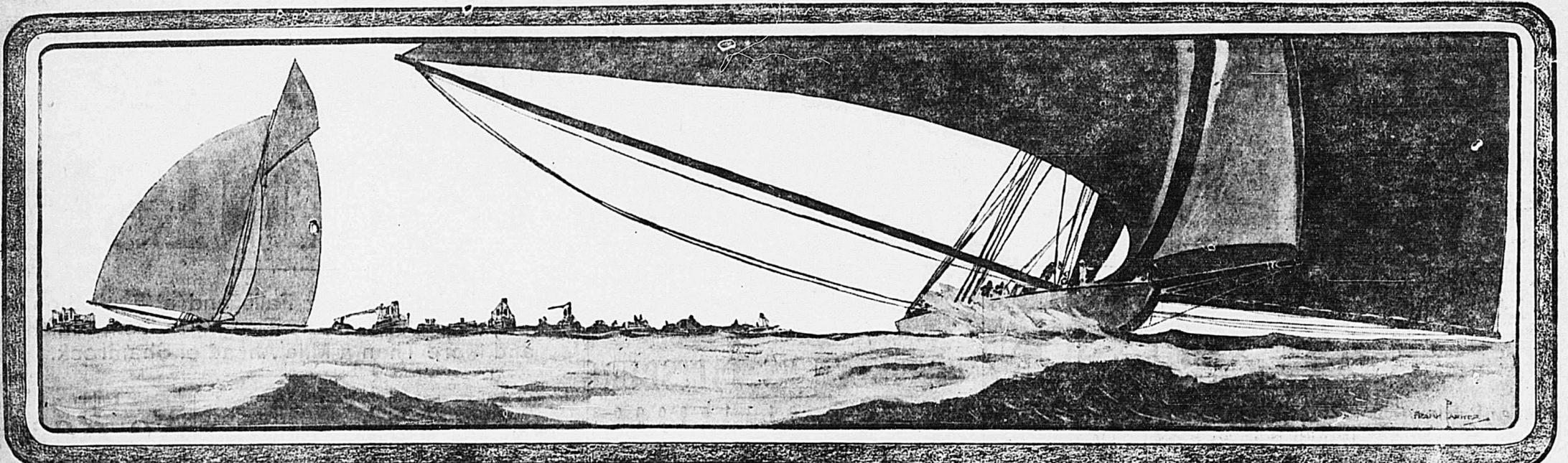


# SHAMROCK AT TIMES SHOWED GREAT SPEED.

COLUMBIA AND SHAMROCK BEFORE THE WIND ON THE RUN HOME.



SHAMROCK.

COLUMBIA.

leading and seemed perfectly able to take care of herself.

At 12:08 the Columbia seemed to be gaining on the Shamrock and continually entering out to windward. The American boat appeared now to have a lead of at least a quarter of a mile. The wind was falling.

They had sailed about five miles of the course and the race was a very slow one.

**Barr's Good Work.**  
As the yachts settled down steadily to work Capt. Barr got all there was in the wind to give her. While the boats were on the port tack, just after crossing the line, the Shamrock was given a hard pull and she romped away in fine style, giving the impression that she was forging faster than the American boat.

But in the meanwhile the Columbia had been holding a much higher course and doing such good windward work that when the racers came out on the short tacks the Columbia was found slightly ahead and considerably to windward.

Columbia went about at 12:15 on the port tack. At the same moment Shamrock came about, the shift having been made on even terms. Columbia was cutting through the water with knife-like precision, while Shamrock showed a wave.

**Splendid Race.**  
The yachts at 12:20 were standing on the port tack, and heading east southeast, making a splendid race of it. Shamrock was holding on with bulldog tenacity. Columbia's lead was then figured to be a good quarter of a mile.

At 12:35 o'clock Columbia was leading by about two minutes, having gained one minute and forty seconds.

Shamrock came about once more at 12:55, evidently believing she could cut down Columbia's big lead by these tactics. Her bow was bouncing seriously and was no doubt checking her speed. Capt. Barr was alive to every move, and after indulging in a few split tacks, the two racers hurried away to starboard.

Five minutes later Shamrock went about again to the starboard tack. Capt. Barr was evidently well satisfied where he was for the present, and for three minutes held to the port tack. Then he joined the other yacht on the starboard. Columbia then appeared to have a long lead.

**Wind Grows Slack.**  
Columbia continued on the port tack off shore, while the Shamrock tacked to starboard and headed toward the Long Island coast.

Neither yacht was making much progress, the wind being so light that the roll of the sea constantly spilled the wind out of their sails.

Shamrock went about on port tack at 12:55. Both boats were holding a good breeze, and both on the port tack. The Columbia seemed to be closing up the gap, outpointing the Shamrock.

**Finish Looked Doubtful.**  
A strong current was setting to the westward at 1:20 and the boats were making slow progress to the windward. With the breeze then prevailing it looked doubtful if they would be able to cover the course in the time limit. They were not more than ten miles from the starting point.

Thirty seconds later the Shamrock also tacked.

**Shamrock Blanketed.**  
At 2 P. M. Columbia appeared to have blanketed the Shamrock and ranged ahead, leading by nearly a hundred yards.

At 2:05 P. M. the Columbia was rapidly widening the gap between herself and the Shamrock. She was not only to the windward, but was ahead and outfooting the Lipton boat.

Standing east-northeast on the starboard tack, the yachts were making fast time to the outer mark. The wind was twelve miles an hour and the sea had quieted considerably.

Columbia was fighting for every foot of water and sailing a superb race.

At 2:30 the Columbia had increased her lead decidedly. Both boats were heading for the mark. The wind was freshening and more southerly.

## HOW RACE WAS SAILED TO MARK.

**ANOTHER ACCOUNT.**  
SANDY HOOK Sept. 26.—After crossing the line the yachts sped away to the eastward, each on the port tack.

Then the real battle began. Barr began his usual tactics, pinching out to windward all he possibly could, while Sycamore held along giving his sails a good full and footing a trifle faster.

The Columbia's skipper took advantage of every little puff of wind to luff out, and the road the cup defender travelled was so much higher that it looked then like an easy victory to the windward turning mark.

At 11:25 the Columbia got a fine slant of wind and pointed as much higher than for a time it looked as if she had tacked to starboard. It was seen a couple of minutes later, however, that the American yacht was still beating out on the port tack when the wind fell.

**Good for Columbia.**  
This little luff was a great thing for the Columbia and she had a nice little lead established after fifteen minutes of sailing. Sycamore held along until he saw that the wind was lifting more to the eastward, and at 11:25 tacked to starboard. It did not take long for the observers to see that the Columbia was going to cross the English yacht's bow with a comfortable margin, for at 11:30 Barr tacked ship to weather of the Shamrock.

Going off on the starboard tack the defender travelled at a fine speed, and was pointing higher than the Shamrock. The wind was about eight knots strength at this time and the sea was smooth enough to satisfy the designer of the challenging vessel.

The Columbia held along for a brief period, and at 11:40 took another luff to port in order to take up a better position on the Shamrock's weather quarter, for the Lipton yacht seemed to be footing faster on the starboard tack than she did on the port.

**Sailing Alike.**  
When out to weather of the Shamrock the Columbia tacked to starboard again and both racers were sailing alike.

Then in a little while the Shamrock appeared to be gaining on her rival, for despite Barr's endeavor to cut up her wind, she footed fast and began to creep slowly up through the Columbia's lee until she almost had her wind clear.

But Barr was ready for this and determined to stop his rival's speed by letting his faster off a bit. Giving his sails a good full, Barr ran down a bit on the Shamrock's weather bow and was so successful that soon the foreigner was back in the losing position. In running down, the Columbia had to relinquish some of her hard-earned windward position, but was still nicely berthed on the Shamrock's weather bow.

The contest was close at this time, for the Columbia's lead was not enough to prevent Americans from feeling that the cup was still in danger. It was the old story of the Columbia and Constitution races, the former getting the windward position and hanging there.

minutes later, the shore could be seen and there was some speculation as to when the racers were going to tack out to sea again, for the water was getting shoaler.

But the Columbia could not afford to tack first, for by holding on thirty seconds longer her opponent could come about to the windward of Columbia's wake and thus attain a position where the Shamrock could get a clear wind.

Upon seeing that the Columbia would not come about first, the Lipton boat went upon the port tack, and Columbia followed suit within a few seconds. The wind was dropping all the while and both yachts stood up straight.

Despite the lightness of the wind, the Columbia hung to her advantageous position, although neither craft made much headway in the light air.

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## SOME EXCELLENT SEA JOCKEYING.

(Special to The Evening World.)

SANDY HOOK, Sept. 26.—Shamrock crossed the line twelve seconds behind Columbia, after one of the most exciting struggles for the advantage at the start ever seen in any America's Cup race. Barr, on the Columbia, by clever handling of his boat, got the windward berth and was away first.

But the challenger's golden bronze bow slid through the water faster than the white-pointed hull of the old defender, and gained every time she rose on a wave. Soon the challenger had eaten through to leeward of Columbia and was even with her.

In another minute she was by, and as the Evening World tug "Unity" was coming in with this official starting time it looked as though Shamrock was rapidly outpointing and outfooting Columbia.

**Rough Sea.**  
The ocean outside was very rough. The whitened rollers dancing in the dazzling sunlight made a beautiful picture, but it was not pleasant for those in the best of sightseers. Even the biggest of the ocean-going vessels had a nasty roll on, and on the smaller steamer the weak-stomached passengers soon lost all interest in the yacht race and "prepared to die."

Signals were set for the course on the committee boat Navigator. Fifteen miles to windward and return with the compass direction of east by north, were the orders.

At 10:55 the first warning gun was fired. This left fifteen minutes for Barr and Sycamore to find it out. The Navigator had anchored about an eighth of a mile to the southward of the lightship. The imaginary line between the two vessels was the starting line. Both racers were circling around close to the line, at the gun.

Barr and Sycamore handled the great machines with the same ease a Long Island skipper flings his catboat around in the wind. Every moment with both boats was watched and awaited with a move, and although they almost touched several times they always passed with a few feet to spare.

Barr forced Sycamore over the line four minutes before the start. They came about and circled around under the stern of the lightship. Then they came at the line again with a minute to spare. Sycamore bore down on Barr. They tacked along parallel to the line. Neither would give way, and although both came up into the wind with sails fluttering in an effort to prevent it they crossed the line before the starting gun was fired.

They were quickly recalled by three blasts of the whistle from the committee boat. They came about and again circled around the stern of the lightship. This time Barr took a chance and made a very short turn. He touched nothing, and won the windward, crossing the line ahead of his rival.

Both yachts were ready for the race some time before the vanguard of the excursion fleet arrived at the lightship. But at 11 o'clock the majority had put in an appearance, and the balance were not far behind.

## SCENES DURING THE MORNING.

(By a Special Correspondent.)

SANDY HOOK, N. J., Sept. 26.—The sun had not been a half hour up before hustle and activity began on the two great sloops as they lay at their buoys inside the Hook.

Everything appeared to favor a splendid contest in the first of the series of races for the America's Cup.

The crews of both Shamrock II, and Columbia had jumped from their bunks in the tenders and looked eagerly toward the east, where they saw a sunrise that left no doubt as to the fair day coming.

The wind was then coming in from northeast at a fifteen-mile-an-hour clip and had in it something of a winter's sting. On board the Columbia this was a signal for much gratification, for it had been generally conceded that the Herreshoff boat would have the best of it in a supper breeze.

What the crew on the challenger prayed for was a moderate breeze in which all the tremendous spread of canvas could be sent up on the boat from aboard.

Among the fleet anchored alongside the racers there was also much activity at an unusually early hour.

Columbia, was then aboard the defender and advised with Capt. Barr as to the best of setting the big sails.

As the incoming and outgoing craft passed by the Hook all had a signal of greeting to the two sloops that still nodded quietly at their buoys. Flags were dipped, whistles rang out, cheers answered cheers across the water. The big Deutschland came ploughing by on her way from the sea, and her deep-toned whistle sounded a greeting of cheer. In response came the loud, weird shriek from the Erin.

The wind was at this time about twelve knots an hour, enough to churn the crest of the waves and to send the sailing craft over with a good list as they went along with the bone in their teeth. Whitesaps everywhere, flecked the surface of the harbor and the placid water in the horseshoe was in sharp contrast with the slight seen around from the point of the Hook.

On board the boats at 8:45 o'clock the sailors were taking a short rest after their labors of the morning. About all the first preliminary work had been done and they now awaited the orders to send the broad mainsails up.

All through the morning messages of good cheer came from the country and abroad showered in on Sir Thomas. The telegraph office in the tall tower was hard worked. As each message came, the signal flag was sent up and a launch started out from the Erin to every telegram or cable Sir Thomas sent a happy reply.

At 9:05 o'clock the Horace P. Flint passed a line to the Columbia and started out with her.

A minute later the James A. Lawrence took the Shamrock in tow, and the racers were almost side by side as they started for the scene of the contest.

The Shamrock made a nice, wide turn in passing to the open waters, and the Columbia was left in the lead on the way out. There was quite a sea running at this time and the racers cut deep into the billows, sending up a cloud of spray from their bows. It was the general opinion that the swell would help the chances of the Shamrock.

At 9:30 o'clock the sloops were taken from the starting on mainland, and the great sail ballooned out as it went up the lofty spars.

Before the yachts had reached the starting point the wind had fallen slightly and the heads of the seas had disappeared. The wind, however, gave no signs of shifting, and at 10:30 was holding well from the northeast.

The Columbia swung away from her tow at 10:35, going off on the first tack, but almost immediately heading round for the lightship. The Shamrock followed five minutes later, and at 10:45 both boats were standing off and on round the lightship under three lower sails and club topsail.

Both yachts were ready for the race some time before the vanguard of the excursion fleet arrived at the lightship. But at 11 o'clock the majority had put in an appearance, and the balance were not far behind.

On board the Erin, where Sir Thomas had last evening entertained several friends in his usual magnificent style, the sailormen were scrubbing decks and polishing brass and putting everything to rights for the guests of the genial knight.

Two more vessels had arrived during the night and anchored near Sandy Hook. They were the big ship-rigged steam yacht American and the Government boat Lamont.

Back and forth from the yachts to the tenders the boats piled. Some of the men had kept a few articles on the contending sloops, but all this must be removed now.

There was nothing to be left on board that would retard the speed of the boats by as much as a half pound weight.

The topsides of the white and the once green craft, already burnished till there was not a speck or a flaw on them, were polished anew. The grease that had been placed on the Shamrock left her no longer the "green beauty." The green was almost gone and the color looked more like that on the warships in time of battle.

Indeed, the challenger looked in fighting trim, and seemed to bid arrogant defiance to the beautiful white boat that lay not many yards off.

Then came the breakfast hour. The men boiled their hot coffee and were back to their work again. The scene about the Hook took on an air of increased liveliness as the hour approached when the sloops were to set out for the starting line upon their struggle for the "blue ribbon of the sea."

Excursion craft and private boats began to arrive early in large numbers.

At 8 o'clock the wind was still holding to the northeast, but had gone down somewhat. It looked then as if the racers would take the course along the Jersey shore on a run of fifteen miles to leeward. This would take the stake-boat to a point off Asbury Park, and promised for the gazers along shore a good view of the contest. By this time the Columbia had sent up some of her headsails in stops. The balloon jib was the first to go skyward. Not long after the canvas sheeting of the mainsail was removed.

The sailormen on the Shamrock were no less diligent. In a short time the jib and staysail of the Irish craft were up in stops and the canvas covering of the Shamrock's mainsail was removed from the boom. The men were hustling about like bees in a busy hive, and Capt. Sycamore was here and there all over the boat.

It was after breakfast hour now for the guests on the Erin, and from beneath the awning at the stern Sir Thomas and his friends looked with deep interest on what was going on aboard the big sloops. A little launch shot back and forth from the steam yacht.

A few minutes after 8 o'clock the Shamrock's skipper gave the order to get ready the big topsail preparatory to its being sent aloft.

VIEWED FROM THE HIGHLANDS.

(Special to The Evening World.)

HIGHLANDS, N. J., Sept. 26.—A fine whole-sail breeze, estimated at fifteen miles an hour, was sweeping over the course all morning, kicking up a pretty rumpus on the water. Whitesaps dotted the broad expanse of sea stretching out from the Jersey coast, the east-northeast wind singing shrilly.

Before 9 o'clock a nasty sea had

been turned up and the promises were distressing for the landlubber who ventured beyond the Hook to view the day's contest.

The old Jerseyites who dress with the crowds blinked their eyes and shook their heads doubtfully. "It be a good one if it hold," said they. "That be doubtful." As the sun came up strong the wind stiffened and at 7 o'clock showed a velocity of twenty-five miles.

True to the Jerseymen's misgivings, one hour later the wind began to show weakness and the hopes of the yachting sharps to dim. In an hour there was a drop of three miles, but it held true to its direction.

**Sailors Go to Breakfast.**  
The diminution continued, the velocity varying between fifteen and eighteen miles up to 9 o'clock. In the mean time preparations for the race went on aboard both boats. The first sign of life as seen from the observatory was noticeable on the Columbia, at 6:40 A. M. A few minutes after 7 o'clock the letter "S" was displayed from the signal halyard stay of the Erin. Instantly all work on Shamrock ceased. The men began dropping over the sides in small boats, which carried them to the steamer Porto Rico, the Irishman's tender.

It was breakfast time and all hands turned to their meal before the race with appetites worthy of hardy sailors.

The Park City, Columbia's tender, sent up the breakfast signal soon after the Erin displayed it, and the sailors on America's white wonder were hurried to the mess table. Breakfast over in half an hour, the men hastened back to the task of preparation.

When colors were made at 8 o'clock Shamrock II, sent to the mast-head a new green pennant that stood boldly to the wind and could be distinguished miles away. Columbia at the same time displayed the colors of the New York Yacht Club.

An hour before going to the start the wind held to the east, northeast with a velocity of eighteen miles. The sea continued lumpy. The conditions were not encouraging to the confidence of victory held by the believers of the green racer.

Shamrock's best performances in home waters were accomplished in light winds and smooth seas. Columbia has already proven her ability to go in a stiff blow and rough sea, so that the elements favored the American, at least before the contestants measured lengths on the starting. Conditions to view the race from shore were ideal.

**BROOKLYNITES MISSED RACE**  
When the Homer Ramsdell landed at the foot of Dock street, Brooklyn, late today 500 disgruntled and angry passengers filed ashore.

They were the members of the Marine and Field Club, of Bay Ridge, and their guests, the members of the Hamilton and Brooklyn clubs.

At 10:15 o'clock they started to see the Shamrock and Columbia race over the thirty-mile course.

When they reached the rough water below Sandy Hook, the captain of the Homer Ramsdell, who was somewhat white about the gills—the Homer Ramsdell is a fresh water boat, plying on the upper Hudson—announced that he had no license authorizing him to go outside the Hook, and that the vessel could not be turned in the rough sea.

"If we should go out," the captain said to the indignant crowd, "we would all go to the bottom and be drowned."

In spite of protests and threats, entreaties and pleadings, the fresh-water captain turned his vessel homeward and came back up the bay.

And that's why 500 persons in three of Brooklyn's sweetest clubs failed to see the yacht race.

## BIG BETS ON YACHTS.

Charley Mitchell Has \$5,000 to \$4,000 on Columbia to Win.

Many thousands of dollars were wagered last night and to-day on the result of the yacht races for America's Cup between the Shamrock II, and Columbia. The report of the American boat's unfavorable trial yesterday was largely responsible for the change of bets among betting men all over the city. Nothing was talked of in the big hotels but the meeting of the two swift flyers of the sea to-day, and many were the arguments that resulted. It was these discussions which led to the betting. Columbia ruled favorite at about 10 to 8. The largest bets recorded were the following:

Charley Mitchell bet G. E. Elliott, of Chicago, \$5,000 to \$4,000 on Columbia. Peter Doll bet Billy Cowan \$3,000 to \$2,500 on Columbia.

The Thompson bet John West, of Baltimore, \$500 to \$400 on Columbia. Other big bets were offered, but many of Columbia's supporters refuse to accept anything but even money.

Col. Jack O'Neil, of Louisville, says he has \$2,000 to bet on the Columbia at even money. At Smith's is a Shamrock man and declares he will bet a few thousand dollars on the English yacht if he can get odds of 10 to 7.

Sam Fitzpatrick has received a commission of \$2,000 from Capt. Frazer, of San Francisco, to bet on the Shamrock. At the Waldorf-Astoria the sentiment is all in favor of the English boat, Frank Bauer, who has a commission to place on Lipton's boat, says that the money is still up and waiting for customers. Bauer wants liberal odds. He says he may make a compromise on 4 to 5 in a pinch.

Beating in Wall street is decidedly light. The odds of 10 to 8 on the American boat were freely offered, while there were some offers of 7 to 10 made by supporters of the Shamrock.

Frederick Ames, whose office is with Seligman & Co., said yesterday that he had placed a bet of \$2,000 to \$1,500 in favor of Columbia winning the races. He said he had \$2,000 more to place on the same odds.

George Brooke placed \$500 on the Shamrock against \$1,000; also \$500 to \$400 on the Shamrock. Most of this money was taken in \$100 and \$200 lots.

Frederick Ames, another broker, said he had \$2,000 to bet even against Shamrock's winning two of the races. On the "yacht" as good as 10 to 8-1-2 was offered to-day on Columbia, with no takers.

## \$3,000 EVEN MONEY ON SHAMROCK II.

S. G. Wood, of Allen, Wood & McGraw, has bet \$3,000 even money that Shamrock II, will win two races out of the series from Columbia.

## CANDY

SPECIAL FOR THURSDAY.  
CHOCOLATE SILVER STRINGS..... 10c  
CHOCOLATE PEANUT CLUSTERS..... 15c  
SPECIAL FOR FRIDAY.  
COFFEE BOXONS..... 10c  
ASSORTED CHOCOLATES..... 15c

Lost 54 BARCLAY ST. COR WEST 2ND ST. AT 29 CORLAND ST. COR CHURCH.

Help Wanted—Female.  
BERNARD GILL WANTED—References. Aug. 7. West 20th St.