

starting line, thereby causing a foul, which resulted in the carrying away of the spreader and the springing of her topmast.

STORY OF THE RACE.

THE DEFENDER'S GALLANT STRUGGLE.

HANDICAPPED BY SHORTENED SAIL ON THE BEAT TO WINDWARD, SHE GAINS ON HER RIVAL IN THE SECOND LEG AND THE RUN HOME.

The pluckiest race that was ever sailed, a virtual victory in the guise of a possible technical defeat. That is the story of yesterday's yacht race. The Valkyrie won, because she tripped up the defender only a few minutes before the start.

THE VALKYRIE FORGING AHEAD.

The Valkyrie was gaining, forging ahead, and to the windward. It seemed as if it was suicidal for Captain Hoff to run down so close to the Jersey coast, where the wind had a slant to the westward.

VALKYRIE WEATHER AGAIN.

It was a second day of Valkyrie weather. It was even more to the Valkyrie's liking than that of Saturday. On the first day the winds were light enough to suit the most timid of fair-weather sailors, whether bred in the English channel or in Long Island Sound.

DUNN AS A FORECASTER.

No matter what is decided about yesterday's contest, the yacht racing season of 1895 will score a grand triumph for Elias B. Dunn, weather forecaster in and for the city and county of New York.

The big sloops dropped down the harbor early in the morning under tow. The Defender reached the lightship about 10 o'clock. The Valkyrie was a quarter of an hour later.

The committee boat Luckenbach arrived at 10:20, and displayed the signal letter D, which meant that the course would be a triangular one of ten miles to a leg.

The jockeying for position at the start was as fine a piece of work as has ever been seen, but unfortunately it ended disastrously to the Defender just as the boats were crossing the line.

The Defender stood over toward the Long Island shore and the Valkyrie pursued her. When the Defender gibed and stood for the line at 10:54, Cranfield swung his boat around as though it had a pivot in the center, and he was then between the Defender and the wind.

THE ACCIDENT TO THE DEFENDER.

As the two boats headed for the line there were murmurs of disappointment from the crowd when it was discovered that the Valkyrie had the windward position. Both finally approached the starting line, with Valkyrie leading and to the windward of the Defender.

A protest flag was displayed, and the committee boat showed an answering pennant. The official time of the start was:

The Valkyrie.....11:00:13 The Defender.....11:00:45

As soon as the crew of the Defender came to a realizing sense of the situation she was put about on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

On the port tack the American boat seemed to gain on her rival, which had also put about and was ahead and to the windward. The Valkyrie seemed to be pinched up into the wind more than the Defender, and consequently footed less rapidly.

THE LOSS OF THE JIB-TOPSAIL.

At 11:24:30 the Herreshoff boat came about on the starboard tack again, and the Valkyrie followed suit about fifteen seconds later. Then it became apparent that the absence of her jib-topsail and the general loosening up of her rigging, which robbed the Defender of her customary ability to eat up into the wind's eye, had thrown the Yankee boat sadly to the rear.

Five minutes and fifteen seconds later Captain Hoff showed his tiller down and went off the port tack again toward the Highlands of Navasink, which were now looming up in immediate proximity. A line of men ran out such a defender's jibboom, and it was evident that Captain Terry was bestirring himself.

AS SEEN BY AN EXPERT.

VIEW OF THE RACE FROM THE STEAMER CYGNUS.

THE ACCIDENT BEFORE THE START—DETAILS OF THE CONTEST—A BEAUTIFUL SIGHT FOR YACHTSMEN.

As the steamer Cygnus, on which was one of The Tribune's representatives, approached the place of starting at 10:50, the yachts were circling at the stern of Mr. Vanderbilt's huge steamer, Valiant.

VIOLET WATER

delicate and lasting on the handkerchief, refreshing for the basin and bath.

Colgate's.

foreplay in a slender roll of canvas. In another two minutes the roll unfurled, and the same jib-topsail carried on Saturday was unfurled to anxious eyes.

The cup defender seemed to respond to the added sail, but it only required 120 seconds of time for the Yankee skipper to decide that his overstrained topmast wouldn't carry the extra weight, and down came the jib-topsail in a hurry.

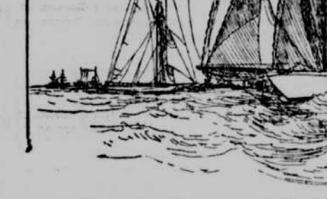
THE YACHTS COME TOGETHER.

At this point the Defender had no right of way, because she also was as far off the wind as the Valkyrie. But Captain Hoff pinched the Defender as the Valkyrie swung about, and the necessary consequence of Hoff's closing up on the Valkyrie and not allowing her sufficient room to turn was that the boats touched.

THE DEFENDER AT THE FIRST STAKE.

Room was not allowed to the boom of the Valkyrie for its swing when she turned to head into the wind, and it apparently touched some part of the Defender's rigging. But Sycamore, knowing that he had the rights of the matter, continued his curve, in which the Valkyrie swung her heel as quickly as a catboat, and rounded up toward the flagpole.

She was now extremely close to it, and everyone waited breathlessly to see if she would be too soon within the line and be forced to come about. She still had some way on, and was going ahead in spite of the fact that the wind was spilled out of every sail.



THE DEFENDER AT THE FIRST STAKE.

lowed out, in the customary fifteen seconds, a wide stretch of water appeared between the boats. The tugs began to crowd in a little on the yachts at this point, and the wall of the siren on the police boat Patrol was wafted across the water to them.

At 12:10:30 both yachts stood over toward the Jersey coast again. After footing about ten minutes in this direction Captain Hoff came to the conclusion that he had enough off to make the turning mark—which showed a bit of Ararat, and the Defender was able to stand the more direct forward pull of the balloon jib, when running with the wind on her quarter, even if it couldn't carry anything while the boat was close hauled.

Both it and the topmast had a sag to leeward, and it was clear that something had gone wrong. It was thought on the Cygnus that the mousing at the end of the crossstays had come off and that the topmast shroud had come out of its place.

Her topsail was now seen to be setting wrongly. Both it and the topmast had a sag to leeward, and it was clear that something had gone wrong. It was thought on the Cygnus that the mousing at the end of the crossstays had come off and that the topmast shroud had come out of its place.

She then passed along on the same starboard tack for a little way, just so that she could clear the flagpole on the next tack. It was dangerous work to risk the topmast on this leg. In any stronger breeze she would certainly have lost her upper stick. Then she came about and stood on the port tack, to windward of the flagpole.

REPAIRING A MISMAF. Her jib-topsail had been lowered as soon as the mismaf was discovered, and soon a man could be seen out on her starboard crossstays. It was supposed that he was attending to the proper mousing.

The Valkyrie was now well out to windward and the Defender was close to the wind. A long tack of twenty-five minutes was taken. During this time the Defender seemed to make everything all right. She seemed to be pointing slightly higher than the Valkyrie most of the time, but was not going through the water quite so fast.

HOPE REVIVED. When the spectators realized that their champion had gained on the English boat seventeen seconds on this leg, and had done it under shortened sail, they began to hope. The wind had hauled to the west, so that it was square abeam of the racers on the last leg.

At 12:55:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 1:00:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

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At 1:15:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 1:20:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

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At 1:35:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 1:40:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

field got in his fine work. When he gybed he made a very short turn and came out to windward of the steamer.

This held for him his windward berth, and both boats, when they headed for the line, were ahead of the Defender. Both vessels slackened headsheets and main sheets to take off the way, and the Valkyrie still holding the windward position.

Both boats were now in a predicament, because they were too soon for the gun. In order to gain time they bore away till they both had the wind about on the quarter. In this position neither boat had any privileges as to right of way, except that the Defender had the right of being forced across the line or against the mark boat had a right to demand from the Defender sufficient room to turn. This was not allowed her.

THE VALKYRIE INCREASES HER LEAD.

All this time the Valkyrie was increasing her lead gradually. At the next tack she took the initiative and came about on her own account. She was now a full mile ahead of the Defender.

At 1:45:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 1:50:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

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At 2:00:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

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At 2:50:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 2:55:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 3:00:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

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At 4:00:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

the boats. When she rounded and paid off she set a large forestay and went after the Valkyrie at a great pace. It was a beautiful sight, these two perfect vessels streaming down the wind, leaving wakes that the eye could trace for a hundred yards behind them, showing where the deep keels had seemingly ground the blue water to white powder.

On the second leg the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

At 4:05:30 the Defender was again on the port tack, which eased the strain on her topmast. This spar was robbed of all extraneous support upon the starboard side by the tearing of the shrouds and the breaking of the spreader.

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ANTAL RUGS.

The Largest and Choicest Collection EVER SEEN IN AMERICA of Modern and Antique.

VAN GAASBEEK & ARKELL, Broadway, 22nd St. and 5th Ave.

were standing straight for the line when the Defender came along in the same direction and suddenly shoved her helm down hard and stood toward us. At that time we were abreast the committee boat, the Luckenbach, and it was impossible for us to give way, because if we had luffed we should have been forced against the big tug.

"Then you do not think the Defender's protest will be sustained?"

"I cannot see how it fairly can be."

"Shall you object to run the race over again if the committee decides against you?"

"Well, I don't know," replied Captain Cranfield, and he added, with just the shadow of a smile, "I rather think that if the protest is upheld we shall make our way home again and call it one win each."

"Were you satisfied with the Valkyrie's performance to-day?"

"Yes, pretty well. The wind was steadier to-day, and our boat showed up much better than on Saturday's fuky winds. I think she will behave handsomely in a blow, and I believe we shall get more pace out of her yet."

During this conversation Captain Sycamore came on deck from below and took a stand beside his inimitable companion and colleague. He practically corroborated the version of the accident given by Captain Cranfield, and added:

THE DEFENDER'S INJURY. There is nothing the matter with the Defender's backstay. The trouble was with the starboard topmast, which was broken and the topmast was carried away.

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THE ENGLISHMAN.—"I have found one good thing in this blooming country that suits me. It's the Premier Brand California Wines."

PACIFIC COAST WINE CO., 840 Broadway and 1406 Third Avenue, New York.

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