the Bays were a dozen lengths behind the other crews, the Vancouver still keeping the lead, rowing steadily. Finally Boulton discarded his seat altogether and the Bays pulled fast but hopelessly in the rear.

The Vancouver passed the 1200 yard buoy in 4:30, the Burrards behind, and the James Bays away in the rear making desperate efforts to close up the gap. At the mile buoy the Vancouver was a time was 7 minutes, they and the Burrards were gradually dropping away, rowing 42 to the minute. The Burrards' boat gradually filled with water, causing her to drag badly, so much so that at a quarter of a mile from the finish the Vancouver, who rowed a nice, clean stroke, was a dozen lengths ahead and the Bays crept up.

The Burrards crossed the line the winners, the Burrards second, and the Bays only half a length behind the Burrards. The plucky struggle of the Bays in the face of such adverse circumstances was highly creditable, for Boulton's leg after the race was almost flayed by reason of his rowing without his seat. L. Quakenbush, of the Willamette Rowing Club of Portland, had no opponents in the senior single sculls, and rowed the course over easily. He started at a 36 stroke, rowing easily and cleanly. He hugged the shore to keep out of the wind as much as possible, and passed the 1,200 yard buoy in 5:20. Then he slowed up to 32 passing the rough water at the harbor mouth, his time at the mile buoy being 8 minutes, and with a spurt of 42 at the end crossed the line in 12:16.

The boat race was as usual closely contested and great interest was manifested and return. The entries were: Royal Arthur 1st outer; Hyacinth outer; Royal Arthur 2nd outer; Royal Arthur jollyboat; Wild Swan outer.

The boats all got away in line and kept close together till the turn, the first outer of the Royal Arthur slightly in the lead. Rounding the buoy, the boats bunched and the Royal Arthur's jolly boat fouled the second outer in the struggle for the lead. On the home stretch the first outer still kept to the front, the jolly boat was second, but for the foul at the turn was disqualified, and the Royal Arthur's second outer, which came in third, was given second place, Hyacinth coming next and the Wild Swan last. Time, 18:28. This closed the racing for the day.

SECOND DAY.

The big event in the great regatta was won by the James Bays, and in consequence the C.P.R. challenge cup and banner comes to Victoria. The day was a perfect one for boat racing on Esquimalt harbor and everything went like clockwork. Best of all there was not a single accident in the great senior fours race, so that it was won fairly and squarely on its merits.

Yesterday morning the N.P.A.A.O. held their annual meeting at the Driard, the various clubs in the association being represented each by two members as follows: Burrard Inlet Rowing Club, Vancouver, Sheriff Hall and H. W. Kent; Seattle Athletic Club, W. B. Goodwin and A. J.

Bailey; Willamette Rowing Club, L. Quakenbush and W. A. Robb; Portland Rowing Club, Dr. Nunn and B. L. Gilson; Vancouver Rowing Club, — Bidwell and J. H. Senkler; James Bay Athletic Association, J. Stuart Yates and E. O. Finlayson. Dr. Nunn was occupied the chair and Mr. Bidwell as secretary.

The secretary's report for the year reported the association in a satisfactory condition. It noted, however, a lack of interest in single and double scull events, and suggested that steps be taken to remedy this in future years. The membership had not increased during the year. The financial standing of the association was satisfactory, there being a balance on hand of about \$200.

Mr. Goodwin remarked that the membership was likely to be increased by the advent of crew at the next regatta from Washington University.

It was decided that instead of a delegate and an alternate being allowed as formerly, each club should be entitled to two delegates.

The choice of a place for next year's regatta was next discussed, and Vancouver was chosen.

J. A. Russell, Burrard Inlet Boating Club, was elected president of the association; H. D. Helmsken, M.P.P., James Bay Athletic Association, vice-president; and W. R. Robertson, Vancouver Rowing Club, secretary.

Mr. Finlayson having asked a ruling as to whether or not a man who had only completed in skiff races, and never in a shell, was eligible to enter as a junior in shell races, the chairman replied that there was no need of a ruling, as by the laws of rowing such a man might be entered as a junior in shell races.

It was decided that the representatives of the association be the executive for the ensuing year. There was some discussion on the secretary's suggestion to encourage single and double scull races, and Dr. Nunn suggested that the best way to encourage rowing was that the best way to encourage rowing was to have handicap races in which skiffs and any kind of boats could be entered. This seemed to be considered the most practical idea.

At two o'clock Esquimalt harbor was filled with all kinds of craft, with spectators aboard to view the regatta. There were pleasure boats, tugs and steamers, while many launches and outers moved about, and altogether the scene was very animated.

The Burrard Inlet crew, with a great crowd of people on board, started shortly after two o'clock and anchored in a good position alongside the course, just above H. M. S. Hyacinth, which was moored broadside to the course. Then the Joan, the Mischief, and any number of tugs brought out visitors from town, and the warships' bows were pointed rather eastward to the fun.

Advantageous spots where the most of the spectators, including the dry-dock and the landing stages.

As John Aden of the James Bays had no competitor in the junior single sculls, he rowed the course over alone in 11:47, considerably better than was made in the senior single sculls the day before, when the water was so rough that Quakenbush could not make anything like good time.

For the last race four entries were: James Bays—W. L. B. Young (stroke), W. H. Jesse, W. J. McKay, A. H. Finlayson. James Bay (second crew)—C. E. Bailey (stroke), E. Jackson, F. Macdonald. John Aden (stroke), Young crew had the inside buoy. Both crews got away well together, striking the water at 42 to the minute. Bailey's crew pulled a pretty stroke, and at the half mile buoy, were three minutes ahead. At the 1,200 yard buoy, Young's crew, which had started wildly, pulled in behind the other boat and made a game effort to catch up, but without avail, gradually taking the outside course. Bailey's crew took the lead early and eased up to a 36 stroke, coming in winners by a couple of lengths. Time, 10:08.

The water was in such beautiful condition that it was thought best now to pull off the great race of the regatta, the senior fours. The excitement became intense, everyone was on the keen edge of anticipation, and as the Seattle crew, who were the boat-bus, pulled to the front, the course, steam whistles blew, people shouted and everyone hoped that nothing would occur to interfere with the contest.

Portland quickly followed Seattle out their buoy, their admirers cheering them as they went by. The Seattle crew worked like clockwork and were considered a very dangerous crew, though they were somewhat handicapped by their boat, a paper one in three points, which did not sit as well in the water as the boats of the other crews. Some knowing ones said they were over trained, but they did not look it as they moved up the course, every man going like clockwork. The Burrard Inlets were out next and the adherents of the blue and red welcomed them with shouts, while the James Bays, the champions of Victoria, were cheered to the echo. The red and white of the Vancouver rowing club was the last to appear, and they like the other crews were heartily greeted.

The boats and their positions from the port, or inside buoy, were as follows: 1. James Bay Athletic Association: D. O'Sullivan (stroke), D. T. Jones, W. Scott, J. D. Hughes, C. P. R. challenge cup, banner and four gold medals. 2. Portland Rowing Club: R. O. Hall (stroke), R. G. Gilson, W. H. Brown, A. G. Collins, H. Goodwin, C. M. Sheepe, Jr., P. D. Hughes. 3. Seattle Athletic Club: A. J. Bailey (stroke), H. W. Kent, C. H. Macaulay, M. C. Stinks. 4. Burrard Inlet Rowing Club: F. Miller (stroke), H. W. Kent, C. H. Macaulay, M. C. Stinks. 5. Vancouver Rowing Club: F. A. Salabury (stroke), F. W. Alexander, H. O. Alexander, P. W. Charlton.

At the word the crews got away in grand style, the James Bays with a long, sweeping stroke of 40, while the others went at 42 to the minute. The Vancouver made a great spurt, rowing over in front of the Burrards and heading the Seattles. The Bays dropped slightly behind in the first quarter but kept on as straight as a line and just let their powerful stroke, in which the back was used well, tell. The Seattles, who were stripped to the waist, got down to steady 49 and gradually picked up their lost ground from Vancouver, while the Burrards dropped off behind though rowing fast and the Portland dropped still further to the rear. At the half mile the James Bays led, going by the buoy in 3:56 from the start, the second, a length or so behind, Vancouver third, the same distance behind Seattle, then the Burrard Inlets and the Portlands.

The Bays when they had felt their opponent's stroke, up to a 38 stroke with the race well in hand, while Seattle with their shorter stroke were making 42 to the minute in an effort to lead. The Burrards and Portlands at the mile were out of it practically, but accidents, but gamely worked away like beavers. As the boats neared the line of steamers a deafening noise was raised, whistles tooted, silver whistles waved their hats and the fair sex waved their handkerchiefs. Victorians had all along had considerable faith in the Bays winning; but now that it was a certainty, they went wild with enthusiasm. The James Bays pulled across the line the winners of the great event in the regatta, Seattle second two lengths behind, the Burrard Inlet Boating Club third, a length further back, the Burrards fourth and the Portlands last. Time, 9:01.

Just near the end Seattle's stroke dropped back in his boat for a moment, but seeing a chance of Vancouver closing the gap, he gamely made a last effort and saved second place. The victorious Bays were fairly lifted on the shoulders of their friends when they got ashore, and the wearers of the blue and white ribbons were beaming faces all the rest of the afternoon.

The Peterboro single paddle was the next race. It was half a mile, the entries being H. C. Macaulay and A. S. Gore, both of Victoria. After a close race, with little to choose between the men, Gore won by only 1 1/2 yards. Time, 5:13.

There were five entries in the naval race (whalers), one mile. The Wild Swan whaler No. 1 took the lead, with the Wild Swan galley second, the Royal Arthur whaler third. This was the order the race was won in after a keen struggle. Time, 18:26.

Peterboro canoes, four paddles—Victoria Canoe Club, H. C. Macaulay, G. F. Askew, C. A. Gordon, A. S. Gore, James Bay Athletic Association: J. D. Watson, D. O'Sullivan, W. Scott, D. T. Jones. Prizes, four biscuit jars. The Canoe Club went ahead and won as they liked, making the half mile in 4:20.

The naval race for all comers had eight entries, most of the boats having twenty to thirty men on board. The James Bays whaler was the Royal Arthur launch, with eighteen oars and eighty men of a crew. As a figure head they had a stuffed panther, and a regular minstrel troupe seated on a kind of "admiral's bulk" on the poop made plenty of fun. The race was a hard one, but the second glig of the Royal Arthur whaler, a half ahead of the others and finally won as they liked. The Hyacinth's cutter second and Royal Arthur's cutter third. Time for the two miles, 20:50.

The war canoe race was the last of the events. The James Bays, the Burrard Inlets and the Victoria Canoe Club each entered. The Burrards made the best time and won easily. The Bays were second, but were disqualified for fouling at the turn, and their place was given to the Canoe Club.

THE WORLD OF SPORT.

THE TRIAL OF THE "DEFENDER."

NEW YORK, July 18.—The race to be sailed off the lights to-morrow and Monday will be the first real trial between the Vigilant and the new sloop Defender, which is looked upon at present as being in all probability the yacht to uphold America's sailing honors in the race with the Valerik III. It was learned that the new boat was remarkably quick in its movements, with her enormous spread of canvas and tremendously long main boom is remarkably stiff. The general public is as much in the dark as ever regarding her true form. The opportunity of getting a line on the real dimensions of the Defender, as yet as the merits of the boat. Two races are to be sailed under the auspices of the New York Yacht Club over a course outside of Sandy Hook. A cup valued at \$200 is offered for the winner, and a hundred dollars and a start for the second if four or more start. The dimensions of the Defender, as yet as the merits of the boat. 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