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NEW YORK, THURSDAY, OCTOBER 5, 1893.

PRICE ONE CENT.

EXTRA. 2 O'CLOCK.

ALL READY FOR THE RACE.

Vigilant and Valkyrie Go to the Starting Line in Tow of Tugs.

WIND LIGHT AND SEA SMOOTH

Likely to Be a Long Race If the Mild Northwest Breeze Does Not Freshen.

THOUSANDS OF EXCURSIONISTS.

"Evening World" Pigeons Report the Progress of the Fleet.

The big yachts, Vigilant and Valkyrie, went out to Sandy Hook Lightship this morning to race for the America's Cup.



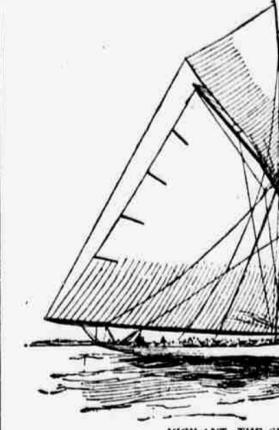
THE AMERICA'S CUP.

It was thought at that hour that the start would be postponed until the wind freshened.

FOLLOWING THE YACHTS.

"Evening World" Carrier Pigeons Bring News of the Race. The tug Mutual to bring in news of the race and the racers. The first bird released arrived at the left at 9:15 A. M. with the following message: "Off Bay Ridge. The day of the first of the great international yacht races has come at last, and the absorbing popular interest taken in the event was demonstrated by the unusual appearance of New York Harbor this morning. As early as 7 o'clock the expanse of water between the Battery and Bay Ridge was literally alive with craft of all kinds. Every available tug not engaged in regular business had evidently been secured for the occasion, and innumerable parties of early excursionists were already on their way down the bay to get a look at the cup-defender Vigilant, and her staunch rival, Valkyrie, as they lay at anchor off the Atlantic Club-house, at Bay Ridge, before starting out for the first day's struggle. The New York Yacht Club tug Luckenbach left pier 2, E. R., at 8:30 o'clock and went down the bay with the Regatta Committee on board. She was to lay out the course and marking turning point. "It was thought at that hour that if the wind held the yachts would have to start with a run of fifteen miles to leeward, in a southeasterly direction, and boat home to the windward. "The racing yachts both left their

anchorage at Bay Ridge early-Vigilant at 7:35 and Valkyrie at 7:50. The second message read as follows: "Off Norton's Point. "Both of the contestants got away from Bay Ridge before the big fleet of steam and sailing vessels had fairly started on its way down from the city. "There were fifty or more yachts on hand, however, to see them get off, and as they each left the anchorage they were saluted from the Atlantic Yacht



VIGILANT, THE CUP DEFENDER.

Club house, which was handsomely decorated with colored bunting, the yachting ensign of the Royal Yacht Squadron of England, and the Stars and Stripes with the cable and anchor being draped over the main entrance. "On Vigilant, which had the start of her rival, were Mr. Iselin, one of her owners; Mr. Willard, a famous amateur sailor; Capt. Nat. Herreshoff, the yacht's designer; with Capt. Hansen and his assistant, Capt. Terry. "Charles Kerr, brother-in-law of Lord Dunraven, was also aboard. "The big and handsome Tobin-bronze centerboarder looked every inch a winner as she glided majestically along behind the tugboat Commander, and her delicately tapering mast and spars towered away above the rigging of the other yachts in the vicinity. "Valkyrie started a quarter of an hour later, and looked a formidable rival, considering her time allowance of one minute forty-eight seconds, which will give something hard for even Vigilant to overcome. "Her masts and spars were noticeably heavier and more substantial-looking than those of her rival, but at a little distance, her lines and general appearance are not unlike those of the white-hulled cup defender. "On Valkyrie, besides Lord Dunraven and Designer Watson, were Stelmaker Ratsay and Archibald Rogers, who represents the New York Yacht Club. Capt. Cranfield runs things aboard Valkyrie to-day. "Neither of the racers attempted to set any of their sails before they passed through the Narrows. "The third message by carrier pigeon was received at 11:25 A. M., as follows: "Off Rockaway Shoals, outside the Narrows. "Contrary to expectations, there was very little wind. It was found that the breeze had died out to a faint zephyr and the surface of the Lower Bay was almost like a mill pond. "A few sailing vessels were drifting about at 10 o'clock with their sails flapping, and the long-rolling ground swell began to be felt. "The haze which hung over the water

secure tows were being towed down to the starting point at 10:15. AT SANDY HOOK. The Sea Smooth, the Air Foggy and the Wind Very Light. SANDY HOOK, Oct. 5.—Many anxious eyes peered at the eastward horizon this morning in the hope that the day would dawn clear. At 4 o'clock the outlook was doubtful. The Western sky

phers on hand, of course, but not so many as there are usually on such occasions, for it was feared the air would not be clear enough for amateur photography. The only people out ahead of yachting enthusiasts were the street peddlers with armfuls of Capt. Sumner's official medals, which were sold like hot cakes in January. The well-known fishing-boat Angler was the first to cross under the bridge, and she showed a cargo of 100 at Williamsburg and East Twenty-first street. The big 1,000-ton steamer Nutmeg State, followed close behind the Angler, having told list of 1,500 from pier 35 East River. The Williamsburgs chiefly patronized the three-decked Waterbury, and although she was advertised to stop at the Battery and did so, yet there was room for but few before her told list of 1,450 was filled. The steel steamer Montauk, with 1,500 from pier 35, and the Columbia from Georgetown, were the last of the East River fleet. Inspector Williams and a force of forty officers started down the bay about 8 o'clock on the Aurora. There were about one hundred and fifty on board, including Commissioner McEave and Major Kipp. Supt. Byrne was expected to be on board, but he did not appear. Those who were so fortunate as to be members of the New York Yacht Club or else have invitations from members, were on hand early to board the steamboat St. Johns, at the foot of Rocker street. The St. Johns had been chartered by the Club, and arrangements were made to entertain 800 persons. There were at least that many on board when she left the dock at 9:35. The steamboat floated the yacht club colors, and carried enough bunting to decorate a street on the Fourth of July. There were enough ladies to give the party charm, but by far the greater number were gentlemen. The House Committee prided by experience during the trial races, and instructed the



GEORGE L. WATSON, Designer of the Valkyrie.

seemed then to be thickening, and although it was brighter overhead the sun showed no signs of coming out. The sailing yachts, which had been left at the Bay Ridge anchorage when the two cup racers were evidently in for lots of trouble in getting to the starting point in time to see the start. "If the race is to be sailed to-day, and the conditions continue as they were at 10 o'clock, it is pretty sure to be a drifting match, with the chances against the yachts finishing within the six-hour limit. "In expectation of a great gathering of yachts and excursion boats at the start, and the possibility of their interfering with the racers, ample provision had been made by the Regatta Committee for patrolling the course. "Superintendent of Police Byrnes, with Inspector Williams and a force of men, are down aboard the seagoing steamboat Aurora, and will aid the tugs of the Committee in keeping the course clear. There are half a dozen of the last-named boats, and all by the signal of the New York Yacht Club. "Commodore E. D. Morgan's flagship May with the Cup Committee aboard did not leave the anchorage at Bay Ridge until nearly an hour after the racers had gone down the bay. "Most of the sailing yachts that could

AT SANDY HOOK.

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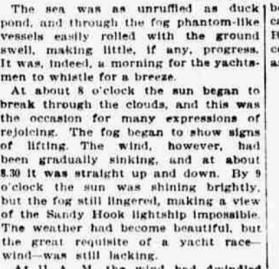
VALKYRIE, THE CHALLENGER.

being lacking at luncheon time, caterers to be certain that there would be certain his duty had been performed, as proof the following menu: MENU. Consommé. Soufflé, sauté tartare. Roast beef. Galette de pommes de terre. Langues de bœuf sautées. Lambon à la sauce. Mayonnaise de volaille. Salade de Homard. Glace vanille. Millefeuilles Tortoni. Fruits. Petite tarte. Café.

At about 8 o'clock the sun began to break through the clouds, and this was the occasion for many expressions of rejoicing. The fog began to show signs of lifting. The wind, however, had been gradually sinking, and at about 8:30 it was straight up and down. By 9 o'clock the sun was shining brightly, but the fog still lingered, making a view of the Sandy Hook lightship impossible. The weather had become beautiful, but the great requisite of a yacht race—wind—was still lacking. At 11 A. M. the wind had dwindled down to about four miles an hour. The weather was cloudy and foggy, and the procession of steamers passing down through the Swath Channel, three miles distant, two abreast and loaded to the gunwales, was barely discernible. Quite a fleet of sailing vessels were becalmed along the lower bay, with signals displayed in the vain hope of securing a tow out beyond the Hook in time for the start.

THE EXCURSION FLEET.

All Manner of Craft Carry Big Crowds to the Race. There was a veritable Broadway crowd all waiting to board steamboat, steamer, tug, yacht, barge or what not for the yacht race, or else regretting that for the day they must be land lubbers. The tailwalk of the longshoremen and fishermen, taken possession of, dressed in the height of yachting fashion and talking Jack Tar lingo that would make the real Jack Tar seelick. It is estimated that 25,000 lovers of a yacht race went down the bay this morning on all manner of craft that are seaworthy and, with those who will strain their eyes from Staten Island's shore, will form an audience such as never before witnessed a contest of sails.



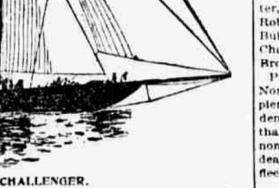
NAT HERRESHOFF, who designed the Vigilant.

Among those who went on board were the following: Commodore Sutton and wife, of the Brooklyn Yacht Club; George J. Bowden, H. R. Durgan, M. E. D. Tiffany, Capt. T. H. Webster, H. N. Alden, G. L. Chapman, G. T. Robinson, A. B. Turner, F. D. Hall, George P. Butler, J. Edward Addicks, D. G. Henderson, E. P. Steer, W. H. Langley, John Hubard, E. J. Gleason, William Gardner, J. N. Winslow, F. M. Cronise, B. Jones, L. V. Clarke, E. A. Houghton, the last four being members of House Committee; H. P. Hazard, John A. Brooks, R. J. Straine, of the Manhattan Club; L. O. Iselin, Delancy O. Kane, B. Van Auburn, H. P.

OFF SANDY HOOK LIGHT TO-DAY.

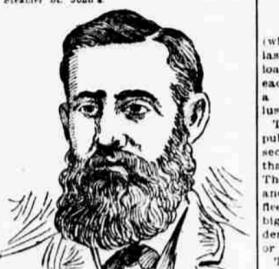
clear, to help the 1,500 passengers while away the time. With the Old Guard Band playing the National air, the Crownwell line New Orleans cleared from pier 9. She had a total passenger list of only 500, although she could have carried double that number. Several large parties were refused, as her commander, Capt. John Betts, said his orders were 500, and he would not crowd them with his own son as the odd man. The steamer Al Foster, which had been chartered by the Seawanhaka Corinthian Yacht Club, left pier 6 shortly before 10 o'clock with 800 on board. The party was in charge of Walter C. Kerr, who said that nearly all the Club members had turned out, and he had never seen such an enthusiastic crowd. Among them were John Hyslop, the official measurer, who measured the competing yachts yesterday. Others were Commodore H. B. Hill, Commodore Center, E. M. Townsend, W. J. Beekman, Robert Townsend, E. S. Hayden, George Bullet, John Roosevelt, R. W. Gibson, Charles Post, Eben Clark and E. W. Brown. Probably the largest crowd on the North River was at the Iron Steamboat pier at Battery place. The pier was a dense, struggling mass of humanity that pushed and jostled one another, none too good-naturedly, in a vain endeavor to board the first vessel of the fleet. It was not until 10 A. M. that the

than that which boarded the Mount Hope at the Fall River pier. With flags flying and bands playing, the big Stoughton Line's Republic pulled out from the Company's pier at 9 o'clock. She carried a large number of special parties from Providence and Fall River. The William C. Eckerton, the flagship of the Starin fleet that left the foot of Cortlandt street, was none behind the other big boats in her passenger list, and when she cleared her deck there was not room left for a single passenger without crowding those already comfortably seated between her three decks.



LORD DUNRAVEN.

Those who wanted a taste of ocean travel took the Tampa, Key West and Havana steamship Olivette. Her passenger list was limited to but one-half her capacity, although she could have tested it did she so desire. She had on board many parties from this city and Boston. The big three-decked Taurus picked up her crowd at West One Hundred and Thirty-third street, West First street and the Bridge dock, at Brooklyn. She was taken possession of, however, at One Hundred and Thirty-third street by the Harlem and Kingsbridge public, who left but little room for those hoping to board her further down.

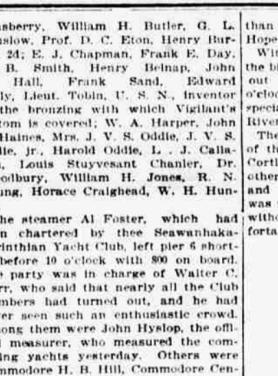


CAPT. WM. HANSEN, who will steer the Valkyrie.

Who will steer the Valkyrie, and Valkyrie's load was 1,100 tons, 85.50 feet, so that the cup-defender's time allowance measurement is 9:37.8 and that for Dunraven's yacht is 9:11. The greater length of Vigilant gives Valkyrie the minute and forty-eight seconds time allowance in each race. The following table gives the dimensions of the two yachts in full: Vigilant, Valkyrie. Measurements. Foot. Feet. Sail water line. 86.19. 82.50. Full water line. 86.19. 82.50. Pure size of mast to top. 75.06. 66.15. Pure size of mast to foot. 75.06. 66.15. Measurement. Foot. Feet. Spinnaker boom. 74.45. 64.15. Deck to underdeck top. 14.3. 12.99. Deck to underdeck bottom. 12.96. 11.86. Deck to underdeck top. 12.96. 11.86. Length of gun. 48.08. 51.87. Length of gun. 48.08. 51.87. Rigging by New York Yacht Club. 54.78. 56.87. Rigging by New York Yacht Club. 54.78. 56.87.

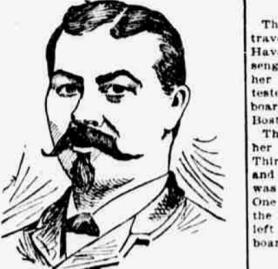
And the Eyes of Two Nations Are Watching the Race.

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C. OLIVER ISELIN.

With the ensigns of the Norfolk Yacht Club hoisted from her jacks, the Old Dominion line steamship Roanoke headed her bow towards Sandy Hook at 9:15, putting out from the foot of Beach street, pier 25. While she had many New Yorkers on board, most of her passengers were from the South, including many Washingtonians. The Iron Steamboat Cygnus got her crowd in Jersey City, and carried the Davonia Yacht Club, its friends and sweethearts. The ocean tugs Harriet and Sammie, each with a special party on board, cleared from the foot of Christopher street. The Sammie's passengers hailed from Philadelphia, Jersey City, and Capt. Hazard's face wore a complacent smile as he declined to carry any more passengers on the seagoing New Brunswick. Three big brass bands and an endless number of small brass bands were loaded at the foot of West Tenth street, from whence she

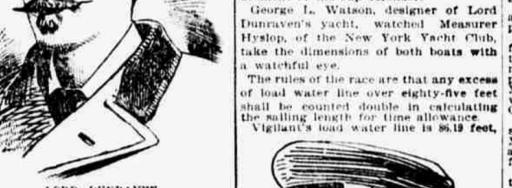
MEYER TO BE NAMED.

The Bosses Decide on Him for Secretary of State. His Nomination Calculated to Alleviate Anti-Snapper Opposition. Administration Men Play Successful Politics at Saratoga.



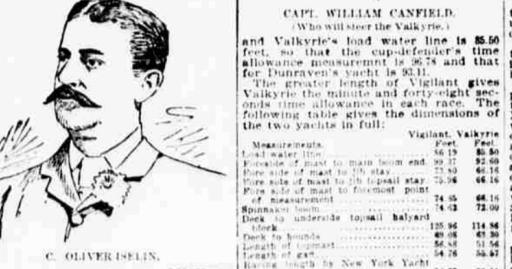
Cord Meyer, Jr., who will be nominated for Secretary of State.

SARATOGA, N. Y., Oct. 5.—Word was sent along the line this morning that Cord Meyer, Jr., would accept the nomination for Secretary of State, and that the slate agreed upon by the bosses at their conference last night would be nominated by the Democratic State Convention. This is the probable ticket: For Judge of the Court of Appeals—Isaac H. Maynard, of Delaware. For Secretary of State—Cord Meyer, Jr., of Queens. For State Treasurer—Hugh Duffy, of Cortland. For State Comptroller—Frank Campbell, of Steuben. For Attorney-General—Simon W. Rosendale, of Albany. For State Engineer and Surveyor—Martin Schenck, of Rensselaer. For one of the Delegates-at-Large to the Constitutional Convention—Gen. Henry W. Steuben, of Saratoga. Few of the delegates except those on the inside heard of the selection of Meyer until this morning. Nearly all of them wanted to know, "Who is Meyer?" Many confounded him with Controller Theodore W. Myers of New York City. Alderman Long, of New York, whom informed that Meyer was to be nominated said with a superior and knowing air: "You are mistaken. You mean Theodore Myers." Evidently the machine leaders had no idea of nominating Meyer until they came here. They found that they were confronted with serious opposition, which had to be conciliated in the interest of harmony and the Democratic party. The bosses, after hearing the reports of their lieutenants and looking over the situation, discovered that the Administration Democrats had been playing an extremely shrewd and successful game of politics backed by Federal patronage, principally fourth-class post-offices. They invaded the Hill stronghold and in many instances routed the opposition. The Anti-Snappers came here prepared to assert their rights, and if they don't get them, they will be in a position to Hill's representatives brought their masterful skill as political managers into play. Cord Meyer, Jr., who has been one of Hill's bitterest opponents in Queens County, was sent for. He was asked to withdraw his nomination for Secretary of State. Meyer said he would not do so, but that he would give it to him. Meyer's nomination was calculated to allay the Anti-Snapper opposition. The plan has evidently succeeded. The Albany men, who are the head and front of the Anti-Snapper movement in the eastern part of the State, said this morning that no candidate would be placed in nomination, despite the fact that Maynard, that means that no voice will be raised against Maynard in the Convention. Just what is the strength of the opposition will probably not be known, but Maynard will likely be nominated by acclamation. The Convention will, therefore, be harmonious. The Anti-Snappers have gained what they fought for—recognition. The Anti-Snappers had no given up the hope of a contest with the Administration in the preliminary skirmish they have been defeated. The State committee has decided to place the names of the delegates from the Fourth Albany, Chenango and Monroe districts on the roll of delegates who will have a voice in the preliminary organization of the Convention. The seating of the Chenango and Monroe delegates by the Convention was fore-shadowed in three despatches yesterday. To seat the opposition would be to admit that State Treasurer Danforth was turned down in Chenango and ex-Senator Halpin in Monroe. That would hurt the pride and delicate feelings of those gentlemen. The New Yorkers are greatly disappointed because Col. George B. McCallan will not be nominated for Secretary of State. It is said that Col. McCallan will be nominated for Secretary of State. Mr. Cramer and Mayor Gilroy advised him against it, on the grounds that he would have a harder time of it in local politics. The young man yielded gracefully to the persuasion of his friends. That was for some one else in the interest of the organization. The only explanation given by the machine leaders for the rejection of McCallan is that they considered that Duffy would make a stronger candidate. The rank and file of machine men are inclined to grumble, but as usual, they will obey nevertheless. King is a man who has done enough for the machine to win advancement. However, never does anything to injure the permanent officers. It is the present intention to make the temporary officers of the Convention the permanent officers. That would be another concession, that costs nothing, to the Cleveland element. Daniel Lockwood, of Buffalo, who has



CAPT. WILLIAM CANFIELD, who will steer the Vigilant.

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