

PRICE ONE CENT.

LAST EDITION

YANKEE LEADS THE BRITON.

Valkyrie Crossed the Line First, but Was Soon Overhauled.

RACING IN VARIABLE WIND.

Vigilant Nearly Two Miles Ahead of Valkyrie at 2 O'Clock.

THE FIRST LEG TO LEeward.

'Evening World' Pigeons Tell the Correct Story of the Race.

TIME OF THE START. Table with columns for vessel name, time, and other details.

The American cup-defender Vigilant and the British cup-challenger Valkyrie are sailing what promises to be their first race for the America's Cup in variable winds, but with a fair chance of finishing within the time limit of six hours.

The course is fifteen miles to leeward and return, the direction of the first leg being east by south from Sandy Hook Lightship, the starting point.

The starting gun found both yachts near the line, Valkyrie slightly in the lead.

The British yacht had a slight advantage at the start, but she was speedily overhauled by the Yankee boat, which took the lead just five minutes after the start.

Two hours after the start the yachts were nearing the stake-boat, and Vigilant was leading by more than a mile.

The yachts had changed their sails several times during this period, having reset their spinnakers twice.

A despatch from Highlands of Navesink, dated 1:40 P. M., stated that Vigilant was very near the stake-boat and would turn it very soon unless becalmed. Valkyrie was far astern.

The excursion boats were behaving much better than on Thursday, remaining at a safe and respectable distance from the contesting boats.

VIGILANT WAS RIGHT THERE. Took the Lead Five Minutes After Crossing the Line.

The first message received by carrier pigeon from "The World's" tug, Mutual, to-day reached the loft just before noon. It read as follows:

"Message No. 1. "Nearing the lightship, 10:35 o'clock. "After leaving Bay Ridge the yachts went down the bay by the main ship channel."

"OR the Hook, Vigilant hoisted main-sail, staysail and jib and continued under way to the westward."

"At 10:10 o'clock, while outside the Hook, Vigilant came up into the wind on the starboard tack and cast off her tow. "She then ran up her club topsail and stood off in-shore, in a westerly direction."

the line, side by side, Valkyrie to windward and a trifle ahead.

"Both boats got across the line almost together, Valkyrie having the advantage."

"Valkyrie ran away from Vigilant after getting across the line. But as soon as Vigilant got her spinnaker to draw she held her own. Then she rapidly pulled up on Valkyrie and soon passed her, taking the lead at 11:30."

AS SEEN FROM NAVESINK.

How the Race Appeared from the Land.

HIGHLANDS OF NAVESINK, N. J., Oct. 7.—The starting gun in the first race for the America's Cup was fired promptly at 11:25 A. M. on the flag ship May.

The yachts had been manoeuvring for position from the time of the firing of the preparatory gun at 11:15, when the signals from the May indicated that the course would be east by south, to leeward."

As the red ball, meaning get ready, was run up, both yachts were on the port tack, Vigilant to windward of Valkyrie."

At 11:25 Vigilant went about on the starboard tack and headed for the starting line."

The wind became variable just at this time and seemed to be hauling around from west-southwest to northwest. At 11 o'clock it was blowing seventeen knots an hour, but as the yachts made for the start it moderated to fourteen knots."

Valkyrie went about soon after Vigilant, and as they straightened out for the line it was seen that Valkyrie had a slight advantage."

The starting gun was fired just before they reached the line, Valkyrie went across first, apparently leading Vigilant by about a length."

No two spectators here could agree upon the actual time of the start. One timer made it 11:25 flat and 11:29.07 respectively for Valkyrie and Vigilant, while others made it anywhere from 11:25.90 to 11:29."

This wide divergence was in part due to difference in angles of observation, and in part, no doubt, to inaccuracy of the watches and time-takers. The official time, however, dates from the start at 11:25, no matter how much later the yachts crossed the line."

Almost as soon as they got across both yachts set their spinnakers and broke out the balloon jibs, which had been hauled in the stops. Valkyrie took the lead in this work, as she did in getting across the line."

Five minutes after the start Valkyrie had slightly increased her lead, and both yachts were apparently making good headway. Their course was shaped south by southeast, and they seemed to be getting a good wind, although the breeze ashore had decreased considerably."

The excursion steamers headed in directly astern of the racers, and apparently had to hustle to keep up."

At 11:50 the wind had fallen out and the yachts were being blown down the bay by the main ship channel."

"OR the Hook, Vigilant hoisted main-sail, staysail and jib and continued under way to the westward."

"At 10:10 o'clock, while outside the Hook, Vigilant came up into the wind on the starboard tack and cast off her tow. "She then ran up her club topsail and stood off in-shore, in a westerly direction."

"A few minutes later Valkyrie rounded up into the wind and ran up her topsail."

"She then got up her headsails and cast off her tow."

"At that hour the wind was very light from the southwest; the sun was shining brightly and there was every indication of a slow race."

"A very bad cross swell was running, which caused the sails of the yachts to flap every against the wind."

"The first of the excursion fleet and the steam yachts reached the Sandy Hook Lightship astern of "The Evening World" tug, at 10:25 o'clock."

"The weather was then still a bit shady, but was clearing."

showed the Yankee craft to be several lengths ahead.

The wind had freshened again and Vigilant was making the most of it."

At 12:30 Vigilant had apparently increased her lead considerably, for so short a time. Neither yacht had shifted a sail since breaking out her balloon jibs. Vigilant's club topsail was drawing freely."

The change seemed to help Valkyrie some, as the open space between the yachts shortened."

Vigilant got a favorable slant of wind at 12:45 and fogged ahead again, increasing her lead."

Both yachts were then far ahead of the sailing fleet, and only the steamers appeared able to keep up with them. They were then about five miles from the starting line and still holding an east by southeast course."

As near as could be judged from the positions of the yachts Vigilant was leading at 12:55 by about a mile."

She was then considerably the south of Valkyrie, which made the distance between the yachts appear greater than it actually was. Valkyrie at that time set her spinnaker again and Vigilant followed her example."

The breaking out of the spinnakers again was due to the wind hauling around to northward, Valkyrie being the first to feel the effect of the change."

The cup-defender seemed to be leading her rival by over a mile. The horizon was perfectly clear, and both yachts could be distinctly seen with the naked eye."

Shortly after 1 o'clock the wind seemed to be going down again, and the racers to be apparently making very slow progress."

Valkyrie had closed up the gap somewhat, but was still far astern of the cup-defender. The indications at that time were that unless the wind freshened considerably the second attempt for a race would end like the first, in a fizzle."

DOWN AT THE HOOK. The Handling of the Contesting Yachts Excites Admiration.

SANDY HOOK, Oct. 7.—Down where the homecoming ocean greyhounds enter the first channel which leads them into the port of New York, close to the big red bulk known as the Sandy Hook Lightship, the boats carrying the spectators for the race gathered in good season for the start."

Meanwhile, the two single-stickers, with their towering masses of canvas, cruised about, trying their sails and getting them to set in a way that brought admiring remarks from sea-dogs, as well as from amateur yachtsmen."

The steamboat captains did some manoeuvring themselves to give their passengers a better view of the start than those on other boats had."

In the crush of boats the big ocean steamers threatened several times to get some of the smaller craft out of existence. Their high sides excluded the view from everything behind them."

lovers of a yacht race going down the bay as well as to get the first count.

There had been 800 tickets issued by the New York Yacht Club for the steamer St. John's, and there were scarcely enough who didn't take advantage of the privilege to fill a row-boat. Every one talked in the Jack Tar dialect, and those who were not yachting experts had evidently looked themselves by reading Capt. Sumner's "Yacht" with some care to get the impression they had spent the greater part of their lives on the ocean. There were more women on board than on Thursday, as dressed in charming vacation costumes, and a number carrying cameras which they had taken an interesting point in the race."

There was one pretty girl especially who it was safe to guess will have attention with the yachts. She took a lot of her escort in casual terms that would make an old sea-dog smile, but she wasn't so familiar with the sea as she had been, for she had just asked Mr. Cruise if he had heard whether there was any swell down the bay. When told there might be she wanted to know if there was a doctor on board."

The boat was in charge of the "Yacht" House Committee, consisting of E. M. Cruise, E. A. Houghton, G. S. Wainwright, Alex. Morton, Le Roy Paine, A. W. Board, Joseph C. Oliver, Isidor, and Nat. Herzog, the tug designer; M. K.

LEAVING BAY RIDGE. A Big Crowd Foes the Racers Start for the Lightship.

While the crowd that lined the shore at Bay Ridge at 1:30 this morning was wondering whether the weather would clear sufficiently to permit of a race a line was passed to the cup-defender Vigilant from the tug Commander. Seven minutes later she was being towed down into the Narrows."

On board, besides C. Oliver Isidor, were Nat. Herzog, the tug designer; M. K.

Kerr, Lord Dunraven's representative, and Edward Willard.

Ten minutes later the tug Porter left the Atlantic Yacht Club boat with Lord Dunraven and his party. As soon as they were past aboard Valkyrie the Porter made fast to the yacht and started off with her in the wake of Vigilant."

The British tender, the Hattie Palmer, had previously met Archibald Houser, the Cup Committee's representative, aboard the English cutter. Others on board were Sillmaker Ratsey, Designer Watson, Marquis of Ormonde and Lord Wolvenst, who had passed the night at the Atlantic Yacht Club house in order to be ready for an early start."

As Vigilant passed out through the pleasure fleet anchored off Bay Ridge she was saluted with flags and steam whistles. From the brazen throat of the American liner New York, just passing up from quarantine, came a hoarse greeting, and a salute from the hills on the Long Island shore trembled."

Valkyrie was similarly greeted. Then the pleasure boats began to get up steam or sail, and soon there was a procession of all sorts of vessels moving down through the Narrows."

An hour after the contestants were towed out the anchorage at Bay Ridge was deserted, but the upper bay, from Liberty Island to the Narrows, was alive with tooting steamers, nearly all decked out in bunting."

Not a few steamers which were left behind went into the Atlantic Yacht Club house to wait there as patiently as they could for news of the race."

Some bets were made in the clubhouse before the yachts started out. In nearly every case Vigilant was an odds-on favorite."

Cannon salutes were fired by the Atlantic Yacht Club as the cup contestants left for the starting point in the race."

As the big Commodore Lucania, with a new ocean record to her credit, passed up she cheered Valkyrie with her steam whistles, and her officers and crew crowded along her starboard rail and waved hats and handkerchiefs at the people on Dunraven's boat."

OFF FOR THE GREAT RACE. Clubmen Forced to Go Down on an Excursion Steamer.

Landsmen who take an interest in yachting but once a year did not go down the bay this morning in such great numbers as two days ago, but still there was not a steamer which had not enough on board to raise a mighty cheer for the victor. Some seemed to think that because the wind didn't whistle around the corners as on a March morning there might be another fizzle, but among those well enough acquainted with yachting to understand nautical terms there was unanimous expectation for a pretty race."

A few turned back because of fear that Thursday's performance might be repeated, and as a consequence a number of stamer captains reduced the price of passage from \$2 to \$1. This gave rise to the cough of boats that were not nearly so many excursionists as on Thursday, but river men claimed there were more steamers starting, and as there were almost, if not altogether, as many

They were Caught Red-Handed in Macy's.

A mysterious pair of shoplifters were held in Jefferson Market Police Court to-day. They were arrested on leaving Macy's yesterday afternoon. One is a woman, aged twenty-six years, a fairly good-looking blonde, and the other a little girl, aged fourteen. The woman says her name is Maria Jones, but the little girl says she is Maria Jarvis, of Fairmont avenue, Jersey City Heights.

The little girl, who is pretty but very cunning, and a polished liar, gives her name as Flora Mackey, an orphan and a relative of the older prisoner.

The two were discovered in the store about a block westward, acting in a suspicious manner near the shoe counter. An employee of the firm followed them and saw them steal several cakes of chocolate at the Chocolate Mender counter. Then they went to the hat counter, where the woman stole a hat and gave it to the little girl, who put it under a large waterproof she wore.

After this they came back to the hat counter, where the woman stole a hat and then went out on the sidewalk. They were stopped and acted very indignant, but they were taken to the office of Detectives O'Brien and McAnally.

In their possession, besides the hats, were a number of silk wares and a pair of silk hose, which the two claimed they had purchased in a Grand street store. The woman said she had bought the goods and they had been caught red-handed. Their denials were useless.

The woman said that the little girl confessed, but she could not be induced to tell any story.

PARTED BY POVERTY. Fathetic Scene in the Essex Market Police Court.

There was a pathetic scene in the Essex Market Police Court this morning when George Janakay, forty-five years old, and his wife, Mary, applied to the judge of the City Society to have their four little children committed to some institution until they are able to support themselves.

Janakay is a sober and industrious workman, and when steadily employed earns five wages and a pair of shoes with him has been much, and he has sufficient food of clothing for the children.

Janakay's family has been living at 11 West 121st street in three miserable rooms. Last night they were dispossessed and left with nothing but a few articles of household furniture and a few articles of clothing.

The parents were bitterly as they are asked that they were about to part with their little ones. The children are all pretty, and cried as if their little hearts would break.

Children—Ella, aged eight years; George, four years; Mary, two years; and little three years—were committed to the Dominican Convent of Our Lady of the Rosary.

THE SARATOGA YACHT.



Syndicate of Owners—She must win the race as she is, or not win at all.

MYSTERIOUS SHOPLIFTERS. A TRUCE AT RIO JANEIRO.

A Well-Dressed Woman and Little Girl the Prisoners. They Were Caught Red-Handed in Macy's.

WASHINGTON, Oct. 7.—Important news concerning the Brazilian revolution has been received by the Secretary of the Navy in a cable despatch from Capt. Pickens, the Commander of the United States cruiser Charleston, at Rio, as follows:

"Admiral Melio, having been informed that the Government would disarm guns in the city, said he would not again fire upon the place."

This undoubtedly means that the threatened renewal of the bombardment of Rio Janeiro has been abandoned.

It is supposed that the truce between Melio and Peixoto was arranged by the commanders of the foreign vessels stationed in the harbor.

BLOWN FROM A CANNON'S MOUTH. Prompt Punishment of Sepoy Mutineers in Cabul.

LONDON, Oct. 7.—The Calcutta correspondent of the Times sends Lahore advice of a serious disturbance in Cabul before the arrival of the British Mission under Sir H. M. Durand on Monday.

Malik Jan Khan, Assistant Commander-in-Chief of the army, abused a Sepoy belonging to the Herat Regiment, whereupon the Sepoy's company fired a volley, killing Malik.

The mutineers fled at once, but were caught and on the same day eleven of them were blown from the cannon's mouth. All the troops were then sworn on the Koran to strict obedience to their commanders.

Paramar Khan has been arrested, and the Governor of Herat has been ordered to make further arrests.

BISMARCK STARTS FOR HOME. Farewell Ovation at Kiel—His Special Train Decorated.

BERLIN, Oct. 7.—Prince Bismarck left Kiel today on a special train at 11:15 this morning. He drove with his wife in an open carriage to the station. The streets through which he passed were crowded in many places almost to the carriage wheels.

Thousands of excursionists went to Kiel today to bid the Prince good-bye. Flares and bonfires decorated the windows along the route.

From the time he stepped into the carriage until he alighted at the station the Prince was cheered constantly. The railway station was decorated inside and outside with flowers.

The front of the locomotive on the special train was covered with a large German flag, and the Director of Traffic, in a gorgeous uniform, rode with the engineer.

The relations between Kiel and Bismarck are described as follows: "Bismarck, a well-known and respected figure, was seen in the crowd."

Business Ups and Downs. CINCINNATI, Oct. 7.—George P. Bowers, manufacturer of chairs, resigned Saturday. He was succeeded by J. M. Bowers.

MOORS RENEW THE BATTLE. They Are Strongly Intrenched on Hills About Melilla.

MADRID, Oct. 7.—The Moors have renewed the battle. During the night they cut intrenchments along the crests of three hills at some distance from the fort, but on Spanish territory. They have a strong position, which can be taken only by a charge across a stretch of open country.

The strength of their skirmish parties and the reports of the Spanish scouts indicate that the total Moorish force is at least 14,000.

There was considerable desultory firing during the night, most notably when the Moors occupied the Sierra Quatrach fortress, which half complement has been abandoned by the Spaniards. The first shots were fired by the Moors.

Three Moorish spies have been captured. A despatch from Malaga says a Spanish steamer, the Alcazar, was seized while the steamship Sevilla, which brought away the wounded from Melilla, was proceeding along the coast she was fired on repeatedly by Moors. One sailor was wounded.

The Spanish gunboat, Tarifa, seized a small vessel from which a small vessel found with a cargo of rifles and flour from Gibraltar to ports on the Moroccan coast. Although the vessel was flying the British flag, her cargo was declared contraband of war, and she was brought back to a Spanish port.

The enthusiasm of both military and civilians at Malaga, where the troops are embarking for Melilla, exceeds all bounds. The quays where the transports are moored are crowded all day with thousands of cheering men and women. The harbor is alive with all sorts of craft, from which excursion parties shout encouragement to the soldiers aboard ship. The Bishop is at the dock, and he blesses each body of embarking troops.

The municipal authorities of Sevilla have voted to bear the entire expense attendant upon recovering and assisting during illness all the wounded from Melilla. The Spanish fleet now manoeuvring off Santa Pola on the Mediterranean has been ordered to sail for Alicante, the nearest large port. The fleet will be reviewed there, and then will be sent to cruise off the Moorish coast between Tangier and Melilla, with Algaitas as a base of operations.

MANHATTAN DAY COMMITTEE SENDS OUT A CIRCULAR. The Manhattan Day Committee have sent out a circular in reply to inquiries stating that the \$15 rate trains to Chicago will be exclusively composed of day coaches. No sleeping car accommodations can be secured at the rate named.

Only the \$7 and \$12 rate trains will have sleeping cars attached. Excursionists are also expected to make their own hotel arrangements in Chicago. The railroads have informed the committee that they can handle any number of people for the Manhattan Day celebration.

MASSACHUSETTS REPUBLICAN. They Name Frank T. Greenhalge, of Lowell, for Governor.

BOSTON, Oct. 7.—The Massachusetts Republicans in State Convention, have nominated Frank T. Greenhalge of Lowell, for Governor, and Roger Wolcott for Lieutenant-Governor.

AN ETERNAL FAREWELL. Father Came to See His Daughter. Father Came to See His Daughter. Father Came to See His Daughter.

QUARANTINE, Oct. 7.—Mr. Brewster of Northampton, Mass., who came on to see his daughter off on board ship, great Admiral Cresswell, bound for Sydney, N. S. W., died on board the ship on Saturday last.

FOLLY MATRON ARRESTED. Matron Mary Wallston, of the East Thirty-fifth street station, was arrested, Capt. Martens reports, this morning on a warrant sworn out at the Yorkville Court. The complaint in the case is for first-degree murder, who is named "Cory." The letter is a son of ex-Ward Detective Cory.

Only \$17.00 in the World's Fair. Through care in Chicago in charge of an attempt to run West Shore Railroad from A. M. Times, Oct. 19. See full particulars and additional news under "Excursions."

World's Fair Excursions via Erie Lines. Personally conducted excursion train leaves Erie, Pa., for Chicago, Oct. 15. Return to Erie, Pa., Oct. 22. Tickets \$15.00. Regular train leaves Erie, Pa., for Chicago, Oct. 15. Return to Erie, Pa., Oct. 22. Tickets \$15.00. Regular train leaves Erie, Pa., for Chicago, Oct. 15. Return to Erie, Pa., Oct. 22. Tickets \$15.00.

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