

TO-DAY'S RACE ON TRIANGULAR COURSE FAILS.

caught, he slowly worked into the windward berth and then took the lead.

It was not much of an advantage, but for the first time since they crossed the line the challenger was ahead.

It was just 15 when beyond question of doubt it was seen that the boats had changed the positions that they had held since the start.

Barr Struggles Hard.

The fluky, shifting wind seemed always to favor the Shamrock. Try as he would the American skipper could not catch his rival in an air current, and at 1:52 the Shamrock had a good four lengths of open water between her stern and the Columbia's bow.

In the mean time the Shamrock had taken in her baby jibtopail, and the boats were rapidly nearing the first mark.

The Columbia set her jibtopail and a few moments later Shamrock followed suit. Both boats were now getting a good sail of wind and it seemed as if the Lipton boat was making the most of it, her sails drawing well and apparently momentarily widening the gap between herself and her rival.

The race had become a pretty struggle for the first mark despite the lightness of the wind.

In a Prankish Wind.

The light and fitful wind now began to play pranks with the racers and the Columbia, catching a little more than her share of it, cut down the Shamrock's lead and passed her to leeward.

After another five minutes of sail it looked as if the Columbia had managed to catch a slight advantage, though the Shamrock still had the windward position.

The breeze became more erratic, flitting first with one boat and then with the other, and while the first mark was growing nearer little by little it was then anybody's race to that point.

At 2:14 the Columbia swung around and headed for the north shore, on the port tack; but Capt. Barr soon brought her around to the starboard tack again, Shamrock still holding the windward position and apparently being able to catch more of the fluky breeze than her rival.

At this time Lipton's hope had established a lead, both continuing on the starboard tack. This lead she never lost to the first mark, but holding her advantage, rounded the stake-boat comfortably ahead of Columbia.

Three Minutes Ahead.

Nearly three minutes later the American boat turned to starboard and both went on the port tack, heading, with the present direction of the wind, a close reach to the second mark. They had sailed but one-third of the course, and with only one hour and forty-five minutes remaining it looked impossible for them to finish within the five and a half hours allowed for a race.

Shortly after rounding the mark the Columbia changed her No. 2 jib for the baby jib. Shamrock, however, kept on with her larger sails, and while the Columbia was making the change the foreigner seemed to increase her lead.

Called Off.

The yachts had covered but a few more miles in the light wind when, at 3:40 the committee boat hoisted the signal declaring the race off, as it was an impossibility to complete the remaining distance within the time limit.

At that time the Shamrock was more than half a mile ahead and in the last half hour of sailing seemed to have increased her lead over the Columbia.

How Capt. Barr Crossed First.

(Special to The Evening World.)

BANDY HOOK, Oct. 1.—After thirty minutes of a marine chess game that 20,000 spectators at the excursion fleet watched with breathless interest Skipper Barr outgeneraled, outmaneuvered and outkicked Skipper Sycamore.

The Yankee boat crossed the starting line first by twelve seconds and had won the coveted windward berth.

All the maneuvering was done in a light six-knot breeze, but it was just strong enough to give these two queens of the yachting world perfect control over their huge racing canvas.

They were both towed slowly to the finish by skippers and managers following plans for outwitting one another.

Their Biggest Canvases.

On the way out mainsails were hoisted and club topsails were mustered and stretched. Both skippers set their biggest canvases and the tips of the clubs seemed to pierce the sky.

Columbia was the first to cast off her halyard. Jib was up in five minutes, and at 10:30 the old cup champion filled away on the starboard to the eastward.

Shamrock cast off ten minutes later, filled away on the port tack, and Sycamore went looking for Barr and Columbia. They gradually worked their way to the lightship and began to circle about the line.

Up and down they swooped, passing so closely that a newspaper could have been tossed from boat to boat. Both skippers were keeping to windward whenever possible. In this way they repeatedly worked over the line, only to return and begin the same tactics over again.

Circling at the Line.

When the preliminary gun was fired at 10:45 the racers were close together. Columbia was off the old "Rockers" first, Shamrock's stern in her wake.

They both turned on their heels and came down the line toward the big tug Navigator. Both were on the starboard tack.

Barr swung Columbia about and headed for the lightship, again passing to windward of Shamrock. Sycamore's boat was quicker in steps by four seconds. The wind began to die out.

Three Miles in 45 Minutes.

The yachts at 11:45 sailed only three miles. Shamrock was then to leeward about five lengths and the same distance astern. The wind came in puffs and the old salts saw no chance for a finish unless it strengthened.

The sky was filled with heavy clouds, but they gave out little of the much-prayed-for breeze. There were occasional slants of wind favoring neither craft.

Columbia was benefited by a freshening of the wind at noon and increased her lead to a good six lengths. Heading to the southward they were still on the port tack.

Shamrock worked up to the leeward, and from shore appeared to the un-

every one of the crowded boats in the flotilla gathered in the line. A collision seemed imminent. Although neither skipper would give way an inch, the first time they crossed the line they judge speed and distance that nothing touched.

At the starting gun, 10:55, Columbia lifted Shamrock's bow and it looked like a sure collision, but Barr judiciously cleared the line and got to windward of the committee boat, and filling away from the windward end of the line and did so.

They met and crossed near the old lightship. Her came about and on, and just clearing Shamrock's stern by a hair's breadth, came up on the windward side.

Out-Captained.

The lightship stopped them and they came about, heading for the committee boat with Columbia to windward.

Within less than half a minute before the starting time they both came about and started the stern of the committee boat. Barr, however, was in the lead, Shamrock was ahead, and the master of the Yankee boat was able to watch his rival and checkmate him.

Sycamore lifted alongside the committee boat and made for the line, cutting in close, hoping to push Columbia off.

But the Englishman had miscalculated. He had too much way on and crossed the starting line before the time was up. Three minutes from the Navigator called him back, and to the rage of all on the challenger she had to lift up and return.

Meanwhile the stout Scotch American of the Columbia had been waiting with water in hand. He was to windward, and he turned the nose of the staunch old cup defender toward the line just as the gun was fired, crossing it within ten seconds.

It was twelve seconds later before Sycamore was able to get Shamrock straightened out and over.

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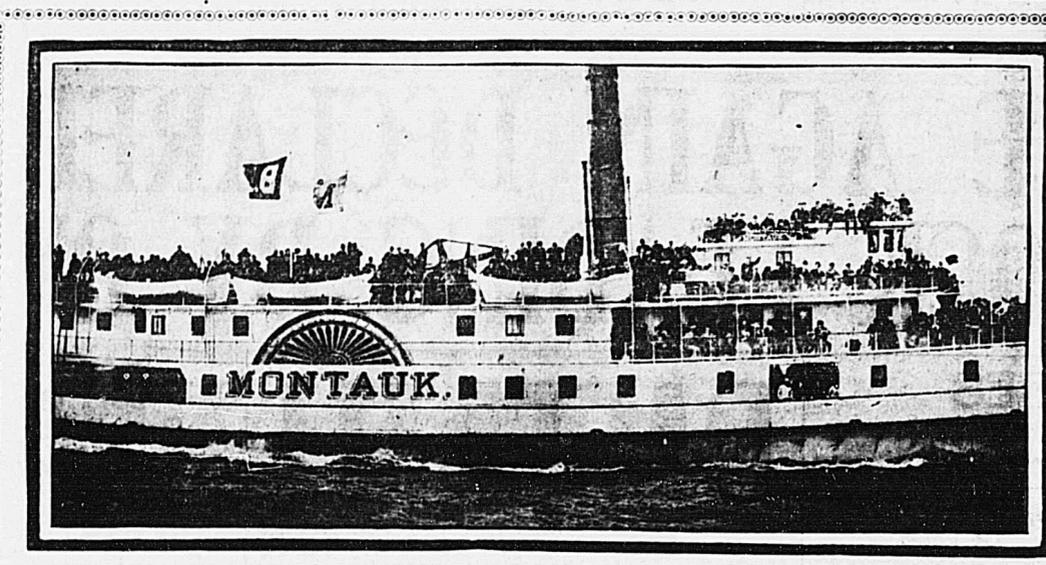
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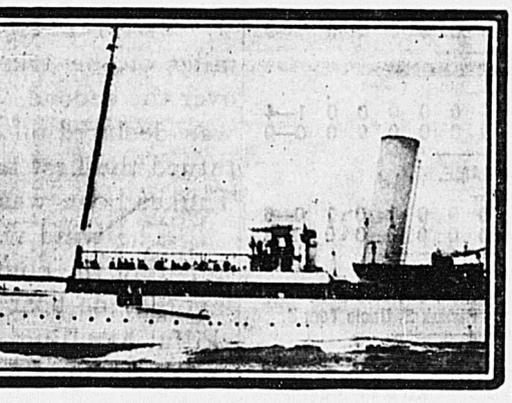
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ONE OF THE LOADED DOWN EXCURSION BOATS.



THE ERIN UNDER FULL SPEED.

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ODDS ON COLUMBIA, WITH SHAMROCK CASH SCARCE.

Several Wagers on To-Day's Race Reported from Wall Street, but Backers of the Challenger Are Timid.

A number of wagers on to-day's yacht race were reported in Wall street. Only one was of very large size, and the prevailing odds were 2 to 1 or 10 to 4 on Columbia. Shamrock money was again comparatively scarce, but it was asserted that if the challenger lands to-day's race there will be no end of money to back her for the series.

Several Stock Exchange firms have large sums of Columbia money which they are ready to place at the odds above mentioned. McIntyre & Marshall, brokers, state that they have bet \$10,000 to \$15,000 on the defender. The names of the party or parties taking the Shamrock end are not disclosed.

DECISION HELD UP IN MOLINEUX CASE

Court of Appeals Judges Made No Reference to Case—Next Decision Day Friday.

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ALBANY, N. Y., Oct. 1.—The fate of Roland B. Molineux, convicted of the murder of Mrs. Kate Adams, is still undecided. The Court of Appeals did not case to-day a decision in his appeal.

The court convened at 2 o'clock this afternoon and handed down a large batch of decisions. The Molineux case was not among them.

The court-room at the Capitol was crowded with interested spectators in anticipation of a decision in the celebrated case and it was not until the decisions were handed to Clerk Shankland by Chief Justice Parker that the fact that no decision had been rendered in the Molineux case was known. This is an illustration of the absolute secrecy which is thrown about the determinations of the court and its proceedings in consultation.

The court will probably hand down decisions again on Friday and next week on Tuesday and Friday. It is quite likely that the fate of Molineux will be announced on one of those days.

The delay in the announcement of the decision is due to the fact that the Judges who composed the court at the time arguments were made in the case were not in consultation during the summer, and, therefore, had not the opportunity of discussing the case and arriving at a decision.

The action of the Court in not rendering a decision was no surprise, therefore, to those who understand the workings and the circumstances attending the consideration of this case.

EVANS'S HARD BLOW AT SCHLEY'S DEFENSE.

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