

on the thirteenth race for the Cup. Shamrock III. was first across the line, ten seconds ahead of the defender.

The breeze was from the southwest and not strong, but there were prospects of its freshening. Conditions at the start favored the challenger as she is considered better in a drifting contest, such as the race promised to be, than Reliance.

LITTLE WIND AT THE START.

Up to the time that the preparatory gun was fired at 10.45 it had appeared that the race must necessarily be postponed or the start delayed. The wind had not been sufficient to lift the flags and bunting that hung limp and lifeless on the fleet of excursion boats. But there was promise of wind in the low-hanging black clouds and preparations for the race went on as though conditions had been most favorable.

According to conditions agreed upon the first race is to be sailed on a course fifteen miles out from the lightship and back again. The wind at the start was from the south-southwest and blowing about six miles an hour. This meant a course of fifteen miles into the wind down the Jersey coast before the stake boat should be rounded for the return trip.

Both yachts were within a mile of the lightship more than an hour before the time set for the start. Reliance was the first to leave her moorings into the Horseshoe and stand out to sea in tow of her tender. Shamrock III. followed in five minutes.

At that time the breeze was not sufficiently strong to give the yachts steerage way, but as they got out from shore they caught the wind coming up the coast and were enabled to cast off from the tugs and jockey about the starting line.

There was a marvellous fleet of at least 150 excursion boats and yachts grouped about the start when the preparatory gun was fired, and more of them were steaming down the lower bay from the city, the smoke from their stacks floating straight up into the still air. Every boat was jammed. The music of bands and the tooting of whistles served to inspire the yachting enthusiasts, who had feared that the race would be postponed.

For half an hour before the start the great white yachts hovered here and there like birds. Capt. Charley Barr on the Yankee boat and Capt. Bob Wringe on the challenger, figuring and scheming for the best position.

Inasmuch as the remeasurement of the Shamrock yesterday added 12 seconds to her time allowance and Reliance had to concede her 1 minute and 57 seconds, there was an advantage to be gained in the start that might count heavily at the finish—even though a matter of seconds.

CAPT. BARR AT HIS OLD TRICKS.

The first thing Capt. Barr did was to get to windward of Shamrock III. The latter went about, moving sluggishly in comparison with the defender. Capt. Wringe broke out a small jib topsail, which accelerated the movements of his boat in manoeuvring.

Capt. Wringe held his boat close to the line, while Capt. Barr stood off. When the starting gun was fired Shamrock was so close to the starting line that she shifted over in two seconds and gained a lead of more than three lengths.

The sound of the starting gun was a signal for a rainstorm that speedily developed into a drenching downpour. From the excursion boats the yachts could be barely made out, and disappointed thousands went into the saloons and cabins. Although Shamrock had a lead she was unable to increase it, and Reliance began to creep up.

With the rain came a squall that helped the defender, but in a few minutes the breeze died away, leaving the yachts out on even terms. Reliance then took the lead, but it was a lead so small as to be almost undiscernible. As the rain eased off there came a heavy fog that blotted out the view of the racers altogether. The continual tooting of the whistles of the fleet was deafening.

When the rain passed it left a calm which was only broken by a faint and wavering wind. Considering the conditions the pace made by the big racers was remarkable, but it was apparent that unless the breeze improved considerably it would not take them round the course within the time limit.

At 12 o'clock the yachts were about four miles due east of Monmouth Beach.

RELIANCE KEEPS ON GAINING.

Repeated shifts of the wind continued to favor Reliance, and little by little she gained on her opponent. When about eleven miles of the course had been sailed Reliance led by 200 yards.

Shamrock was to leeward, apparently footing faster, but not pointing so high into the wind as Reliance.

The rain had stopped, but showers continued to threaten. The wind at this time was blowing about six knots.

The two boats were bellied out over the water through megaphones by overzealous masters of excursion boats. The great flotilla was constrained to withdraw to positions fully one mile from the starting line.

It was typical Shamrock weather, reminiscent of the former visits of Sir Thomas to this port in his hunt for the Cup. When daylight crept up beyond the dark stretch of ocean the atmosphere was almost thick enough to be picked up by the handful. But the sun struggled bravely and about the time the first of the excursion boats was seen coming out of the Narrows there had been a general clearing up.

Of course the crews of the defender and the challenger were broad early. Muffled in sweaters, the agile sailors climbed about the racing machines under the direction of the officers getting everything into shape. The long masts of Reliance and the Lipton yacht towered high above the fleet of tenders and tugs anchored inside the Horseshoe, and occasionally the sound of a word of command floated out over the water. The air was so still that the sound of the bells on the ships striking the hour echoed back from the Highlands.

RELIANCE FIRST TO THE LINE.

Reliance was the first to cast off from her mooring buoy and start out for the scene of the contest, in tow of her tender. With mainsail and club topsail set she resembled the time-honored painted ship on a painted ocean as she stood out for the open sea.

Shamrock III. followed her ten minutes later.

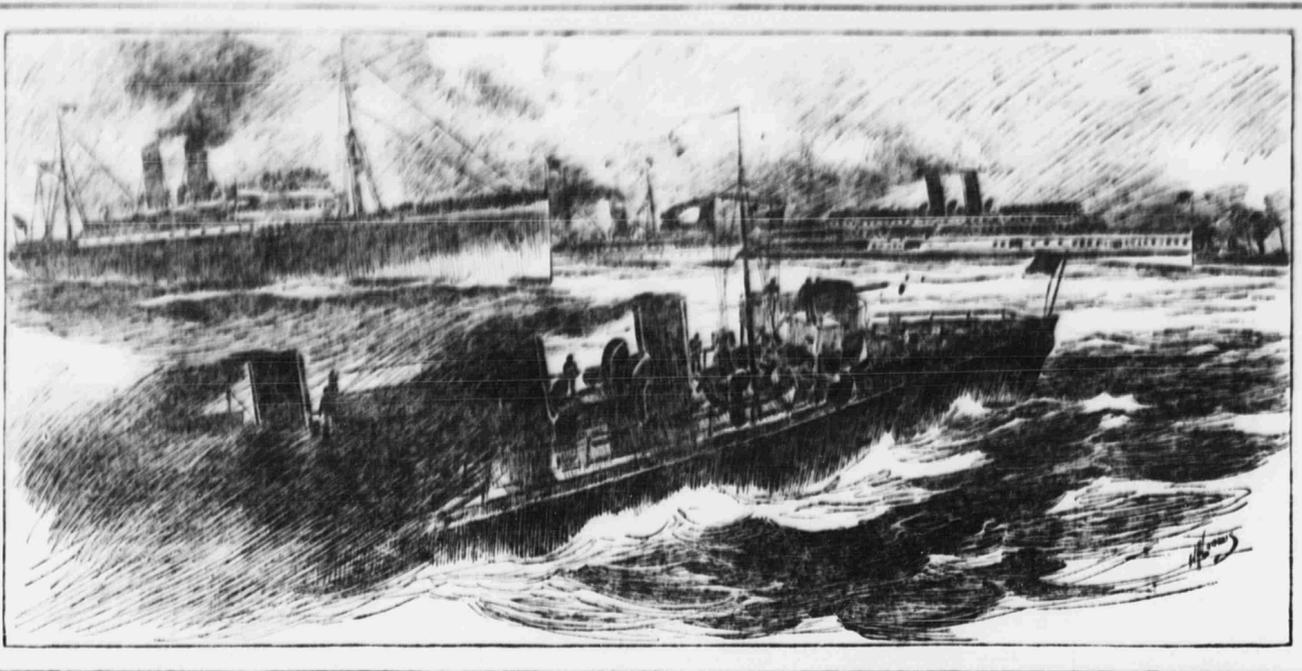
At 10.30 o'clock both yachts were manoeuvring about the lightship. The guide boat John Scully, the New York Yacht Club committee boat Navigator, the stake boat Coastwise and the yacht Erin were grouped about the starting point, awaiting the outcome of deliberations over the discouraging conditions.

At 8.30 Reliance broke out her mainsail and forestaysail, and, dropping her anchor, moved slowly out for the lightship. Shamrock, under the same canvas, slipped her moorings a moment later and stood out for the lightship.

The sea-going tug Navigator, with the New York Yacht Club's racing committee—Commodore S. Nicholson Kane, Newbury D. Lawton and Edward H. Wales—aboard, anchored off the Lightship at 10.30 o'clock. All eyes were turned to the tug from which the big committee flag was flying, for from it were to be hung out the signals for the course. Having determined the course as fifteen miles to the southeastward into the eye of the wind, the tug John E. Sears, in charge of Lieut.-Commander W. J. Sears, started out to log off the course and fix the turning marks, a floating buoy topped with a revolving metal mirror.

Near the committee boat hung the tug Coastwise in charge of Lieut.-Commander Poison, U. S. N., which acted as the guide boat for the racers, and the tug Unique, in charge of Commander Henry Morrell, U. S. N., the emergency boat, which followed close in the wake of the racers to be on hand in the event of accident.

CROWDED EXCURSION STEAMERS HURRYING TO THE YACHT RACES.



BIG FLEET TAKES CROWDS TO RACE

Scores of Steamers, Little and Big, Carry Throngs to Sandy Hook for the Greatest of the Battles for the America's Cup.

Down the North and East rivers and out into the bay to-day moved a panorama of pictures which had for its inspiration the yacht race off Sandy Hook. New York and her neighbors were going with flags flying, bands playing and spirits high.

On the private yachts with shining stacks and glistening rails to dingy fishing boats with weather-beaten sails and the smell of commerce about them. But, like the flag-fringed yacht, the shabby smack was in holiday attire, with a pennant here and a touch of color there, and tooting its head quite as proudly.

A Floating Color Scheme. So it was whichever way the eastering river and harbor presented a floating color scheme.

The enthusiasts who thronged this pleasure fleet hurried to every pier on both sides of the river from the Battery to Hell Gate very early in the day. Automobiles carrying fashionable folk rushed squawking past crowded cars, private carriages rolled between heavy, groaning trucks, hansom cabs dotted in and out among express carts, and merry, expectant parties climbed down from the roofs of tall taxis.

At other piers, where enterprising excursion steamers took aboard all they could carry, people gathered as early as daylight in order to insure their getting a place of vantage. Tickets sold for from \$2 to \$5, and were so eagerly sought that greedy speculators carried on their vexing traffic to a profitable degree.

The greatest number of excursion boats came down North River, many of them from far up the Hudson, where towns are within a stone's throw of one another, and as they sailed down past Manhattan the river became congested.

Two Lines of Ships. It was not until the two streams of ships from the east and west sides of the island poured into the bay that the full beauty of the spectacle was realized.

The harbor flared with color, which first spread out upon the green waters like a burst of rainbow, then wove itself into a broad bright band and flowed like a ribbon through the Narrows.

For hours the procession seemed endless, and the miracle was that it did not run itself down. Profound, grating tugs, snoring and smoking, darted in and out in the moving maze, silent transients, steamed on from shore to shore, and ferries carried their work-day loads from Long Island and Jersey.

Yet the parade in honor of the race for the cup kept impressively and placidly the way, and many a sight was seen unharmed and unscathed in the big broad bay, where it headed for the Hook. Yachting attire, though many were in full dress, was not the only thing that sailor suits and sailor talk. Wise and whose wisdom was of mysterious growth and discoloration, journeyed on the chairs of merit of Reliance and Shamrock III, while others, more alive to the moment, crowded to the rail and faced with delighted exclamations at the gaily decorated craft on all sides.

This and that yacht would be pointed out by those who knew. There was the Vanderbilts' sloop, the one that had fanned man with the blue cap and the marine glass. Other glasses were held out to her. Yachts owned by others whose names are famous would follow, and he and she would speak of the excitement and occasionally imminent danger of collision would send spire to the sea.

But all ended safely and, arrived at the Hook, the heterogeneous fleet returned into the lanes formed by revenue cutters and, listing heavily to one side, waited eagerly to follow the racers.

Crowds Turned Away. Hundreds of disappointed persons saw the steamer City of Savannah leave her pier at the foot of Spring street, North River. A big crowd tried to purchase tickets at the pier, but as all the tickets were sold yesterday the newcomers had to be refused. Such a rush was made on the ticket-seller that he was nearly pushed into the water. The police had finally to be called to control the crowd, which numbered about one thousand persons.

The last four or five persons to rush up the gang plank as the steamer was about to sail did so while the plank was being lowered. Bringing up the rear was an old man who had to be pulled aboard.

At the Twenty-second street pier, where the steamers Grand Republic and Webster left with about 5,000 persons on board, many came prepared for the trip, but as the weather continued threatening, changed their minds and went away.

MARCONI SERVICE A GREAT SUCCESS.

Messages Flashed Through Space from Yacht at Sea Received in Broadway Within Two Minutes.

The practicability of the Marconi wireless telegraph system was further demonstrated to-day in the accurate and rapid service rendered the Associated Press in reporting the movements of the cup racers.

This seems marvellous, when it is taken into consideration that the Chetolah was in communication only with the station at Jamaica, and there all messages had to be relayed. A special Morse copper telephone wire was used for this distance.

"The success of the Marconi wireless to-day is gratifying," said Melville Stone, general manager of the Associated Press. "There were many perplexities to overcome, but Marconi dealt with them all and succeeded in getting his 'stuff' through."

"You know that the air belongs to every one, and it was no easy thing to force its messages to their destination," Mr. Stone continued. "There were disturbing waves of other wireless systems that had to be overcome. Besides, it is a scientific fact that it is easier to send a wave through fifty miles of space than it is through fifteen."

"The Associated Press has been in constant communication with its chartered yacht Chetolah since the race began, and every move of the racers was known in this office within two minutes after its occurrence, this at times when the most powerful telescopes in the hands of our correspondents at Seabright, the Highlands of Navesink, Long Branch, Asbury Park and all down along the Jersey coast could not make the shoops out."

At this moment a boy handed Mr. Stone a message. The general manager of the A. P. picked up at a clock. The minute hand was just covering the mark of twenty-two minutes after twelve.

"You can see," said Mr. Stone, "by this what is being done by the Marconi people. This message was received in this office at 12.21. It left the Chetolah at 12.20."

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TWO OF CREW BURNED.

OGDENSBURG, N. Y., Aug. 20.—The steamer Massena, owned by Capt. Frank Dana, of Alexandria Bay, burned to the water's edge to-day. For fifteen years the Massena has run between Ogdenburg and the Thousand Islands daily.

The crew escaped in their night clothes and the cook and deck hands were badly burned while running through the flames from the fore-castle. The loss is \$12,000.

JAIL FOR ARMY OFFICER. BERLIN, Aug. 20.—Sergt. Breidenbach, of the 12th Infantry, has been sentenced to three and a half years' imprisonment for ill treating privates. There were 1,500 mild and 200 serious offenses charged against Breidenbach. He so severely whipped a recruit recently as to cause the man to commit suicide.

TRUST SHIP LAUNCHED. BALTIMORE, Aug. 20.—The Missouri, a sister ship of the Maine, for the International Mercantile Marine Company, was successfully launched to-day at the Maryland Steel Company docks. A great crowd, including visitors from New York, Philadelphia, Washington and Newport News was present.

TRY FEEDING. Instead of a Journey for Health. The sick person has not exhausted all of his resources until he has tried the value of proper, pure and scientifically made food.

It often happens that when medical skill has been exhausted a person thinks change of climate necessary. That's the time to change the food.

A big man in New York City whose normal weight is around the 230 pound mark had run down to 173 pounds. "It was no ill," he says, "that my doctor ordered me to get South but as I could not afford to do it I hesitated, and then along came a friend who persuaded me to try the food Grape-Nuts."

"Am glad to say I did so, for I gained back my lost 60 pounds, and I now feel fine all the time, never feel better in all my life, and that means I am well and strong, didn't have to go South, saved the money and am all right." Name given by Postum Co., Battle Creek, Mich.

This shows that a delicious food can do when it is pure and the right kind.

JUST WHAT THE YACHT RACE MEANS.

The thirteenth contest for the America's Cup began at 11 o'clock to-day, the competitors being the British sloop Shamrock III. and the American sloop Reliance.

The start was made from a point a short distance seaward of the Sandy Hook Lightship, and the course lay to the south-southwest, the conditions of the race requiring a run of fifteen miles to leeward and return, which means a beat back—that is against the wind—to the starting line.

The winner of the contest must take three races out of five, to be sailed every other day, weather conditions permitting, and excepting Sunday, until the series shall have been finished.

The schooner America, representing the New York Yacht Club, won the cup that has since been known by her name from the Royal Yacht Club in 1851.

Each race must be completed within five and one-half hours after the starting gun has been fired.

Advertisement for Dewar's Scotch (White Label) Whisky, featuring the text 'Bottled in Scotland and imported only in glass from the largest reserve stock of OLD Scotch Whisky in the world.' and 'JOHN DEWAR & SONS, Ltd. Perth, Scotland 5 5 5 London, England'.

Advertisement for Laundry services, listing 'Laundry Wants—Male' and 'Laundry Wants—Female' with various job openings and contact information.

Large advertisement for White Rose Ceylon Tea, featuring an illustration of a sailboat and the text 'THE CUP FAVORITE WINS EVERY RACE' and 'THE CUP most prized by the pilot of the household is White Rose Ceylon Tea. Ceylon teas take the lead, but White Rose Ceylon Tea out-distances all other Ceylon teas, and leaves those of China and Japan far behind.' The ad is signed 'SEEMAN BROTHERS, HUDSON & NORTH MOORE STS., NEW YORK.'

SAY HE SLEW HIS ROWING MATE

Former Selectman of Canterbury, Conn., is Arrested at Instance of Relatives of Frederick Montgomery.

CANTERBURY, Conn., Aug. 19.—The arrest of Thomas J. Brown, a former selectman, and one of the most prominent men of the village, charged with the murder of Frederick P. Montgomery, has created great excitement. He is now in jail, and it is understood will not attempt to make bail until after his hearing next Tuesday.

Brown and Montgomery started for a row on the river on July 3, and at 8 o'clock that night Brown returned alone, saying that his companion had committed suicide after declaring he was tired of life. The theory was not accepted by all.

The body was found three days later, and Dr. W. L. Adams, the medical examiner, gave accidental drowning as the cause of death. There were bruises and cuts on the head, and Montgomery's mother notified the coroner. He paid no attention to her and the relative started an investigation, with the result that Brown was arrested.

Detectives declare they have evidence of Brown's guilt, but they will not disclose it. It is said that the men quarreled about a year ago, but it was supposed that they were again on friendly terms.