He was first asked: "Is to-day's race considered as the second or the third of the series?"

"The third race, of course."

"Then you did not accept Mr. Iselin's offer to resail Tuesday's race?"

"No."

"Have you any fault to find with the committee's decision?"

"No. We sail purely for sport, and as the committee's work is to decide the right and the wrong of every controversy placed before them, we are willing to abide by their decesion, although it was not in our favor. In England we always accept a committee's decision as final, and never offer any dispute to the rulings of the authorities in any shape or form."

"But why could you not see your way clear to accept Mr. Iselin's offer?"

"Because under the conditions prevailing in yacht-racing in New-York waters, the race might be sailed over four or five times, or even more than that, and still no satisfactory result arrived at."

"Now, about to-day's fiasco. Will you give me an explanation of the Valkyrie's withdrawal?"

LORD DUNRAVEN'S LETTER.

"Yes; the whole thing lies in a nutshell. If the committee had acceded to a request which Lord Dunraven forwarded to them in a letter last night, the Valkyrie would have sailed. In that letter Lord Dunraven asked the committee to make certain arrangements, but as there was

HALLO, VALKYRIE! WHAT'S THE TROUBLE?

no compliance with the request we did not feel justified in starting."

"What were the arrangements which Lord Dunraven wished the committee to make?"

"That I am not at liberty to tell you. The committee only can do that. It has Lord Dunraven's letter."

"It may be taken, then, that you had no intention of racing to-day?"

"It may be so taken. In fact, we went down simply to cross the line in order to make a race for the Defender. That was, of course, supposing that the arrangements of which I have spoken to you about were not carried out. We found that those arrangements were not to be made, and therefore we went to cross the line, according to an agreement we had arrived at among ourselves to give the Defender the race. That we were bound to do in all honor."

NOT INTERFERED WITH.

"It is reported that you were interfered with by boats just previous to the start to-day. Is that true?"

"No. That was not the reason of our refusal to start."

"Is the Valkyrie going to race again in the American waters?"

"Not that I know of."

"Then the contest for the America's Cup is at an end."

"So far as we are concerned, yes."

"But supposing the committee is willing to concede the conditions contained in Lord Dunraven's communication, how will matters stand then?"

"I am not sufficiently acquainted with Lord Dunraven's plans to speak upon that point. You must remember that we have travelled 3,000 miles to sail for sport in a fair and square manner, and, instead of everything being arranged for pure sport, we are asked to take part in a circus show, and that we decline to do most emphatically."

"What are you going to do with the Valkyrie now?"

"I have not the faintest idea."

"Do you propose returning to England at once?"

"Pretty soon; but we shall have a few day's needed rest first."

Replying to an inquiry, Mr. Glennie said Lord Dunraven positively declined to be seen or to say anything for publication.

When Mr. Glennie had mounted the gangway he went to the upper deck of the City of Bridgeport where all the party, with the exception of the Earl of Dunraven, were seated. Here Commodore Glennie was asked if he had refused to answer a signal reported in an afternoon paper to have been set for the Valkyrie by the committee boat. He said that he did not see any use of entering into any discussion by responding to such a signal, as it had been fully decided what course to pursue in case the Regatta Committee refused to accede to the requests made in the Earl's letter.

ANGRY PEOPLE ON THE EXCURSION BOATS.

The Valkyrie and the City of Bridgeport both took on a look of gloom. The uncommunicativeness of the sailors and officers was in no wise increased by the taunting shouts of the returning excursionists, whose disappointment in not seeing the anticipated race was "taken out" on the Valkyrie and her representatives. There were cries of "You're no good!" "Why don't you hurry back to England?" and now and again a chorus of insulting remarks. Trouble was looked for when some of the more disorderly excursion boats came by. The sailors on the Valkyrie got below and stayed there as the fourth or fifth load of jeering and angry people came by where they were anchored. Then there were choruses of derisive steam whistles, as if to call the men from their retreat, as some of the excursion steamers shot past. There was never a response from the City of Bridgeport. One steam launch went by with her spars gayly dressed in bunting and a merry collection of brooms hanging from a number of lines that had been strung from mast to mast. By this time a dozen of the crew of the Valkyrie had come on deck, and they acted much like baited mastiffs. Some of them shook their fists and used all kinds of unparliamentary language.

It is said that the Valkyrie will go to Erie Basin this morning to have her ketch rig refitted. It was also rumored about the English yacht late last night that the Earl of Dunraven is to go to Canada in a few days. No verification of either of these rumors could be obtained.

CAPTAIN HAFF'S VIEWS.

HE CANNOT UNDERSTAND WHY THE VALKYRIE WITHDREW—MR. ISELIN'S DINNER ON THE NECKAN.

The Defender arrived off Bay Ridge at 6:30 o'clock last night. She was pulled up from the Sandy Hook Lightship, where the race finished, by the tug Flint. As soon as the Defender dropped her anchor Mr. Iselin and his party, including Mrs. Iselin, Mr. Leeds, Newbury Thorne and Butler Duncan, went to the steam yacht Neckan in the naphtha launch. A dinner was given aboard the Neckan at 8 o'clock last night in honor of the success of the Defender. Mr. Iselin sent a hamper filled with liquid refreshments and cigars to the jolly men on the victorious sloop, and the celebration of the Defender's triumph began in the hold of that yacht with a round dance, in which Captains Haff and Terry took prominent parts.

The crew of the Defender are dissatisfied to a man. All are sure that in any race with the Valkyrie the Defender can come out a long way in front in any kind of weather, and they wanted a chance to do it. As The Tribune reporter joined Captain Haff, the latter received an immense floral

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offering in the shape of a gigantic horseshoe. Captain Haff said that any talk of interference with the challenger yesterday was all nonsense, as the only boat in front of her was a tiny fishing smack a long way ahead of her—in fact, off in the distance. He was in a highly satisfied mood last night. He said for one thing that he would be glad to put $500 of his own money in a syndicate stake for a race with the Valkyrie of twenty miles to leeward, or windward, and back. Captain Haff said that the Valkyrie did not make any attempt to jockey with him for the start yesterday, and that he is satisfied that she did not intend to race. The captain cannot imagine why the Valkyrie should have taken all that lead out of her bottom on Wednesday if she did not intend to race yesterday, nor can he see what earthly reason the Valkyrie can have had for not wishing to continue the sport.

"I thought that the English were used fairly in every way," he went on, "but I suppose they felt put out because they did not get that decision from the New-York Yacht Club Regatta Committee that they may have expected, although I cannot understand how they could look for it. No honest committee could have decided any other way than the New-York Yacht Club's Committee did, and I am sure that ninety-nine men in every hundred that saw the race will say so." Captain Haff said he thought one reason why the Valkyrie was not sailed in yesterday's race was that her people feared that it was not going to be a Valkyrie day.

"As it turned out," continued Captain Haff, "it was a perfect Valkyrie day, as we understand it. But if the wind had hauled a little to the southward it would not have been so well. If the wind had hauled to the southward it would have been a reach both ways, a broad reach out and a close reach in, and they would surely have been beaten. As it was, it was an ideal Valkyrie III day. The wind was west by north, and we had up our spinnaker up to the start, but took it down, as it was a good broad reach fifteen miles to leeward, and coming back the wind was dead ahead, and gave us a good straight beat."

Captain Haff said he was delighted with the Defender's action in yesterday's sail. Her new topmast, he said, stayed just as it was put, and carried even better than it was expected it would. Captain Haff said he did not know Mr. Iselin's intentions with respect to the Defender, but said that a tug had been ordered to be in attendance this morning. It is supposed that the Defender will be taken to the Erie Basin drydock then.

Mr. Iselin when seen aboard the Neckan at Bay Ridge last night refused to say anything whatever as to his views regarding the Valkyrie's action, or what he would do with the Defender.

STORY OF THE WALKOVER.

HOW THE DEFENDER SAILED HER LONELY COURSE.

HER ELAPSED TIME WAS 4 HOURS 44 MINUTES 11 SECONDS—THE VALKYRIE HOISTS THE NEW-YORK YACHT CLUB FLAG IMMEDIATELY AFTER THE START.

The two racers of the great deep were led down to the ocean course by their attendant tugs in good time for the start yesterday. The Defender had on a new coat of her magic blue paint, which is popularly supposed to be a solution of greased lightning, and her bronze bottom, newly burnished, shone like a yellow harvest moon whenever she heeled over. The Valkyrie sat lighter in the water than formerly, on account of the removal of several tons of lead from her ballast, but as there had been no opportunity for a remeasurement, she could claim no reduction of the handicap because of her shortened water-line. After passing the Narrows on the way down from Bay Ridge, the Defender hoisted her mainsail,

THE DEFENDER WINNING THE LAST RACE.

and when opposite Swinburne Island broke out her jib and cast off the line from her tug, the W. B. Flint. There was a stiff breeze from the southwest and the blue sloop went along at a ten-knot gait. When she was passing Romer Shoal her staysail also was set. The Valkyrie came down in tow all the way with only her mainsail up.

MANOEUVRING FOR THE START.

When she neared the lightship the Defender hoisted her clubtopsail and began to manoeuvre with the evident purpose of testing her new topmast. The wind had dropped away by this time, and the boats glided about with slow and stately motion. The Englishman contented himself with the heavy-weather rig of mainsail and jib, his staysail being up in stops. The wind was nearly due west. The sky was blue and only a remnant of the morning haze hung on the waters. The United Press tug ran alongside the Valkyrie with the news of Mr. Iselin's offer to run the Tuesday's race over again, but no reply could be obtained from Lord Dunraven.

Captain Haff cruised about awhile to the lee of the starting line, but came up to windward of it as the preliminary gun was fired from the committee boat at 10:55. The course had been signalled as east by south, fifteen miles. The Valkyrie stood away to the south, still under shortened sail. At 11 o'clock the Valkyrie came about and stood back toward the lightship. After a while she jibed and stood to the south again. The Defender lay up in the wind a few minutes and then fell off on the port tack.

Meanwhile the patrol boats had been busy, and several of the steam yachts which were in front of the Defender backed water to leave the desired half a mile of space about the lightship. At 11:10 there was another gun and the red ball was hoisted. Captain Haff came to about the starboard tack and the Valkyrie wore around again and came back from her southern trip. The sloops were a mile apart. The Defender hauled in her sheets and lay dead, waiting, to the windward of the line, for the ten minutes to pass. Valkyrie broke out her staysail, but, to the amazement of the onlookers, still omitted to get up her clubtopsail. The Herreshoff boat luffed up to the south to meet her opponent, who was coming along slowly on the port tack, and then fell off till the wind was dead over her stern and her boom on the point of jibing over.

The starting gun was fired at 11:20, and Captain Haff, luffing up, went over the line, still on the starboard tack, setting his spinnaker as he crossed. Valkyrie jibed around the lightship and followed her opponent 1 minute and 35 seconds later—just a second before the handicap gun. The official time was:

The Defender	11:20:24	The Valkyrie	11:21:59

THE VALKYRIE DRAWS OUT.

The Defender went off in fine style with all her snowy canvas gleaming in the sun. The Valkyrie still further confounded the onlookers by luffing up under the lee of the lightship, hauling down her staysail, hoisting the New-York Yacht Club's flag and pointing for her tug, which was lying off to the west of the lightship in evident anticipation of just such action on her part. She lowered her jib and mainsail and was towed back to Bay Ridge, giving the fleet of curious tugs and steam yachts as wide a berth as possible.

The American champion faded into the eastern haze in lonely grandeur. Soon the wind began to haul to the south and the spinnaker was taken in and the balloon jib set. The wind went more and more to the south as the coast was left behind, and when the turning mark hove in sight it was blowing about east of south by a half south, and Captain Haff had his sheets hauled well aft.

THE DEFENDER COMING HOME.

The mark was rounded at 1:26:58, the balloon jib came down and a jib topsail that didn't draw worth a cent was set. It looked as though she could make the lightship without tacking, but at 2 o'clock the wind had hauled to the west so that she came about on the starboard tack. As the first half of the homestretch was completed the region of westerly winds was re-entered, and during the rest of the way the Defender had to beat her way home. At 2:27 she hauled down her jib topsail and set a baby topsail in its place. The finish line was crossed at 4:04:36. The elapsed time was 4:44:12.

On board the Valkyrie were Lord Dunraven, Mr. Watson, Mr. Ratsey, Mr. Busk, Arthur Glennie and H. Maitland Kersey. Passengers on the Defender were C. Oliver Iselin, "Nat" Herreshoff, W. K. Vanderbilt, ex-Commodore E. D. Morgan, Herbert C. Leeds, Woodbury Kane, Newberry Thorne, W. Butler Duncan, jr., and Mrs. Iselin. David Henderson was aboard as Lord Dunraven's representative.

VIEWS OF AN EXPERT.

REASONS ASSIGNED FOR THE VALKYRIE'S NOMINAL ENTRY IN YESTERDAY'S RACE.

LORD DUNRAVEN TOTALLY DISSATISFIED WITH THE REGATTA COMMITTEE'S DECISION—THE BEST WAY OUT OF THE DIFFICULTY.

Owing to The Tribune's publication regarding certain premonitory symptoms, people were to a large extent advised beforehand of what might occur in yesterday's race. The prompt announcement of Lord Dunraven's dissatisfaction and the clear terms in which that dissatisfaction was indicated by him created a good deal of doubt as to whether the Valkyrie would take part in any further racing in New-York waters.

The result of this was that some people stayed at home, though it must be said that the crowds on the excursion steamers seemed in no way lessened. These thousands, although disappointed, were not wholly unprepared for that which happened.

When, then, the steamers all gathered at Sandy Hook Lightship it was not entirely a surprise when Lord Dunraven's yacht was seen moving about without her topsail and beyond doubt not intending to compete. But hope was not yet dead. The first guns had not been fired, and as the enormous collection of steamers rose and fell on the sickening swell from the previous night's wind there were many who waited anxiously to see a topsail go up. The better informed had no such hope. The condition of the yacht, as she swung around under mainsail and jib only, told the whole story, or, rather, sufficient to let them know that no race would take place.

Then the ten-minute gun went off, and as the succeeding minutes slipped by hope lapsed with them. No racing sails were added to the Valkyrie, but she turned toward the starting line, and then her intention became clear.

In the mean time the Defender was waiting in full battle array near the crossing line. She had her biggest topsail on, and her spinnaker boom was lowered down on the starboard side, showing that the course would be to leeward. She was prepared to smash things.

As the ten-minute interval drew near its end the Valkyrie drew nearer. The gun fired, and the Defender swung for the line. She crossed at the slow pace which the listless wind allowed and dropped away for the leeward buoy. Even her big spinnaker, which she broke out before crossing, almost hung lifeless as she drifted out from the throng of steamers alone.

ALL EYES ON THE VALKYRIE.

All eyes were on the Valkyrie and the women felt sure she was going to race when she crossed the line. But the old hands knew better. She drifted across close to the lightship and thus nominally entered the race in order to give it to the Defender without further dispute. No doubt Lord Dunraven did this in order that he could not be accused of abandoning the contests in a way that would leave the final results of the series of races in any inconclusive condition. His action yesterday gives the third and last race to the Defender without competition.

This ends not only the 1895 series of races, but probably all further contests for the America's Cup. There is much reason to believe, and in fact it has already been shown in the reports by cable, that the English newspapers and the English nation generally will espouse Lord Dunraven's cause, whether his objections be right or wrong.

After the framing of the new deed of gift, which was objected to, it was not the intention in England to challenge again for the cup until the conditions were altered. But it was owing to Lord Dunraven, and to him solely, that negotiations were once more opened up. By doing so he at first offended some English yachtsmen, who subsequently forgave him when it became clear that under the new arrangements the conditions insisted on by the New-York Yacht Club would in this case be waived in order to get a match on. It was then hoped by both nations that this was the final end of all disagreements, and the contests of Valkyrie II were enjoyed by both America and England, especially the former, not only for the sport of the thing, but as an index of a more marked amity between the two countries.

EXISTING VARIANCES MAY BE PATCHED UP.

The present situation is, therefore, to be more particularly deplored, because this wise international aim has received a setback, concerning which it is impossible at present to foresee the end. That is to say, if the now existing variances be not in some way patched up. It is not beyond hope that this may occur, and if by any reasonable concessions on both sides it may be accomplished, it is a result to be desired. The blood has been a trifle hot these cool September days. The power, either individual or collective, which introduces a calmer consideration of the present state of things will be valuable. Just now it is "caloric." And for those who on both sides are much disturbed, the suggestion of calmer counsels will not, as usual, be very acceptable.

The fact is that although many thousands on both sides of the ocean will be vaguely wild, very few on either side will know exactly what they are wild about. The entire question is one which can only be handled by yachting experts. And it is only by a great deal of careful explanation that all the others can be made to understand the whys and wherefores, the ins and outs, of the case. The millions of both nations will howl, but they will not know why.

It may, however, be taken for granted that the interference of the excursion boats, although put forward as Lord Dunraven's reason for withdrawal, is not the only ground of dissatisfaction, but is merely a polite and politic method of covering up a deeper cause for chagrin. And on this point no great mistake may, perhaps, be made if the decision in regard to the Defender's protest be supposed to be the real sore spot. Lord Dunraven has at least expressed himself clearly on one point—that he entirely disagrees with the Regatta Committee's verdict. And when no doubt is left as to this, the other reasons now put forward in regard to the excursion steamers may be accepted as extending over more ground than those specially mentioned.

Behind any diplomatic fictions on each side, the conditions of affairs at the time of the slight collision and the official judgment regarding those conditions are the real points at issue.

Now, the evidence taken before the Regatta Committee has not been and never will be published. And the general public must not allow itself to be led into possibly wrongful conclusions by the hasty arguments and statements of red-hot partisans, both journalistic and otherwise. All the greater care should be taken on this point because of the multitudes who looked on perhaps not one in a thousand was capable of forming a reliable opinion. The whole matter which has been on both sides complained of occurred very quickly, and the questions at issue, so far as they extend beyond ascertaining the respective positions and movements of the boats, can only be handled in a technical way according to the New-York Yacht Club's printed rules. The writer of these notes was close to the competing yachts at the time of the collision on Tuesday, and the account here given is exactly what happened.

HOW TUESDAY'S ACCIDENT HAPPENED.

After the ten-minute preparatory gun was fired the boats had to occupy this time in sailing about before the starting gun. They went off together to some distance and jibed on the far side of a large steamer. The Valkyrie twisted quickly and came out to windward of the steamer, and the Defender passed to leeward under her stern. Immediately afterward the Defender hauled up near the Valkyrie and they sailed near each other toward the windward end of the crossing line.

Both yachts were now in a predicament, because they were too soon for the gun, and neither wished to come about in order to allow the proper time to elapse. In order to gain further time, they both bore away until each boat had the wind quarterly. In this move the Valkyrie commenced, and the Defender followed suit. They both proceeded in this direction for some distance, until the Valkyrie required to make her turn so as to come head to wind quickly; to there wait till the gun was fired. While they were both on this course the Defender did not give the Valkyrie room to turn, but moved up further to windward and nearer her, until the sides of the yachts' hulls were very close to each other.

THE RIGHTS OF THE BOATS.

It was, therefore, for the Regatta Committee to decide what rights one boat has over another when both are running almost free. They had also to decide whether there was any rule which allowed the Defender to crowd the Valkyrie across the starting line before the gun was fired; and also whether the Valkyrie had a right to turn where she was. She had to go somewhere. And she could not pass to leeward because the Defender was broad on to her on the leeward side. Neither did she wish to be crowded over the line before the gun. There was nothing for her to do but to round up head to wind. And as she did so, her long boom did not in its swing quite clear the weather rigging of the Defender, and a topmast shroud was carried away.

Now, that touch was the point protested. It was not the sudden bearing away of the Valkyrie that the trial of the protest depended on. That would have brought up a different case. It was the slight collision when both boats were well off the wind.

A DIFFICULT QUESTION TO DECIDE.

The whole position is a difficult one to decide. There are no racing rules which govern it. There are no decisions to be quoted which touch the same case. If one boat had been on the wind, and the other free, then rules would come in. But here both boats were at the time well off the wind.

Thus it will be seen that the Valkyrie may have had some right to suppose that she ought to be allowed room to turn, which was not given to her.

This is the exactly correct statement of the position, and as there were no rules to govern in the precise circumstances, which are very peculiar and unlooked-for, it has seemed to be a case in which a committee could simply report that they did not propose to make laws where there were none in existence that touched the question; and in this view simply suggest that the race should be sailed over. This is what is done in courts of law when in some odd circumstances there is no law properly to deal with the subject. The judges simply dismiss the case, though they still control the question of costs.

THE RACE SHOULD BE RUN AGAIN.

In this view, it may with strict impartiality and with deference be said that a statement regarding the absence of law and of the consequent inability to decide, coupled with an order that the race should be run over again, would have met, and might still meet, with approbation on every side. No matter how the accident was caused, the Defender certainly sustained a damage which affected her sailing in the race, and although Lord Dunraven has seemed unwilling to accept any favors from Mr. Iselin in the offer to run the race again, and has required that the committee shall decide one way or the other, still it is more than probable that he would quite agree to race over again if so ordered in an official way.

This seems to be the best way out of the difficulty, and if the committee should point out the fact that there is no law to govern the situation and require the race to be repeated, Lord Dunraven would appreciate the general predicament and might come halfway to make it right. His reputation as a sportsman vouches for this, or else the world greatly errs in its opinion.

ANOTHER CUP MAY BE OFFERED.

A MOVEMENT IN THAT DIRECTION STARTED BY THE ATLANTIC YACHT CLUB.

The Atlantic Yacht Club's Regatta Committee talks of offering a cup to be contested for by the Defender and Valkyrie III on practically any conditions that Lord Dunraven may seek to impose, provided that they be satisfactory to the Defender syndicate. When Valkyrie III turned back yesterday there was much indignation and dissatisfaction expressed on board the club's steamboat, and a proposition was made among the members to raise a purse of from $5,000 to $10,000 for a special race if Lord Dunraven could be induced to meet the Defender with Valkyrie III.

While returning from Sandy Hook the Regatta Committee informally considered the proposition. After full discussion it was decided that the committee would not be justified in committing the club to the offering of a purse, but there was a sentiment in favor of offering a cup valued at not less than $1,000, "either for one race, or the best two in three, to be sailed before October 1, anywhere in American waters, from Sandy Hook to Marblehead, inclusive, subject to the racing rules of either the Atlantic, New-York, or Larchmont Yacht clubs."

The committee will at once communicate with Mr. Iselin and Lord Dunraven. Meanwhile it is believed that the starters of the original movement for a purse will continue it, and raise several thousand dollars to be offered as a private purse in addition to the cup, the latter to be officially offered by the Atlantic Yacht Club.

DISAPPOINTED SIGHTSEERS.

EXPERIENCE OF PASSENGERS ON THE EXCURSION FLEET.

THE VOYAGE OF THE RICHARD PECK—EARLY EXCITEMENT—DESPONDENCY ALLEVIATED BY LUNCHEON—A RACE BETWEEN STEAMERS.

A more disgusted lot of people were never gathered together than those who paid their good money to see a sharply contested yacht race yesterday, and then had to content themselves with a wretched fiasco—a mere exhibition run over the course. Public interest in yachting went from the bubbling height of fever heat down to absolute zero in just five minutes, these being the five minutes which the Valkyrie occupied in cruising around the lightship from the starting line to her tug.

GETTING GOOD SEATS ON THE BOATS.

In the morning the town was yachting crazy. People got up at all sorts of unearthly hours, bolted their breakfasts and rushed off to secure their favorite places on the Richard Peck or some other of the numerous fleet of excursion boats. Having secured the coveted coigns of vantage, they sat patiently there during the intervening hour and a half before the starting time of the steamer, and smiled pityingly on the unfortunates who arrived only an hour before the advertised departure, and, consequently, had to content themselves with back seats. Once established by the forward rail, or perched upon the dizzy height of the tallest deckhouse, these yachting enthusiasts calmly broiled in the hot September sun until the awful conviction was borne in upon them that Lord Dunraven had thrown up the race. Then they lost all interest in choice positions, gave up precious campstools that money could not have bought before, and went below to drown their sorrow in the cup that fizzes and sometimes inebriates.

THE GATHERING AT THE START.

As the Richard Peck sped down the harbor there was a singing breeze from west-sou'-west that caused her many flags to snap and their taut halliards to hum an aeolian symphony of the sea, whose underlying theme was the rush of foam-washed prows and the straining of swollen canvas. There was the promise of rare sport in it, and the yachting "sharps" were eager to see the sloops wrestling with the ever-freshening wind.

The Narrows were studded with the smoke stacks of the customary pleasure fleet journeying down to the lightship as the Peck came along. All of the excursion boats, with which the seagoing public have grown so familiar in the last six days, were on their way with loads but little smaller than on previous days. The Swash Channel was crowded, and over where the Norton's Point Lighthouse stuck up out of the sand like a rocket waiting to be fired a fleet of light-draught boats were cutting off corners by heading straight for the field of action.

All eyes were strained into the haze to catch the first glimpse of the racers, and pools were made on the elapsed time of the expected race by the "sporting gentlemen" who most do congregate in the smoking-room. When the Richard Peck entered Gedney's Channel the wind had fallen off perceptibly, and the yachting cranks were exceeding sorrowful in consequence. And the whistling buoy was moaning.

Captain Hardy was determined not to have his big steamer interfere with the yachts, and stopped his engines a mile away from the lightship. Nearly all the excursion fleet followed his example. A few tugs and steam yachts lay up nearer the line, but the patrol boats chased them away. None of the knowing ones on the Peck could account for Lord Dunraven's delay in getting up his kites, and when he went over the line under short sail they were dumfounded.

SEEKING FOR INFORMATION.

When it became evident that the Englishman had pulled out of the race, the Peck's broad decks fairly buzzed with excitement. Part of the fleet put after the Defender, but Captain Hardy chased up the Valkyrie, to find out, if possible, what was the matter. The cluster of tugs about her gradually separated, and each one, as she was overhauled, was questioned by the stronger-lunged of the passengers on the Peck, but nobody knew what it was all about.

"I think the Earl has heart-failure, or possibly cup-failure," shouted a facetious man with a speaking-trumpet from the deck of one tug. But that was the extent of the information obtained.

The whole excursion fleet then steamed after the Defender, though a number of the steam yachts went home.

A CHARGE ON THE LUNCHEON TABLES.

When the American champion was overtaken the steamers ranged themselves to leeward, and the passengers descended on the luncheon tables in the lower regions with a rush that drove waiters and cashiers to the verge of distraction. As the miles were reeled off the empty champagne bottles accumulated and discarded luncheon boxes dotted the sea.

There was wild tooting of whistles when the Defender rounded the mark, but the sail back was most tiresome. There was nothing to do but get sunburned. The fleet scattered widely as the Defender tacked this way and that. It gathered again at the finish line, and gave her a royal reception by whistling and cannonading, but there was no joy in the sound to many of its hearers. On the way home, however, the "fizz" began to get the better of some of the voyagers' despondency, and there were many lively assemblages between decks.

TWO STEAMERS HAVE A CONTEST.

The City of Lowell, which had hung to the Richard Peck all day, started after her as soon as the race was over. The Peck let herself out for all she was worth, and the two rival twin-screw boats had it out all the way home. The Lowell failed to catch the New-Haven boat, though the latter was twice as heavily loaded. The vanguard of the fleet reached their piers at 5:30 o'clock.

Everybody on the Peck expressed the opinion that the Englishman knew he was beaten, and quit out of pure sulkiness. The pilot, Beebe, said that he heard Mr. Kersey say Wednesday that the English yachtsmen were more cast down by Tuesday's performance than by Saturday's defeat. It convinced them that the Defender was much the better boat, and "was a wonder."

AN INJURY TO INTERNATIONAL YACHTING.

EXPRESSIONS OF REGRET FROM AMERICANS AND ENGLISHMEN—THE TRIP OF THE ST. JOHNS.

The St. Johns, with the New-York Yacht Club aboard, left Pier No. 8, at Rector-st., at 9 a. m., with 612 passengers. The party was about the same as on the previous races, and people seemed to know one another. There was plenty of time during the hot sail down the Bay to watch the passing yachts and comment on the races that were and on the one that was to be. The men improved the time by taking lessons in nautical matters on the lower deck, where the foundation for a royal celebration was laid. Everybody was a good sailor, because there was neither wind nor wave, and the trip was fast growing dull when the St. Johns arrived at the lightship, where the start of the race and the withdrawal of the English yacht soon awoke the interest of all, despite the blistering heat, which made it impossible to remain on the uncovered decks for any length of time.

Among those on board were Colonel and Mrs. De Lancey A. Kane, Robert Reid, Frederick Olcott, Frederick Gebhard, Hart Lyman, J. V. S. Oddie, E. H. Appleton, S. E. Morse, W. A. Coffin, Dr. and Mrs. J. C. Barron, T. F. Clark, Alfred Q. Collins, Edward Simmons, Henry Kimber, Dwight Braman, E. N. Tailer, Jefferson M. Levy, John Pondir, E. Du Vivier, Guy Richards, Commodore and Mrs. E. N. Brown, Captain Joseph Barri, Dr. John Habirshaw, Miss Emily Brown, Mrs. J. M. Schley, Spaulding Schley, W. E. Whitney, W. H. Butler, T. D. Shaw, William Gardner, C. K. Peters, Conrad L. Peters, R. W. G. Welling, George W. Swett, John T. Van Wyck, Richard Peters, E. H. Appleton, Patrick Fox, Richard T. Haines, Mr. and Mrs. A. B. Waring, Lieutenant Wilson, U. S. N.; George R. Peck, of Chicago; William C. Casey, Mrs. N. Le Duc, S. L. Morrison, Miss Belle Garrison Arnott, Anson Phelps Stokes, Alex Pratt, David Liebman, Commodore Upshur, U. S. N.; Elisha Dyer, jr., the Rev. J. B. Wasson, George W. Sweet, Colonel Jacob T. Van Wyck, Richard Peters, Miss Giovanini, Peter Marie, Simeon Henry, H. H. Hendricks, Miss Vyse, Ira Kip, Miss Alice Mandelick, Mr. Mandelick, H. M. Flagler, F. W. Kenyon, Willis Terry, Randolph Henry, Charles Tobias, H. M. Billings, Chandos Fulton, J. C. Noyes, James W. Gladwin, J. M. Motley, the Rev. Father Mahan, John Staples, Mr. and Mrs. Hatch, Mr. and Mrs. George Landon, Mr. and Mrs. G. A. Freeman, Colonel and Mrs. Goddard, James Ridgway, Berry King, C. O'D. Iselin, Robert Sedgwick, L. Q. Jones, J. C. Hawden, General Anson G. McCook, and Major Charles Ulrich.

The St. Johns did her share toward making a din and a racket when the Defender crossed the line, and everybody shouted and applauded when the victorious boat passed so near that Mr. and Mrs. Iselin, to say nothing of the dog, could be seen on the boat. Both Mr. and Mrs. Iselin waved a salute to their friends on board the St. Johns.

There was joy on board the boat coming home, but there was no demonstration such as followed the first victory. Everybody seemed to regret the action of Lord Dunraven, and all would have been better pleased if he had not withdrawn his boat.

Colonel De. Lancey A. Kane said: "This is a great disappointment. I can't see what possible excuse Dunraven can have for withdrawing. The boats did certainly not interfere with him. His course was as clear as any one could wish. This occurrence," he added, "will have a bad effect on international yachting."

A prominent member of the yacht club said: "Lord Dunraven was in a petulant mood when he came out this morning, and, although he saw that the yachts were far away, he probably believed that they would crowd him before the race was sailed, and hence his withdrawal."

Sir James Ross said: "This was one of the most extraordinary races I ever saw. There must be some excellent reason for Dunraven's withdrawal after crossing the line."

Henry Kimber, Member of Parliament for Wandsworth, and a member of the Carlton Club, arrived from Europe yesterday morning, and by means of extra efforts managed to get aboard of the St. Johns before her departure. He said that he ex-

WOMEN WHO SUFFER

pain each month can find relief and emancipation from their troubles. Congestion and inflammation of the internal organs are generally induced by exposure to wet or cold, excitement of the emotions, or a morbid condition of the blood. For the radical cure of these derangements Doctor Pierce's Favorite Prescription is a safe and certain remedy, permanently correcting all abnormal conditions, so that these trying ordeals are passed with ease and comfort. Ulcerations and displacements of the uterus are cured by the "Favorite Prescription," and the cure is *lasting*.

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Mrs. MALVINIA WILSON, of *Booth'sville, Marion Co., W. Va.*, writes: "For twelve long years I suffered greatly with extreme nervousness, stomach and uterine disease. I had doctored with four physicians with little or no good, and one of them was as good a physician as could be had here; he gave me up to die. None of my friends thought I could get well. We had tried almost everything, and at last I thought I would try Dr. Pierce's Favorite Prescription. I had been bed-fast most of the time for almost two years. After taking several bottles of the 'Favorite Prescription' and following the directions strictly, I now enjoy better health than ever before in my life. I only weighed a little over one hundred pounds and now I weigh 167 pounds."

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$5.00 MUSLIN CURTAINS, HANDSOME DEEP FLUTED EDGINGS, FULL WIDTH, 3½ YDS. LONG, TO-DAY, PER PAIR 2.25

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When she became Miss, she clung to Castoria,
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