

# SHAMROCK TURNED THE STAKEBOAT FIRST.

eight knots and neither yacht had any other sails it could set with any hope of their being of service.

**Around the Lightship.**  
The fleet around the Lightship constantly grew, until at 3 o'clock there were seventy-five or eighty steam vessels and as many more sailing craft chartered about the ship.

None of the vessels had any difficulty in keeping up with the racers, so slowly did they sail dead before the wind. The smoke, however, chased along ahead of the fleet of steamers and the fleet looked like a mill city for half an hour before the yachts reached the finish line.

Meanwhile, in a light wind, the racers were whirling toward the finish line. For a time it looked as if the Shamrock caught a bit of wind which had been denied the Columbia and drew up, but the Yankee boat maintained the advantage which she fought so hard for, and won after they had rounded the outer mark.

**Leading with Nothing to Spare.**  
She had a lead, but nothing to spare, and it was a critical stage of the contest.

As the boats lay either met with some advantage in the shape of a wind aloft, it probably would have turned the race. Up to within three miles of the finish, no such thing occurred.

**The Finish.**  
Then the Shamrock began to gain, and within the next few moments that which had been long dreaded in the light race occurred, and the Shamrock forged slowly ahead little by little but very surely, and struggle as the American would she could not again wrest from the Britisher her advantage.

It was almost impossible to say that either boat was ahead, so close was the contest.

At 5 P. M. Capt. Sycamore had worked the Shamrock over into the Columbia's wake and was blanketing the white sails.

Heady she seemed to gain on the Columbia, catching every puff of the now freshening breeze. The race was a most exciting ten minutes.

She could not win but the Shamrock was pressing the Columbia fast. The Columbia crossed the finish line two hundred yards ahead of the American yacht. On correct time the American yacht was a winner by one minute 25 seconds.

## HOW RACE WAS SAILED TO MARK.

**SANDY HOOK, Sept. 28.**—Shamrock went over the line at 11:00.14 and the Columbia 11:00.16. Within a quarter of an hour the Columbia swung around on the starboard tack, but the Shamrock held on till she was well to the weather of Columbia's wake before tacking after her.

Both boats were now swinging along on the starboard tack, heading almost due northeast. At 11:18 the Columbia was distinctly ahead. Both boats were responding to the increasing wind, but the Columbia seemed to be increasing her lead.

**Shamrock's Advantage.**  
Wise heads were pointing to the fact that the Shamrock had a very distinct advantage in the fact that she was well to windward. In a moment the Columbia went on the starboard tack, followed a moment later by the Shamrock. The Columbia was evidently unable to cross the Shamrock's bow, and was forced to come around. The Columbia was trying to blanket the Shamrock again but the manoeuvre was not effective.

The Shamrock had a fine position on the weather of the American boat and all the effort of the Columbia to force her was unavailing.

The wind was steadily increasing and by 11:30 all conceded that the Shamrock was ahead. They were both on the starboard tack sailing northeast, and the Shamrock seemed to be gaining.

**Exciting Struggle.**  
It was a fine battle. Both yachts had sailed four miles from the Lightship and it was nip and tuck between them.

They have now sailed an hour and it has been close work for every yard of the course.

The Columbia was close under the Shamrock's lee and appeared to be reaching faster than the challenger, but the Shamrock was still ahead.

The Columbia tacked to port in an attempt to cross the bow of the Shamrock, but was unable to reach her and thirty seconds later came about again on the starboard tack.

Precisely at noon the Shamrock went about on the port tack, followed immediately by Columbia.

Admittedly, the Columbia had gained considerably in the last ten minutes of sailing. They were both close hauled and each seemed to be holding on. The advantage, if any, was with the Shamrock.

**Nip-and-Tuck Struggle.**  
There seemed little advantage on either side. They were both sailing magnificently, the Columbia having worked a little to windward but astern of the British boat.

But Capt. Sycamore was alive to the situation and seemed to be working his boat slowly from under the Columbia's lee.

The wind held true at about ten knots and the race was developing into a beautiful windward contest. There seemed little advantage on either side.

The boats held to the port tack, standing off shore, and at 12:25 they were pretty near even terms. The Columbia was still to windward, but probably 100 yards astern of the Britisher.

The outer mark was then not more than six miles away and the battle had reached an exciting stage. Both captains were giving a wonderful exhibition of seamanship, and, under the conditions prevailing, it looked as if the slightest error in judgment or seamanship would be costly.

**Searing the Mark.**  
Ten minutes later the outer mark was in sight and Barr and Sycamore were each doing his best. The wind was twelve knots. At 12:45 both boats were on the starboard tack, having gone about at 12:32.

(The Shamrock maintained her lead clean through to the outer mark.)

## Around the Stakeboat.

They held the port tack to the outer mark. The yacht was sailing along toward the turn in a royal race. But the Shamrock had the right berth and Capt. Sycamore, sailing around the stakeboat little more than half a minute ahead of the Columbia.

The American was, by estimated time, just forty-six seconds behind her opponent. Both yachts squared away for about five minutes after the turn and seven minutes after the turn both broad out their spinnakers. The Shamrock was a little behind the American in doing so.

The official time of turning the outer mark was given by the Marconi wireless telegraphy, was:

Shamrock ..... 11 M. 55 S.  
Columbia ..... 11 M. 55 S.  
It will thus be seen that the Shamrock was in actual sailing time 29 seconds ahead of Columbia, and she had crossed the starting line two seconds ahead of her, but this elapsed time is more than offset by the 46 seconds of handicap which the Uster yacht is compelled to give under the rules to the Shamrock.

And so it was necessary that Shamrock should gain on Columbia seven seconds before the finish line and the finish in order to establish a tie.

## HOW SYCAMORE OUTWITTED BARR.

(Special to The Evening World.)  
**SANDY HOOK, Sept. 28.**—After a battle that lasted for about three-quarters of an hour, Sycamore, the skipper of Shamrock, won the honors at the start of to-day's race from Capt. Barr, of the Columbia.

It was the closest start ever known in an American Cup race, the challenger crossing just two seconds before the defender. Sycamore also won the windward berth, an advantage that means much in a race of this kind. It is a heavy handicap to overcome.

As the yachts crossed the line and sped on their thirty-mile journey the enthusiasm of the thousands of spectators in the great excursion boat burst out in a roar of cheering that could be heard miles away. They had seen one of the greatest fights that skippers of cup defenders and challengers had witnessed on these historic waters.

**Creeching at the start.**  
When the signals for the course were set Columbia and Shamrock were half a mile to eastward of the Lightship. Each had mainsail, club topsail, jib and staysail set. They jogged along together on the port tack, and Sycamore bore down on Columbia, as if to invite a battle.

But Barr turned Columbia on her heels and tided away on the starboard tack. The Shamrock held on the port tack and took lip her small staysail. A big one with three battens in the leech was set. Then Sycamore flung the challenger around on the starboard tack and gave chase to Columbia.

Both buffed around the stern of the committee boat, Navigator, and both tided to leeward of the line toward the Lightship. Sycamore came about on the port tack and sidled out to windward. Columbia followed suit but in two minutes Barr came about and headed for the line again. He wanted to pick out his position and watch Shamrock come at him. Sycamore put Shamrock about and came back thirty seconds later.

The two huge racers, with their towering clouds of canvases flattened out in the ten-knot breeze, circled about like two angry eagles preparing for a death battle. Each skipper had a plan that he was trying to conceal from his rival. Bluff after bluff followed, but neither would be drawn away from the line. It was like two chess masters at work.

**Battle of Wits.**  
At the preliminary gun both were well to leeward of the line. Columbia came about on the starboard tack and tided outside the committee boat. Her topsails were sent up in steps as she sailed close hauled.

Shamrock held on still further to leeward, and Barr, the skipper of the Columbia, tided about and headed for the line. Both drew closer to the line, tiding westward, choosing five minutes before the starting gun. As Barr turned back to leeward he saw Sycamore also crossing before the time.

Columbia came about and followed, crossing the line again. Sycamore tried to tide over her, but the skipper of the Yankee boat stayed where he was, to windward. When the warning gun gave five minutes more time the racing headed back over the line on the port tack. They were very close together, and tided and manœvered for the windward, sealing Sycamore's win.

But the Englishman here made a mistake that complicated the complex battle of wits. He let Shamrock fall off until she was pointed at the committee boat. This gave the challenger as she was, and before Barr knew what he was up to, the big tug was sailing close under the Shamrock's lee.

Sycamore cut in to close hauled, inside him with Columbia.

**Sycamore Triumphs.**  
At last the Englishman had shaken off his tentativeness. He was now pointed to pass on the other side of the Lightship, and after they had got on the starboard tack, the challenger was in the windward position. There was less than half a minute to the start and Barr had time to make a manœuvre for the windward berth again.

Twenty seconds, fifteen seconds, ten seconds, and then both skippers flung their boats around on the starboard tack, standing off shore, and in time to begin the race.

They almost crossed before the gun. Barr crossed first, but the two masters of the sea gauged their sails so that they were over in safe margin.

At the start the Shamrock was exactly four seconds behind the Columbia, and she had won the advantage of weather berth the closest, clearest of all other waters.

They held on the starboard tack, the Columbia pointing a bit closer into the wind for two minutes than Shamrock came about and Columbia followed suit. Then as they began the next long port tack the Columbia was ahead of Shamrock a lead of 100 yards or more.

**Going to the Starting Point.**  
(Special to The Evening World.)  
**SANDY HOOK, Sept. 28.**—Both the racers started out too early to be both on the starboard tack, and they were pretty well down toward the start before from up the bay clouds of smoke heralded the approach of the pleasure fleet.

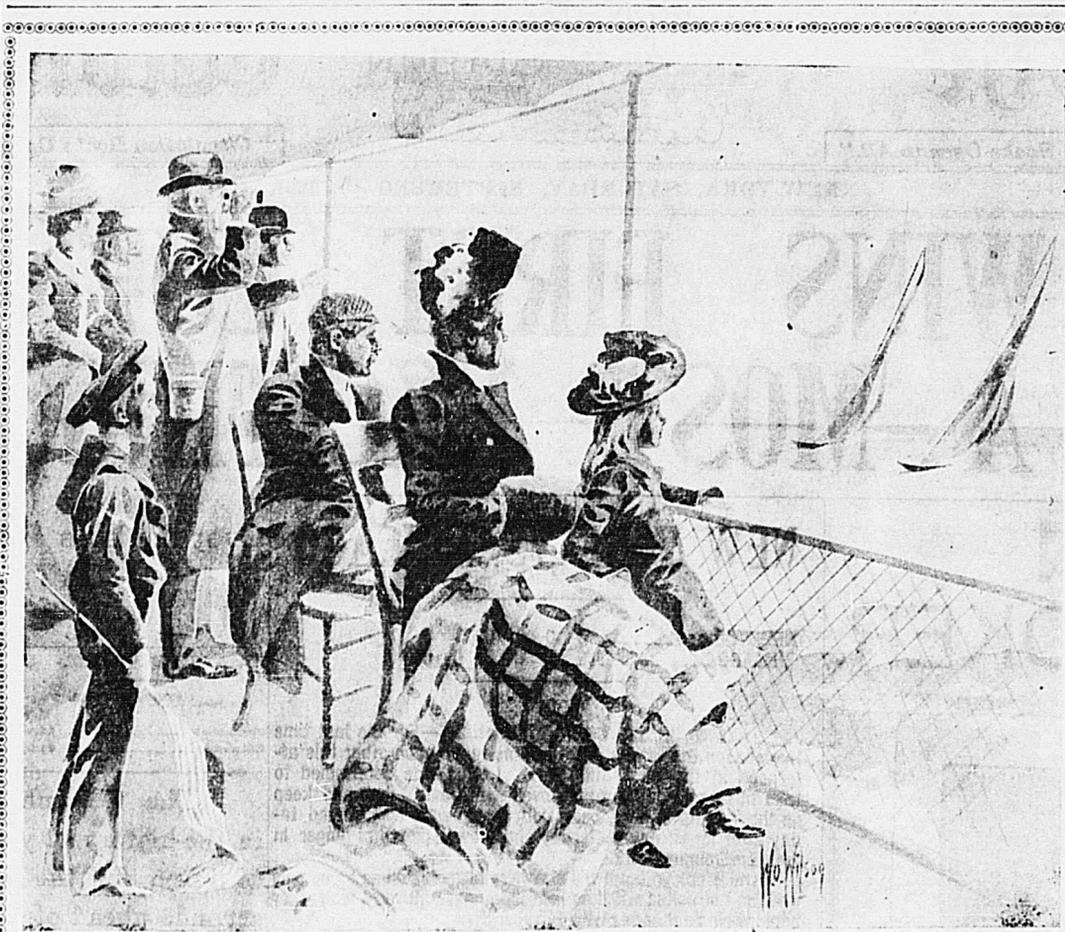
Mr. Thomas did not go aboard the Shamrock today, but stayed on board the Erin until his guests arrived, and did not leave for the starting point until 9:30 o'clock.

It was still later than that when the excursion fleet passed the Hook. It was equally as varied and picturesque as on Thursday and in point of number of boats somewhat larger.

In the magnificent procession which swept toward the Hook there were beautiful steam yachts flying the private signals of well-known men, big excursion steamers packed to the rafters, revenue cutters, chartered tug boats, sail boats with auxiliary power, and every imaginable craft that could stand the weather in the open sea.

From every staff and other available place snapped brightly-colored bunting, while much from many hands mingled with the screeching of whistles.

Nearly all the committee boats had passed out by 9:45 o'clock, making the head for the procession of the steam fleet.



VIEWING RACE FROM DECK OF PRIVATE YACHT.

James A. Lawrence at 9 A. M., and passed out in the wake of the defender.

Capt. Barr's men took it easy half way out to the mark. They lounged along the deck waiting for the word to sail.

Capt. Sycamore's men were working like Trojan. Turning the point of the Hook the order to get up mainsail was given, and the great stretch of canvas was soon climbing up the towering mast.

It was the same cream white sail used in the first race, the largest stretch of canvas ever carried on a ninety-footer.

**Committee Boat in Position.**  
The committee boat Navigator steamed out to the Lightship at 9:20, taking a position south of the red mark. Following the Navigator came the Edward Luckenbach, which stood by prepared to mark off the course.

At 9:35 the wind was freshening. It was east-northeast, twelve miles an hour.

The big fleet began to gather near the Lightship at 10 o'clock. Yachts of all description, steamers and saucy tugs came puffing down the bay, all laden with sightseers. In the lead were the Buzanzer and the Luckenbach, which furnished an exciting preliminary to the big contest.

Side by side the two vessels made a nip-and-tuck run to the line, creating excitement for the on-lookers.

Just inside the Lightship the Columbia's crew began to haul away on the mainsail. In ten minutes it was at full hoist, showing a splendid flit.

**Shamrock's Sail Winkled.**  
Shamrock's sail did not appear to set as well as it did on Thursday. It showed wrinkles in the leech and at the luff, probably due to the prevailing damp conditions. Shamrock's big club-topsail was set off at 10 o'clock, and in fifteen minutes was set ready for business.

The wind at 10 o'clock was showing only slight variations, ranging from ten to twelve miles. Columbia's number two club-topsail was sent up at 10:30.

Both vessels were then still in tow toward the Lightship.

The Navigator at 10:15 set the signal "C," indicating that the course would be fifteen miles to windward and return.

**Early Scenes Aboard Yachts.**  
**SANDY HOOK, Sept. 28.**—The morning broke hazily at Sandy Hook, and Sir Thomas Lipton, looking up at the sky, said he was hopeful that the wind would be favorable enough to send the yachts to a finish.

Now and then the sun would burst through the clouds and flash on the sea. Some of the lower clouds seem to have considerable speed, and the weather-wise came forward with the prediction that their swift movement presaged the coming of squalls and so sent either the Shamrock or the Columbia.

The fog had burned away at sunrise before the crews of the rival yachts were at work. Capt. Barr was early aboard the Columbia and he was among those who cheerfully predicted a good sailing breeze.

**Barr Sees Wind.**  
"Those things up there," he said, pointing to the fleecy clouds in the northeast, "hold the wind, and you notice there are lots of them today."

Just before eight o'clock a fleet of half a hundred schooners and sailboats that had been fog-bound made sail and put to sea at a spanking gait, and the way they rode showed that the sea was smoother than on Thursday.

The wind stiffened at 10:30 to sea, heading to the east. There was much hope, but it was not as lumpy as on Thursday. The velocity was then a good twenty miles.

The Navigator has signaled "D. C. G." at 10:25. This meant that the course would be laid east by south, which would carry the yachts off shore seaward. Shamrock and Columbia cast off two lines at 10:20, and breaking out staysails and jibs flled away toward the Jersey shore.

As Columbia came in full view of the light it was observed that her club-topsails were not setting perfectly and Barr's men were working to remedy the defect before they dug into the rollers.

**Digging into the Rollers.**  
As the racing yachts moved down toward the starting point it looked from the way they dug into the rollers as though the wind was increasing.

The haze, too, that had prevailed about the starting point during the morning broke away to some extent and gave a much clearer view of the Lightship and the beautiful stretch of sea beyond.

At 10:45 the committee boats had passed out by 9:45 o'clock, making the head for the procession of the steam fleet.

As on the first day the Columbia still kept in tow past the bar and there was an effort made to hoist any of her topsails. The wind then had shown additional signs of freshening, and what there was had good weight in it. Sailormen said that at 9:50 o'clock it was a good ten to eleven-mile breeze off the Lightship. There was still a very heavy swell outside that sent the craft early to the scene of the start on a continuous topple.

**Majestic Steam Yachts.**  
Passing out the bysides channel, which is off to the Long Island shore, the biggest of the pleasure craft found their way. Close in line were Howard Gould's majestic Niagara, J. Pierpont Morgan's Corsair and Widener's Josephine. The race out, as is the one home, is always a pretty sight, and the smoke that belched from the funnels gave sure signs that the men in the stoker's coats were working hard on this pleasure day of their employers.

At 10 o'clock the Columbia, then within hailing distance of the Lightship, began to raise her mainsail. On the Shamrock the big club-topsail was cut out and was made ready to be sent skyward.

The Erin started out at a few minutes to 10, close in the wake of the big ship-ripped auxiliary American.

The freshening wind then began to churn up some whiteheads and the sailing fleet on the way to the mark creased and spread every yard of canvas they had, but stood as though anchored while the white-bellied squadron bearing the pleasure seekers passed by them with a white stream in their wake that looked like a laugh.

**Big Club-Topsail.**  
At 10:10 o'clock the Shamrock's club-topsail was swung against its bulky tomtom and set without a wrinkle, a testimony to its Scottish maker. On board the Columbia the biggest club in the defender's wardrobe was also sent up, and the Herreshoff creation set without a flaw.

Half an hour was allowed for mess at 10:30 o'clock both boats were under jib topsail, mainsail and club topsail and hovering around the Lightship. The wind was holding good at twelve miles an hour.

**Setting the Course.**  
Five minutes later the committee boat signaled D C G, which means that the course will be southeast by east, one-half east.

At 10:32 the wind hauled to the southward, and the course as given will take the sloops along the Jersey shore on the leeward run.

The course signalled at 10:35 o'clock was east by south.

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## LOW NOTIFIED BY REPUBLICANS.

SAYS HE WOULD RULE AS MAYOR FROM CITY HALL.

Republican in Politics, but Would Be Independent as City's Executive.

The Republican Notification Committee formally notified Messrs. Low, Grout and Fornes of their nomination for Mayor, Comptroller and President of the Board of Aldermen, this afternoon, at the house of President Low.

Lieut.-Gov. Woodruff, Chairman, notified each candidate with brief formality. President Low replied briefly, saying in the course of his remarks:

"I accept your nomination with the more pleasure because, as I said four years ago, I am a Republican and expect to remain one, but I do my party the justice to believe that it is absolutely necessary in the interest of the city and administration of the city for the benefit of the whole people, and not to advance the interests either of itself or of any other party or organization."

"It is important that those who vote for me shall understand that if I am elected the actual as well as the nominal head of the city government will be in the hands of the people."

Mr. Low said as he accepted the nomination Independent of parties he should be an Independent Mayor.

The first meeting of the Low campaign was announced. It will be held in the Grand Central Palace Oct. 9, and Low, Grout and Fornes will be there.

## SAILOR SHOT BY A MARINE.

CHARLES MEINER WOUNDED IN TRYING TO ESCAPE.

Crowd on Pier Called Marine a Coward and Threatened Him.

Charles Meiner, a sailor in the navy, twenty-two years of age, was shot while trying to escape from Lieutenant Bishop, United States Marine, at Pier 26, North River, this afternoon.

Private Edward F. Hawley, of the United States Marine Corps, shot Meiner in the abdomen at the order. It is said, of Lieutenant Bishop, who was taking him to the Navy Yard on a charge of desertion.

The wounded sailor was taken in an ambulance to the Hudson Street Receiving Hospital.

The pier was crowded with truckmen, expressmen, drivers and passengers, and a large crowd gathered around Meiner. He was actually in the act of stopping Meiner, it is said, when Hawley fired the shot. The sailor was quickly surrounded by a threatening crowd, who cried "Coward!" to him, and for a moment it looked as though some of them would do him injury.

## CHICAGO "L" MEN ON STRIKE.

"ALLEY" COMPANY REFUSES TO INCREASE SALARIES.

Two Hundred Workers Out, but the Road Keeps Trains Running.

CHICAGO, Sept. 28.—After an all-night session the opening employees of the South Side Elevated Railroad, the "Alley L," struck early to-day because of the refusal of the company to grant a horizontal increase of 25 cents a man for a ten-hour day.

The decision to strike came after a committee had failed to secure any satisfactory response to an ultimatum sent to President Leslie Carter's home for 12 P. M. Two hours later over two hundred men went out.

The road, however, is not tied up, for as soon as the notice had been given to strike the company pressed into service all the extra men they could get hold of, and trains are now running with a good deal of regularity.