

picked up a little on Defender, which was then leading by not more than two cable lengths.

Valkyrie Quits Following.

At the same time Valkyrie, which had come up within half a mile of Vigilant, gave up following the racers, and putting up her helm, hove around and started off on a reach towards the northeast.

Race Became a Drifting Match.

The race between Defender and Vigilant had degenerated into a drifting match. Both yachts were moving so slowly that they seemed to be almost stationary.

The wind, which still held over the west, was fresher inshore than out where the yachts were.

At 12:45 there were indications that a better breeze was coming up. At Sandy Hook it was reported to be blowing twelve knots an hour from the west-southwest.

Valkyrie was then well out at sea, and a big excursion steamer, with crowded decks, was following her.

Vigilant was dropping behind again. At 1 o'clock, neither of the racers seemed to be any nearer the stakeboat.

Their tall sails were hanging straight from the spars or flapping idly as the boats rocked in the gentle swell. In fact, they seemed to be entirely becalmed, and were evidently making little or no progress.

Defender Drifts Faster. The wind inshore had gone down again and there was little prospect of a change. Defender and Vigilant had changed their relative positions very slightly.

Unless the conditions changed radically there was small chance that the race could be finished before dusk.

Defender Caught the First Puff. At 1:20 Defender seemed to be gaining somewhat and was nearing the first stakeboat. A puff from the southwest reached her sails and made her heel slightly. Light did not feel it until some minutes afterwards.

At 1:30 Defender was still gaining on the old cup-defender. What breeze there was seemed to be shifting towards the south, and both yachts were hauled closer to the wind.

At 1:45 Defender caught another good puff of air and hauled around more to the southward. This widened the gap with Vigilant, which had then seen to be a mile astern of the leader.

During the last half hour Valkyrie had scarcely moved a mile. She seemed to be becalmed, and the Highlands, her balloon jibtop sail was hanging flat from her topmast and her mainsail flapped as she rolled in the swell.

At 1:55 the fluky breeze which had done Defender a good turn deserted her, and Vigilant, backing her sails, was again the windward boat. Then the sloop began drifting again.

At 2:00 Defender behind still further south and went off streak hunting. Vigilant followed her. Both yachts were then near the Hook. At 2:10 Defender made tack to starboard and got more to windward of the stakeboat.

Defender Rounds First. At 2:01:30 Defender rounded the stakeboat and headed for the northeast.

At 2:05 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:10 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:15 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:20 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:25 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:30 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:35 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:40 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:45 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:50 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 2:55 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:00 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:05 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:10 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:15 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:20 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:25 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:30 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:35 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:40 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:45 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:50 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 3:55 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:00 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:05 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:10 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:15 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:20 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:25 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:30 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:35 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:40 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:45 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:50 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 4:55 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

At 5:00 the tug Luckenbach, with the Cup Committee on board, was seen making for the Hook. The signal office at the Hook passed close by the racers and signals were interchanged. Although it had not been announced what course would be sailed, the conditions of wind seemed to favor the triangular course.

WHERE TO-DAY'S RACE WAS SAILED.



THE COURSE (EIGHT MILES TO EACH LEG).

white caps were already to be seen far out on the broad ocean. The tendency of the wind seemed to shift to the north and this, in the opinion of the weather sharps, was favorable to a good racing breeze.

Vigilant's Crew Early at Work. Evidences of activity were seen on board Vigilant when at 8 o'clock in the morning her crew hoisted her big mainsail and began to get up two jibs and staysails in stops. The white steam yacht Atlanta, with Commodore George J. Gould and a large party of guests aboard, lay just alongside.

Preparations, meanwhile, were going forward on Defender to get her into racing trim. The first move towards the lightship was made shortly after 9 o'clock, when Vigilant, with mainsail, jib, staysail and club-topmast set, cast off her moorings and hove quickly around and started for the open sea. A few minutes later Defender hoisted her mainsail and started after Vigilant, in tow of the tug Wallace B. Flint.

On her way to the point she raised her club-topmast, which was a small one and which she used in her last race with Vigilant. Her mainsail seemed to set finely and as she rounded the point of the Horseshoe there was not a wrinkle to be seen in the broad expanse of snowy whiteness.

Just as she rounded the point, at 9:30, she cast off her tow and, with all working sails set, began to foot ahead rapidly.

At 9:42 Vigilant passed out of the channel and rounded the Hook. A thick haze lay upon the horizon to the northeast, and as Vigilant sailed into the wind freshened she was clearly distinguished.

Both the big yachts were soon lost to sight in the haze away off to the north of the lightship.

Valkyrie Prepares to Sail. Shortly after 10 o'clock there were signs of life on board the English sloop, which was still at her moorings in the Horseshoe. Her big mainsail was hoisted and her fore-sails were run up in stops. Still she did not seem to be in any hurry to get under way.

Meanwhile, Defender had come about and loomed up like a big white mountain of snow as she hove around the mist on starboard tack, headed straight for the Scotland Lightship.

There were no other vessels near her, Vigilant still being hidden from view in the fog. The syndicate sloop held her course for nearly a mile to the southward, the lightship when she hove around and scudded back, meeting Vigilant and crossing her bow, just as she was approaching the starting point.

The Luckenbach arrived at the Lightship at 10:14 and Defender was the first to start from the 8 o'clock Lightship. She luffed up and lay to for several minutes, and then hove around and stood towards the east, while Capt. Barr brought Vigilant up for a conference with the Cup Committee.

Fleet Hove Around Valkyrie. A large number of the pleasure fleet were still in the Horseshoe, hovering about Valkyrie, and five or six schooners and a lot of steam yachts, excursion boats and tugs were on their way around the Hook and down the bay, all making for the starting point.

The air was clearing very perceptibly and the wind breezing up in a way that delighted the hearts of yachting cranks. Although no signals had yet been displayed from the Luckenbach, it was evident that the intention was to make the start from the 8 o'clock Lightship.

The judges' boat had taken up a position just to the east of the dirty red buoy and the big yachts began to get ready for their manoeuvring previous to the start.

Valkyrie Hoists a Big Clubtopmast. At 10:25 Valkyrie's big club-topmast was set and it began to look as if she would be ready to leave her moorings. Her tender, City of Halesport, was not with her.

At 10:28 both Vigilant and Defender were standing inshore from the Lightship on starboard tack. Vigilant's large club-topmast was a conspicuous feature. Defender luffed and took in her staysail, but immediately afterwards raised it again.

At 10:31 Valkyrie, with mainsail, jib and club-topmast set, cast off from her moorings in the Horseshoe and, making a wide sweep, started off under her full sail for the point.

After coming within three miles of the shore off Highland Beach, the big single-stickers hove around and headed outward again at 10:40.

Then Vigilant went about and stood northward, passing close to the judges' boat and crossing Defender's bows.

Start from Scotland Lightship. At 10:45 the Luckenbach signalled that the race would be from Scotland Lightship.

Both yachts were keeping to the north of the Lightship and were close together when the first signal, and stood on the starboard tack. The signal office at Sandy Hook reported the wind at 11 knots an hour at 10:50, but it was evidently blowing much more briskly out where the yachts were.

At that time Valkyrie III, was just passing the Government dock at Sandy Hook and seemed to be footing well. It was evident, however, that she would not reach the lightship in time to see the start.

W. K. Vanderbilt's big steam yacht Vigilant joined the fleet at the starting point a few minutes before 11, and Geo. Gould's Atlanta, the Corsair and Shearwater followed.

At 10:58 Defender and Vigilant were standing on starboard tack within a cable's length of each other, just behind the line. Defender was slightly in the rear. At 10:58 Vigilant went about on the port tack and started for the line.

Triangular Course Signalled. At the same time the judges' boat signalled course No. 2, which is the triangular one, with eight miles to the leg.

At 11 o'clock Vigilant came about on the starboard tack and stood to the north. Defender was on the port tack, heading for the line. The wind seemed to be coming in lightly, and was from the northeast. The first leg of the course was evidently a free sheet to seaward, as the judges' boat had changed its position to the southwest of the lightship.

This would make the course lay eight miles to the southeast for the first leg. At 11:06 the yachts were still manoeuvring behind the starting line, Vigilant making short tacks back and forward near the line, with Defender further to the rear. Both yachts went about at 11:07 and crossed tacks.

Vigilant going to the south and Defender to the north end of the line. The blue petals were hoisted at 11:10 the preparatory signal for the start. This gave the racers ten minutes more in which to jockey for positions. Defender went to the north and Vigilant to the south of the lightship.

Then Vigilant hove and started back for the line, while Defender kept away to the north. At 11:15 both yachts were north of the line and preparing to make the flying start. Defender was a little to the windward.

At 11:16 Defender hove around and stood directly for the line. The Luckenbach signalled that the race would be sailed S. E., the second N. by E., one-half E., the third a run to the finish.

At 11:18 Defender went about again and both yachts were close together on the starboard tack. Vigilant a little in the rear. A minute later they started for the line, and Defender broke out her balloon jibtopmast.

ON "EVENING WORLD" TUG. Movements of the Yacht Over the Course from Close Observation. (By Carrier Pigeon to "The Evening World.")

ON BOARD "THE EVENING WORLD'S" TUG COMMANDER, AGE 29.—In a moderate wind, which blew from west-northwest, Defender and Vigilant began the cup trial race this morning.

There were beautiful pictures around the Scotland Lightship before the sloop went away on their Cup trial sail. For half an hour before the start, twenty tugs and as many steam and schooner yachts were in and out like ants around their little hill.

The big, black Vigilant, with W. K. Vanderbilt, one of the Defender syndicate, aboard, steamed down to the scene of animation and joined the fleet.

The old schooner yacht Fleetwing, which in 1886 raced across the Atlantic with the Vesta and Henrietta for a stake of \$50,000, swept back and forth, and so did the yachts Oneta, owned by E. C. Benedict, President Cleveland's friend, the Sapphire and the Corsair.

Defender's New Mascot Aboard. Defender and Vigilant had been around for some time. On the new boat were Mr. and Mrs. C. O. Iselin, Nat Herreshoff, her designer, Herbert C. Lock, Luther Farnham, Woodbury Kane, Newbury Thorne and the 43 yellow cur, which serves as a mascot.

Capt. Hank Huff handled the wheel and Mate Henry cracked his heels over the yacht's lee quarter. The Defender people had not seen the morning papers, but "The Evening World" tug ran up close on her weather side. A line was

thrown aboard, a bundle of papers was tied to it and hauled aboard the yacht. They were eagerly seized and opened at the yachting page.

Soon after a launch bearing W. K. Vanderbilt put off from the Vigilant, and the millionaire yachtsman was transferred to Defender. On the tug set out near enough to see those on board Vigilant, Commodore George Gould was discovered using a pair of field glasses. Near him were Corporation Counsel Francis M. Scott, Edmund Fish, Seymour L. Hookland, E. A. Willard and George C. Cornock. On the committee boat, L. Luckenbach, were the Regatta Committee of the New York Yacht Club, consisting of Nicholas Kane, Irving Grinnell and Chester Griswold.

At 10:15 signals were displayed on the Luckenbach, showing the course would be a triangular affair, ten miles to a corner. The first leg would be southeast to the first mark, then northeast by east one-half east to the second mark, and then south by east to the finish line.

At 10:16 o'clock the preparatory signal was whistled from the Committee's tug, Luckenbach, which was anchored 200 yards from the Scotland Lightship, and within eleven minutes the two big white sloops were on their first leg of the twenty-four-mile triangular course, heading southeast.

The start was one of the prettiest ever seen in these waters. The yachts had been wheeling around the lightship for over an hour, having come out from their anchorage soon after 9:30 o'clock. The signals showing the course would be some, set than both yachts hugged close to the lightship, and when the preparatory whistle sounded they were barely a quarter of a mile apart, Defender north of the starting line and Vigilant to the south of it.

Five minutes later Gould's yacht came down with wind abeam, and hauling up to Defender's bow led the way close hauled in shore for a hundred yards. Then down went the wheels at the same instant and the white tows made for the line not fifty yards apart and with Vigilant in the windward berth. When within two yards of the line Defender roke out her balloon topmast, and under the influence of this immense cloud of canvas she dashed ahead of her rival as though she had been struck on the flank with a spur.

A Beautiful Start. In an instant she was across the line, followed two seconds later by Vigilant, who had also broken out her balloon jib. The official time at the start was: H. M. S. Defender ..... 11 29 28 Vigilant ..... 11 29 49

The breeze was quarter smart just before the start, but no sooner were the yachts fairly under way than it began to die down and down until at 11:45 they were simply drifting. At 11:22 Vigilant curled her fore-staysail and sent up a balloon in its place. Two minutes later Defender did the same and followed it up by furling her jibtopmast, finding it took the wind from more important sails.

Vigilant kept her jibtopmast up for some minutes, when finally it was brought to the deck. As the wind died down eyes turned to the northward, and there beheld an apparition which for a moment filled every heart with dismay. Under a cloud of canvas and carrying a drawing nicely, the Cup challenger, Valkyrie III, skimmed through the water at a lively rate, coming straight out on the course taken by Defender and Vigilant.

waiting for that puff to come from the windward.

At that moment "The Evening World" tug ran along her weather side and a bundle of papers for Mr. Halsey, the ballmaker, were transferred to her deck.

Didn't Get Dunraven's Picture. Lord Dunraven was nowhere to be seen on "The Evening World" hailed the yacht and asked: "Is his Lordship aboard?"

Capt. Sycamore nodded his head and pointed to the hatchway. Watson and Kersey were also about, but the three Moilas had rushed below the moment they caught sight of an "Evening World" canvas.

At 12:30 Valkyrie put her helm down and gave up the chase. She headed off for the Long Island shore under the same sail as she showed when first sighted, namely mainsail, clubtopmast and balloon jib.

There is nothing special to be said about this balloon jib, which she set for the first time to-day. It is no bigger than Defender's. At this hour Defender's balloon-jib was drawing well, though no wind was felt on "The Evening World" tug, which was a quarter of a mile from the windward mark.

The new boat Vigilant rose and fell on the long, calm swells of the ocean, her big headsail angling as limp as a wash-rag. Such were the scenes and incidents of the first hour of the race.

When the Wind Gave Out. The wind had been holding smart and steady all the morning. At 10 o'clock it was fully an eight-knot affair, and the prospects of a quick race were very promising. All the weather sharps expected it to hold well all day, though it was expected to haul to the south by 1 or 2 o'clock.

There were many blue tows around the Lightship when the wind began to fall. For nearly an hour after the start of the race was almost a dead calm. In this time Defender and Vigilant barely crawled through the blue water. Then a puff came.

It was followed by another and another, each stronger than its predecessor, until at 1:30 o'clock the waters were again ruffled. Then it set in steadily from the southeast and there were predictions that there would be a smart blow before the race ended.

In the mean time (at 9:30, to be exact) Defender took in her balloon jib and replaced it with her largest jib topmast. These tactics were soon followed by Vigilant.

At 1:40 the first mark was only a mile away from Defender. In the light breeze the new boat had established a lead of over a mile. Both were bending to the breeze, and the race began to assume a beautiful aspect. No one dikes a calm during a yacht race, and the first mark were stationed a line of steamers, tugs and yachts waiting for the big sloops. Defender bowed up to within about 300 yards to the leeward of the mark, tacked at 1:56 to starboard and made for the mark. She had to tack again two minutes later.

Then as she passed to the windward of the stake-boat she rigged out her spinnaker boom.

WITH THE SIGHTSEERS. Carrier Pigeons Bring the Excursionists' View of the Race. (By Carrier Pigeon to "The Evening World.")

ON BOARD STEAMER AL FOSTER, Aug. 26.—Whether it was that there were not excursion boats enough to carry the crowds which wanted to see the second trial race between the victor of '92 and the hope of '93, certain it is that the Al Foster was loaded down to her utmost capacity this morning.

There were yachtsmen on board who knew the names of every spar and sail on a yacht. There were others who thought that they knew, and who made the atmosphere thick with their talk of "chuffs" and "pointing."

The number of women on board exceeds that of any of the other races. Everybody was enthusiastic and, while all feel that Defender would surely be

REPORTING BY BALLOON.



HOW "THE EVENING WORLD" IS GETTING ITS ACCOUNT OF THE YACHT RACE TO-DAY.

The boat selected, it was hoped that the boat would give her such a race as would fill the friends of the Gould yacht with joy.

Affection for Old Vigilant. It is more than remarkable with what affection Vigilant is regarded. Scarcely anything else was talked of except the speed of the boat which two years ago defeated Dunraven's Valkyrie II. It was claimed that she could do it again.

A breeze was blowing at the rate of about seven miles an hour, when the Al Foster, with its load of sightseers started from the Battery. The upper bay was as calm as a lake, and the indications were that the light weather in which Defender is known to be a flyer would prevail. The Al Foster was a mass of flags and bunting, every nation on the earth being represented, just as every nationality had its enthusiasts on board.

The upper bay and the Narrows were covered at racehorse speed and then when the Horseshoe was reached galaxies were levelled at the place where Valkyrie was supposed to be at anchor.

Hoped to See Valkyrie Sail. It was the hope of all that the Britisher would be found at the lightship, and that on board of her would be Lord Dunraven, so that the latter would get a view of and a line on the boat which he hopes to beat. Somehow the idea got around that Valkyrie would herself take a spin over the course.

Cheers for Valkyrie III. As the steamer neared the Hook the first sight of Valkyrie III, under her full sail, was greeted with a shout of cheer. The crowd on board cheered the English craft to the echo.

Dunraven's yacht was carrying jib, mainsail and club-topmast, and was evidently making for the starting point at Scotland Lightship.

This led some of the excursionists to believe that an international race, or something like it, was to be witnessed, and the "know-it-alls" worked overtime.

At the Lightship Defender and Vigilant were met while jockeying for position, and after ten minutes of beautiful tacking and manoeuvring they crossed the line almost together.

The start, which was one of the prettiest ever seen in these waters, brought a shout of enthusiasm from all the

huntsmen and women who saw it. Hank Huff, who has always an eye to capturing the best position, managed, as usual, to secure it.

But the short lead of two seconds did not seem of much importance to Capt. Barr, who, under the gaze of Vigilant's owner, was out to do his level best to win.

At the time of the start there was the merest apology for a breeze blowing. Both started on the port tack in hopes of making the one reach to the first mark of the triangular course selected.

Under the light wind Defender drew slowly, very slowly ahead, and within the next fifteen minutes had a clear lead of about 300 yards. Then the wind seemed to die out completely, and it became a drifting match.

Chance for Snap Shots. "The Evening World's" tug, which had been first off with Defender, ran ahead, then stopping began to take snapshots at everything in sight, as there was really little else to do.

On board the Al Foster, many followers of Isaac Walton came prepared with hook and line, and as there was bait on board, fishing became general. Libbie Berry, of pigeon fame, set the crowd crazy by catching a sea bass weighing at least three pounds.

Valkyrie Flew Along. While the yachts lay becalmed, a great cry went up suddenly from the crowd on the Al Foster, "The Valkyrie! The Valkyrie!" Everybody yelled. All seemed to be pointing away astern, where sure enough the English boat, which had been lost in the start and which, in fact, had been forgotten, was coming less than two miles away when the shout first arose, but Defender and Vigilant were going along in the slowest possible fashion. Vigilant, which had been to windward of Defender, gradually decreased the distance between them.

Not a single sail on either boat was filled while Valkyrie, on the contrary, had every sail set and was slowly but surely creeping up on both