THE INTERNATIONAL RACES.

CUP COMMITTEE'S REPORT.

LITTLE REFERENCE TO THE LOAD WATER-LINE QUESTION.

THE CORRESPONDENCE WITH LORD DUNRAVEN TOUCHING THE CONDITIONS OF THE CONTEST —CIRCUMSTANCES ATTENDING THE WITHDRAWAL OF THE VALKYRIE FROM THE LAST RACE—ALL THE INCIDENTS REVIEWED.

The report of the America's Cup Committee to the New-York Yacht Club has been made public. It contains in brief the history of the challenge, conditions and the result of the Defender-Valkyrie III races. It gives in full the correspondence between the Earl of Dunraven and the New-York Yacht Club, and later between the New-York Yacht Club and the Royal Yacht Squadron, and all the steps which led to the international races of 1895, but, while it shows clearly what each of the contestants did and said, and follows the competing sloops in their efforts to win the coveted trophy, the report sheds no light on the charges preferred by the Earl of Dunraven, and for information on that score the public will have to wait until the special committee makes a statement.

The committee was originally composed of the following members: James D. Smith, chairman; Latham A. Fish, C. Oliver Iselin, Gouverneur

A. CASS CANFIELD.

Kortright, J. Frederic Tams, Philip Schuyler, A. Cass Canfield, secretary. Later A. Rogers was elected, vice Mr. Schuyler resigned, and J. R. Busk, vice Mr. Iselin, resigned.

The subject of the load water-line is touched, and the committee gives the points which lead up to the measurement of the Defender on September 7, after Lord Dunraven had communicated to the committee his belief that the Yankee boat had sailed a race immersed three or four inches more than she was measured. It also gives Dunraven's wail as to crowding and his remarkable suggestion to the club to sail the race at Marblehead or in some locality other than New-York Bay.

MR. ISELIN'S PROTEST.

It will be remembered that in the second race the Valkyrie fouled the Defender at the start, and that although he sailed over the course and came within a few seconds of winning the race, Mr. Iselin entered a protest, which was decided in his favor. The report gives the letter of Mr. Iselin, in which he offers to resail the race and the committee's reasons for declining his offer. It also gives Lord Dunraven's letter to Mr. Iselin and Mr. Iselin's note in which he offers to sail the Defender against the Valkyrie, even though the Regatta Committee gave him the race. That part of the report will be read with much interest, as will also Lord Dunraven's letter explaining his reasons for withdrawing from the third race after crossing the line.

The report also shows that Lord Dunraven insisted upon new terms and conditions before he would sail the third race, and it gives the letter which was sent to him, and in which the committee declines to accept the new conditions and expresses regret that a friendly contest should have degenerated into a war of words. The last letter from Dunraven is dated September 21, and was written at Newport. In this letter he says that he had not the slightest doubt as to his having done right in withdrawing from the third race. The remarkable point about the controversy, which is made public by the report, is, as already pointed out by The Tribune, that the load water-line question forms the least part of the dispute.

THE CROWDING BY EXCURSION BOATS.

The crowding on the part of the excursion boats was the cause of the withdrawal of the Valkyrie and the graver charge was not thought worthy of discussion except in a passing way until Dunraven had reached his home over the waters.

The report gives the letter of the Earl of Dunraven, written at Glamorgan, October 25,

JAMES D. SMITH.

1894, in which he asks the terms and conditions. This letter is followed by the resolutions passed by the yacht club November 18, 1894, referring Dunraven's letter to a committee of seven, with power to act. This was the committee: James D. Smith, Latham A. Fish, A. Cass Canfield, J. F. Tams, Philip Schuyler, Charles J. Paine and Gouverneur Kortright.

Hereupon follow in their regular order the various letters, telegrams and notes which passed between the New-York Yacht Club, the Earl of Dunraven and the Royal Yacht Squadron.

CUSTODY OF THE CUP.

The correspondence covers the disputed point also as to the custody of the cup, and this report to the yacht club on that point:

January 14, 1895.

To the New-York Yacht Club.

Gentlemen: The America's Cup Committee have the pleasure to report that, having made such concessions as were, in their opinion, necessary to insure a match, they have succeeded in obtaining from the secretary of the Royal Yacht Squadron a definite assurance by cable that the America's Cup shall be held according to the terms of the Deed of Gift.

The cable message is as follows:

"London, 7th January, 1895. Smith, Yacht Club, New-York. Having regard to construction placed on Deed of Gift, 1887, by New-York Yacht Club, Royal Yacht Squadron are willing to receipt on terms contained in Deed of Gift, 1887. Grant, Cowes."

The committee have replied that with this understanding the terms of the pending challenge are satisfactory, and they therefore request the club to take action in the matter, as the power of formal acceptance was not delegated to the committee.

The following is therefore proposed:

Resolved, That the challenge for the America's Cup from the Royal Yacht Squadron, dated December 2, 1894, be accepted, with the understanding that the squadron have agreed to receipt for the Cup according to the terms contained in the Deed of Gift. Respectfully submitted,

THE AMERICA'S CUP COMMITTEE.

The next letter of importance was written by Mr. Canfield on March 6, on the subject of the number of persons to be allowed on board in cup races.

NUMBER OF PERSONS ON BOARD.

Mr. Canfield wrote:

New-York, March 6, 1895.

Dear Sir: A meeting of the America's Cup Committee was held yesterday to consider your request, as the representative of Lord Dunraven, that the number of person to be allowed on board in cup races be settled.

In his letter of October 25, 1894, to Mr. Oddie, Lord Dunraven says: "I think . . . that a limit—a generous one—to the number of persons on board should be fixed according to the L. W. L. length of rating." Again, in his letter of January 31, 1895, to James D. Smith, he speaks of the "number of persons all told." I make these quotations to show that the question is as to the total number of persons, and not merely as to the number of crew.

With the prospect of a lengthened Jubilee and Vigilant, as well as the Iselin boat, as competitors in the trial races, the committee did not feel at liberty to take the opinion of any one person on the question, and should the sail plans of these vessels be larger than that of Vigilant last year, a great injustice might result from trying to fix on too close a limit as to the number of persons to be carried in races, before the vessels had been actually tried.

The committee consider the best course is to leave the question to be decided betwen the owner or representative of the yacht selected to defend the cup and Lord Dunraven, with the understanding that the total number of persons on board shall not exceed that established by the recent rule on this subject adopted by the New-York Yacht Club.

You will note that in his letter of October 25, 1894, Lord Dunraven suggests that the limit be based on L. W. L. or rating, so that he does not necessarily contemplate the same number for both vessels.

In conclusion I would draw your attention to the fact that the agreement to measure the L. W. L. with all weights, dead and alive, on board, will certainly tend to the use of as small a number of persons as are competent to handle the vessel; and that, by the plan I suggest, Lord Dunraven will be better protected than in his own country, where, by the Y. R. A. rules, the only restriction as to crews in vessels over ten rating is the indirect one implied in providing that they shall not exceed their L. W. L. length as officially measured.

THE TRIAL RACES.

On the subject of the trial races the committee reports:

In accordance with the committee's circular of August 12, the first trial for the selection of the representative of the New-York Yacht Club was held off New-York on August 29. The Regatta Committee kindly consented to undertake the handling of these races. The entries were Defender and Vigilant. The two vessels were measured according to the conditions agreed upon for the cup races, viz., with all weights, dead and alive, on board during measurement, which were to be carried during the trials.

Owing to the necessity of putting a new mast in Defender, after the first day, the second and third trials took place August 29 and 30 (details, notices, etc., of trials will be found in the appendix). At the close of the trials Defender was selected to defend the cup.

On the evening of September 30 the Earl of Dunraven met the committee at the New-York Yacht Club to settle the minor conditions still undecided.

At the above-mentioned meeting Lord Dunraven was informed that Defender would be the representative of the New-York Yacht Club in the coming match.

From notes taken at this meeting the secretary prepared a draft of the conditions and made some slight alterations which he deemed advisable.

The statement of the conditions in its final and finished form was submitted to Lord Dunraven on the City of Bridgeport on September 4, and signed by him and the chairman of the committee, James D. Smith, on that day.

On September 2 Lord Dunraven wrote to the committee that the Valkyrie would go into Erie Basin the next day, and requested that she be measured two days later at 5 p. m.

ANSWERING THE EARL'S QUESTIONS.

In this letter Lord Dunraven asked several questions and received in reply the following note from Mr Canfield:

I will write at once to the measurer that the Valkyrie is to be measured at Erie Basin Thursday, at 5 p. m., that you will carry fifty-five persons during races. I am going to suggest that the restriction of N. Y. Y. C. Rule VII as to bulkheads, doors, floors, bower anchor and cable be waived.

As regards the start, I regret that the description of it should have caused you any perplexity. I think, after reading carefully what you say, that you understand it perfectly, except that by Racing Rule XV, N. Y. Y. C., the time of a yacht is taken when she first crosses the line after the starting signal has been given. A yacht crossing too soon is simply recalled, her time not being taken until she crosses properly.

The majority of races will be (by agreement, not by the deed) to windward or leeward and return, but the committee, after careful consideration, did not consider practicable your suggestion that if either yacht fetches the windward mark without a tack the race shall be void.

We hardly ever postpone a race on account of too much wind. If such a contingency arises the Regatta Committee must, by the agreement, ask and obtain the consent of both yachts to a postponement, and I think it will be sufficiently evident why they do so without signalling to that effect.

As to a representative being present when the yachts are measured, we are quite content to leave this matter entirely in the hands of the measurer. Should you desire to send some one when the Defender is measured, pray feel at liberty to do so, and I will inform the Defender people that they have a corresponding privilege.

As I wrote you yesterday I found some corrections advisable in the wording, not the sense, of our agreement, and will send the corrected form to J. V. S. Smith, No. 42 Broad-st., to-day.

I hope to go to the Erie Basin on Thursday, as I wish very much to see your boat out of water.

RULES GOVERNING THE RACES.

After this correspondence the report contains the rules governing the races, of which the following are of interest at this time:

Measurements.—The competing yachts shall be measured with all the weights on board, dead and alive, which they intend to carry during a race, but shall not have on board more persons all told during any race than are admitted by New-York Yacht Club rules. Waste tanks or water tanks, if carried, must be filled with water at the time of measurement. The boat carried to be not less than 12 feet 6 inches in length.

The restriction of the New-York Yacht Club rules as to floors, bulkheads, doors, water tanks, bower anchor and cable is waived.

Alteration in Measurement.—If either yacht, by alteration of trim or immersion, by dead weight, increase her load-water line length, or in any way increase her spar measurments as officially taken, she must obtain a remeasurement by special appointment before the next race, or, failing this, must report the alteration to the measurer at the clubhouse at 10 p. m. of the day before the race following such alteration, and must arrange with him for re-measurement, and, if required, be in the Erie Basin at 7 o'clock a. m. of the day of said race, and there remain until 8 a. m. if necessary, for purpose of re-measurement.

If either yacht decrease her measurements for racing length in any way in order to profit thereby in time allowance in any race, she must obtain a remeasurement by special appointment before such race, or notify the measurer and be at his disposition, as above described.

A measurement taken as provided above shall be final and not subject to protest by either party.

In the event of the measurer being unable to obtain a measurement which he considers accurate before a race, a re-measurement shall be taken as soon as possible after the race.

DUNRAVEN,
JAMES D. SMITH, Chairman.

Mr. Smith, when presenting the conditions for Lord Dunraven to sign, also informed him that Mr. Iselin desired that a week-day should intervene between each racing day, and to this Lord Dunraven consented.

DUNRAVEN ENTERS OBJECTIONS.

The desire on the part of the Defender people to have a week day intervene between each race caused a slight protest on the part of Lord Dunraven, who wrote under date of September 5:

Dear Mr. Canfield: I see by the papers that dates have been altered so as to ensure that one week-day shall intervene between races. If that is so, I am sorry for it. As I told Commodore Smith yesterday, I should much prefer calling off the races as quickly as possible. Had I the fixing of dates, I should have said Saturday, Monday, Wednesday, Thursday, Saturday. It may be an advantage to men at home to have plenty of rest between races, but to strangers it is a positive disadvantage. There is a certain amount of anxiety and wear and tear on all hands, and it is better for the men to be employed than doing nothing. I am opposed to Sunday work if it can be avoided, but I do not see how under the original arrangement of dates Sunday work could have been necessary, seeing that in the case of accident, the only thing that can render work of any kind necessary, the committee can give "reasonable time"—that is reasonable time on a week-day. Moreover, the change may somewhat complicate my arrangements for extra hands. I should, therefore, prefer the original dates. But, as I told Commodore Smith, I am anxious to fall in with the views of Mr. Iselin or of the Committee, and I do not positively object to the amendment, though I fail to see the object or benefit of it.

I am very sorry that I was unable to get to the club last night; but it was impossible. The wording as to the start is quite well expressed. The difficulty lies in a person unaccustomed to that method of starting, realizing how it may affect the various eventualities which may occur. Your letter has made the matter quite clear. Yours very truly,

DUNRAVEN.

THE EARL'S SUGGESTIONS.

This subject was continued in a letter from Lord Dunraven written the next day, in which he says:

Dear Mr. Canfield: I have received your letter notifying me of the alteration in dates. That question having been reopened, I wish to call your attention to another matter which, on reflection, I do not consider satisfactory.

This contest may possibly extend over a period of ten days or a fortnight. It is obvious that alterations in the L. W. L. length of a vessel may, under present condition, be made without an owner's knowledge, and without possibility of detection. It is, of course, impossible to guard absolutely against such an occurrence. But these contests cannot be compared with ordinary races; and in the interest of the public, and of the owners who have to do their best to see that rules are obeyed, it is surely right and necessary that the Cup Committee should take every precaution to insure that the vessels sail on their measured L. W. L. length.

For this reason I request that the measurer be instructed to mark each vessel's L. W. L. on the stem and stern, and to take any steps that he or the committee think advisable by remeasurement at any time or by any other means, to ascertain that the L. W. L. as measured is not exceeded in sailing. To mark the vessels is a perfectly simple matter—a scratch with a file or chisel and a distinct paint mark would suffice.

Mr. Young, the pilot I have engaged, informed me yesterday late that if Valkyrie was not measured before noon there would not be water enough to take her out before the next tide. I do not know whether he is accurate in this matter, but if you can notify Mr. Iselin's representative and Mr. Hyslop to be at the dock a little earlier, say at 11 or 11:30, I would be much obliged. Yours very truly,

DUNRAVEN.

RESULT OF THE MEASUREMENT.

The letter is followed by the committee's comments. They say:

It will be observed that this letter was dated September 6, the day set for measurement. The final agreement of terms was signed on September 4, and contained no provision that the yachts should be marked as Lord Dunraven now requested. The committee, therefore, considered Mr. Iselin's assent to this request necessary, and two members of the committee proceeded to the Erie Basin, saw Mr. Iselin, who at once acquiesced in the proposal.

The Valkyrie had been already measured and had left the Basin, and on account of the tide could not return in order to be marked that day. It was, therefore, arranged with Lord Dunraven, Mr. Iselin, the representatives from each side, George L. Watson and Mr. Herreshoff, and the measurer that the yachts should be marked on the day following the first race—that is, on September 8. The measurer was instructed to preserve the marked batten, used to locate the ends of the low-water line, as measured from the ends of the overhang, in order that the marks should be properly placed, and that the yachts floated at the same point of immersion as when first measured.

The result of the official measurements taken September 6 were:

	Defender. Feet.	Valkyrie. Feet.
Length on load water-line	88.45	88.86
Square root of sail area	112.26	114.14
Racing length	100.26	101.49

Persons on board when measured: Defender, 50; Valkyrie, 60. Valkyrie allows 29 seconds over a 30-knot course.

On Saturday, September 7, Lord Dunraven communicated to the Cup Committee his belief that the Defender had sailed that day's race immersed three (3) or four (4) inches more than when she was measured.

Lord Dunraven stated that he believed the change had been made without the knowledge of the Defender's owners, but it must be corrected or he would discontinue racing.

He did not wish to say to the committee what action it should take, but he desired a remeasurement that day (Saturday, September 7).

The Cup Committee, after considering the communication from Lord Dunraven, ordered a remeasurement to be made at the earliest possible moment.

On September 8 the yachts were marked, as requested by Lord Dunraven. At the same time they were remeasured, with the result of only one-eighth of an inch difference in load water-line in case of the Defender, and one-sixteenth of an inch in the Valkyrie. As the result carried the time allowance only a second or two, and in no way affected the outcome of the races, it is not deemed necessary to give the additional measurements.

The first race, September 7, was won by the Defender.

The second, September 10, was awarded to the Defender on a protest, the Valkyrie's corrected time being forty-seven seconds less than the Defender's.

The third race, September 12, was a "walk-over" for the Defender, the Valkyrie having retired after crossing the starting-line.

On Monday, September 11, the protest was heard by the Regatta Committee, and the same day the following letter from the Earl of Dunraven was handed to the secretary of the America's Cup Committee. At the same time the secretary was informed that it affected the next day's race, but was requested not to open the letter until a decision upon the protest had been reached. As a result, the letter was not laid before the committee until about 3:30 p. m. of the same day.

WITHDRAWAL OF THE VALKYRIE.

On September 10 Dunraven wrote:

Gentlemen: It is with great reluctance that I write to inform you that I decline to sail Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons:

First. To attempt to start two such large vessels in a very confined space, and among moving steamers and tugboats, is, in my opinion, exceedingly dangerous, and I will no further risk the lives of my men or the ship.

Second. At the start of the first race the crowding was so great that we could not see the mark boat, and could not tell when we were near the line, and we were much hampered by steamers, especially on the reach home.

To-day on the reach home eight or nine steamers crossed my bow, several were to windward of me, and, what was worse, a block of steamers were steaming level with me and close under my lee. I sailed nearly the whole distance in tumbling, broken water in the heavy wash of these steamers. To race under those conditions is, in my opinion, absurd, and I decline to submit myself to them again.

I would remind your committee that, foreseeing the trouble that might occur, I urged upon them the desirability of sailing off Marblehead, or in some locality other than New-York Bay, and that they refused to do so. At the same time, I wish to testify to my full belief that your committee have done everything in their power to prevent overcrowding.

The fact is that when a contest between the representatives of two yacht clubs creates so much popular interest and attracts such crowds of people, if the races are sailed in the immediate neighborhood of a great city, and if the dates of races and times of starting are known and advertised, it is impossible to keep a course free from causes of exceptional danger and clear enough to insure the probability that the result of the match is decided according to the relative merits of the competing vessels. I have the honor to remain, your obedient servant,

DUNRAVEN.

MR. ISELIN'S OFFER.

At the same meeting, when the above was presented to the committee, Mr. Iselin presented the following:

September 12, 1895, 3 p. m.

America's Cup Committee:

Dear Sirs: In case decision on Valkyrie-Defender protest is in my favor, I desire to place my boat and myself at your disposition, that is to resail the race or adhere to my rights as you see fit. Very respectfully yours, C. OLIVER ISELIN.

The following note is made as to the committee's action in the matter:

The committee had no right, under the powers given them, to throw the race of Tuesday out of the count of the races won in defence of the cup, because a protest had been decided in favor of the American boat—the protest having been heard and judged in full accordance with the law and precedent in such cases. However, in deference to Mr. Iselin's generous and sportsmanlike proposal, the committee, while declining to take the initiative and order the race resailed, agreed to sanction an offer to do so from Mr. Iselin to Lord Dunraven. The letter from Mr. Iselin making this proposal was delivered to Lord Dunraven by two representatives of the committee at 9 o'clock the same evening. At the same time an effort was made to provide for some of the difficulties cited by His Lordship, and to persuade him to race the next day—Thursday.

The representatives assured Lord Dunraven of renewed efforts already under way, directly and through the press, to secure a clear course; they promised him a clear start, and obtained his consent to delay the start for this purpose. They declined to agree to his stipulation that the committee should declare a race void if, in their judgment, either vessel were interfered with by accompanying vessels. They informed him that his proposal to keep secret the dates and times of starting any further races must be laid before the committee; they also declined to postpone the race fixed for the next day. Lord Dunraven finally declined to decide whether he would sail the next day's—Thursday's—race or not, and requested that the arrangement to postpone the start until room sufficient was secured be put in writing, which was done, and a letter to that effect sent to him from the club the same evening.

MR. ISELIN'S PROPOSAL DECLINED.

Lord Dunraven's reply, declining Mr. Iselin's proposal to resail Tuesday's race, was sent to the clubhouse the same evening, and was forwarded at once by special messenger to Mr. Iselin at Bay Ridge. This letter was delayed in delivery, and hence Mr. Iselin, not having heard from Lord Dunraven, repeated his offer, on Thursday morning, and Lord Dunraven sent a second declination.

The history of Mr. Iselin's efforts to resail the second race is given in the correspondence which follows:

On Board Defender, September 11, 1895.

Dear Lord Dunraven: Although the Regatta Committee have given Defender yesterday's race, under the circumstances I should much prefer calling the race off and resailing it to-morrow. I trust that this will meet with your views. If so, kindly answer at once. Very truly yours,

C. OLIVER ISELIN.

DUNRAVEN'S REPLY.

Lord Dunraven's replies to Mr. Iselin's letters are as follows:

429 Fifth-ave., September 11, 1895.

Dear Mr. Iselin: I received your note in which you express a wish that yesterday's race should be resailed.

That is a proposition to which, of course, I cannot agree. You would not have protested had you not believed that Valkyrie had caused a foul by committing a breach of the rules.

If she did she must take the consequences.

The Regatta Committee had decided, for reasons according to its best judgment, but which, I confess, are beyond my comprehension, that she did break the rules. I made no protest, and because I thought the foul was probably accidental, but I consider the Defender caused it. You consider that the Valkyrie was to blame. The committee has decided that you are right and I am wrong, and there the matter ends. Yours truly, DUNRAVEN.

The second letter reads:

Thursday, Bay Ridge.

Dear Mr. Iselin: I certainly could not entertain your suggestion.

Had the committee ordered the race to be resailed that would have been a different matter, but how could I possibly agree to resail a race decided and given against me by the decision of the committee.

I wrote you last night to this effect, and am sorry that you did not receive my letter. I had no opportunity of communicating with you this morning, but Mr. Duryea will, I dare say, have informed you of my views. Thanking you for your suggestion, I remain, yours very truly, DUNRAVEN.

On Wednesday evening, after the interview with Lord Dunraven, a letter was sent him, at his request, stating that the start would not be made until the starting line was sufficiently cleared to afford ample room to manoeuvre.

Lord Dunraven's reply was delivered at the clubhouse after midnight, and was forwarded to the committee boat, where the secretary received it at 8 o'clock Thursday morning. It was as follows:

429 Fifth-ave., Sept. 11, 11:30 p. m.

Dear Mr. Canfield: I have just received your letter. I regret that, being engaged at the time you and Mr. Busk were kind enough to call at the Waldorf, I could not then give a decided answer to the propositions made in our short conversation. I have since considered the matter carefully.

Your proposal to postpone the start until we have sufficient room meets only one out of more serious difficulties mentioned in my letter of the 10th, and if no solution can be found to those difficulties, I must adhere to my decision as expressed in that letter. I am fully convinced that the committee have done, and would do to-morrow, all in their power to keep a clear course; but under existing circumstances they are powerless.

As I told you, I would sail if the committee would take it upon themselves to declare the race to-morrow void, if, in their judgment, either vessel were interfered with by steamers and tug boats. I regret that you are unable to agree to that. I regret also that the race fixed for to-morrow could not be postponed in order to give the committee ample time to consider my former letter; and I am sorry my letter was not delivered to you sooner.

As I explained to you, I was under the impression that the Cup Committee heard the protest; and pending a decision I did not think it right to place the letter in their hands. When I learned this morning that the Cup Committee had nothing to do with the protest, I requested Mr. Kersey, to whom I entrusted the letter, to hand it to you.

In case you do not receive this to-night, I shall take Valkyrie to Sandy Hook Lightship to-morrow morning, and will cross the line to give Defender a start.

I inclose copy of a letter I have written to Mr. Iselin, and addressed to the New-York Yacht Club. Yours very truly, DUNRAVEN.

THE SITUATION ON SEPTEMBER 12.

The committee gives this condensed picture of the situation as it existed on September 12:

At Sandy Hook Lightship on Thursday morning, September 12, the situation was this:

One of Lord Dunraven's grievances had been met and the start was clear, with every evidence of further good behavior on the part of the steamers.

The committee fully indorse the replies given by their two representatives the evening before.

The committee considered Lord Dunraven's suggestion to keep secret the dates and times of starting races impracticable, and saw no necessity to postpone the race in order to consider his letter of the 10th or 11th more at length.

Lord Dunraven had named the condition on which he would race, viz., that the committee should declare the race void if, in their judgment, either vessel were interfered with, and the committee had refused to accept this responsibility. The deadlock seemed to be complete. The committee took the only course which to them seemed rational and dignified, and instructed the Regatta Committee to proceed with the signals for the start. Lord Dunraven's vessel crossed the line and at once abandoned the race.

DUNRAVEN'S LETTER OF SEPTEMBER 13.

A letter follows, written by Lord Dunraven on September 13, in which, among other things, he says:

Confining myself to the subject of my letter—the overcrowding: As far back as last October I wrote concerning the difficulty of insuring a clear course, but did not insist upon my views because I thought the persons responsible should be free to take what steps they thought best in the matter.

In view of the failure in that respect it might have been better if, in my letter of the 10th, I had absolutely withdrawn. But my desire to sail off the races was great, and I withdrew conditionally and suggested steps which I thought would remove the difficulty. These steps were not taken. I held to my determination to sail no more, and in so doing I emphatically deny that I went back in any way on the agreement as to terms.

I do not know whether Mr. Canfield and Mr. Busk were officially representing the committee when they came to see me at the Waldorf. I judged by the conversation that they were not, and I understood from them that the committee had not come to definite conclusions upon my letter. I now conclude from your letter that they were officially representing the committee. In that case, the proposal made to me by the committee was that I should withdraw my determination, expressed in my letter of the 10th, and should sail the third, and possibly final race, on the condition that sufficient room was secured at the start, and that in any further races my suggestion that the dates of races and times of starting should not be made public should be carried out. That proposition did not commend itself to me.

No one has denied the overcrowding of the course, but in any case, either my complaint was, in the opinion of the committee, unjustifiable, in which case I could not have agreed with them and should have withdrawn, being fully convinced of the necessity, and prepared to take the full responsibility for so doing; or it was justifiable, in which latter case the committee were, I think, bound to give redress before the next race was sailed.

I so far withdrew my letter of the 10th as to say that I would sail the third race if the committee would undertake to declare the race void if, in their judgment, either vessel were interfered with by the steamers, the committee putting anybody they liked on board the yachts.

I was content to leave the matter in their hands, stipulating only that they would put an experienced, practical yachtsman on the Valkyrie. As far as I am concerned, I have no wish to continue a discussion which you accurately describe as superfluous, and will conclude by expressing my regret that, if any desire to resail Tuesday's race was known to exist, the Regatta Committee did not order it to be resailed, under Article X of the New-York Yacht Club regulations, in which case, whatever my opinion as to the cause of the foul may be, I should have been at the disposal of the committee; and that the Cup Committee could not see their way clear to adopt what appears to me the simple course of hoisting letter G yesterday, and postponing the race until such time as they had arrived at a definite conclusion upon my letter of the 10th. I have the honor to remain, gentlemen, yours very faithfully, DUNRAVEN.

THE COMMITTEE'S REPLY.

The committee having separated, the report says the following reply was sent as soon as practicable:

New-York, September 17, 1895.

My Lord: We have the honor to acknowledge the receipt of your letter dated September 13. We would be glad to limit our reply to acknowledging its receipt; but, as this whole matter will probably come before the public, we feel that we should correct certain misapprehensions which we fear may arise.

You say: "The request that Mr. Canfield should not open my letter of the 10th was unnecessary, as the Cup Committee were not hearing the protest." You informed Mr. Canfield that you had learned that the Cup Committee had nothing to do with the protest, and at the same time you requested him to keep the letter (of the 10th) unopened until the protest had been decided. You did not inform him that it was necessary to refrain from opening your letter.

If the details which you give us, as to times of delivery, etc., of letters imply any neglect or discourtesy on the part of the committee, we must deny that there has been any such neglect, and must disclaim any intention of being discourteous—otherwise we agree with you that these facts are of minor importance.

THE INTERVIEW ON SEPTEMBER 11.

Your assertion that you named no new conditions in your letter of the 10th is absolutely exact. We should have said in your letter of the 11th. In your letter of the 10th you only declined to continue the contest under the existing circumstances, and gave your reasons for declining. In the interview at the Waldorf at 9 p. m., September 11, you stated upon what conditions you would continue, and you repeated substantially the same conditions in your letter of September 11.

In the interview at the Waldorf, the two representatives of the committee pledged the committee to one condition, namely, to secure a clear start, and obtained your permission to postpone the time of starting for that purpose.

The representatives declined absolutely to agree to the condition that the committee should assume the grave responsibility of declaring the race void, if, in their judgment, either vessel were interfered with by the attending vessels. In our opinion it would be impossible to secure a race absolutely free from interference, and the relative amount of interference would be much too delicate a point for us to decide. The representatives declined to agree to postpone the race fixed for the next day (Thursday). The representatives informed you that the question of not announcing the dates and times of starting any future races must be submitted to the committee. The representatives assured you of renewed efforts, through the press and during the race, to secure a clear course. You finally declined to say whether you would sail the next day's race (Thursday's) or not, and said that, in any event, Valkyrie would cross the starting-line.

In view of the definite replies given by them, we cannot understand how you could doubt that the representatives sent you were acting for and with the authority of the committee.

As to postponing Thursday's race in order to consider your letter of the 11th, the committee felt that the points had been fully covered in the conference at the Waldorf, and did not desire more time for reconsideration of the answers given by the representatives at that time. The committee did not consider practicable your suggestion to keep secret the dates and times of starting any future races.

You raise the question as to whether your complaint of the steamers was justifiable or not. The steamers undoubtedly interfered with Valkyrie and Defender as well, and there seems to be no reason why you should not have complained of such interference; but we certainly demur to your conclusion that therefore, the Cup Committee, having admittedly done all in their power, were bound to give redress before the next race was sailed.

You fully knew the objections to a course off New-York two years ago, and nearly one year ago you suggested a change of locality. This proposition we declined at that time. There was the best evidence at the start on Thursday that the course as well as the start should be kept clear. It seems to us that the question before every one is, not whether your complaint was justifiable, but whether your action in withdrawing from the contest on the grounds of your complaint was justifiable.

As to your suggestion that the Regatta Committee might have ordered Tuesday's race resailed, we reply that we must decline to discuss the action of a fellow-committee.

In conclusion, we must express our profound regret and chagrin that a friendly contest in a noble sport, between two great nations, should have degenerated into a war of words. We have the honor to remain, your obedient servants,

JAMES D. SMITH, Chairman.
A. CASS CANFIELD, Secretary.

The Earl of Dunraven.

LORD DUNRAVEN'S ANSWER.

The following letter from the Earl of Dunraven was sent to the New-York Yacht Club and was forwarded to the chairman of the America's Cup Committee:

Newport, R. I., September 21, 1895.

Gentlemen: I have the honor to acknowledge receipt of your letter dated the 17th inst., and must apologize for not sooner replying; but I was obliged to send to New-York for a copy of our previous correspondence.

I cannot accept as entirely accurate your account of a short conversation at the Waldorf between Mr. Canfield, Mr. Busk and myself; but I hope you will excuse me for not entering upon a discussion of matters dependent upon memory, and which do not appear to me to be of any great importance; and also for not further commenting upon certain points in your letter which have in my opinion been sufficiently dealt with in former letters of mine.

But it is due to you that I should endeavor to satisfy you on one or two matters. You express surprise that I could have been in doubt as to whether Mr. Canfield and Mr. Busk were officially representing the committee. In my letter of the 13th I said, "I do not know whether Mr. Canfield and Mr. Busk were officially representing the committee when they came to see me at the Waldorf. I judged by the conversation that they were not, and I understood from them that the committee had not come to definite conclusion, upon my letter." I fear I am unable to add much to that. Mr. Busk assured me that if the third race was sailed, the dates and times of starting any further races would not be published. I understood Mr. Canfield at first to demur, but afterwards to acquiesce. With Mr. Busk's assurance, I can only repeat what I said in my letter of the 13th, that I understood the verbal proposal made to me "that I should withdraw from my determination expressed in my letter of the 10th, and should sail the third and possibly final race, on the condition that sufficient room was secured at the start; and that, in any further races, my suggestion that the dates of races and times of starting should not be made public should be carried out." That understanding, had I agreed to it, would obviously not have been binding on the committee as you now inform me that "the committee did not consider practicable your suggestion to keep secret the dates and times of starting any further races." I may be permitted to observe that your expression "to keep secret" somewhat exaggerates the intention of my letter of the 10th in which I speak of the difficulty of keeping a clear course, "if the dates of races and times of starting are known and advertised."

DID NOT INTEND TO IMPLY NEGLECT.

In furnishing you with details of the times of delivery of certain letters, I most certainly never intended to imply any neglect or discourtesy on the part of the committee; and on reading my letter of the 13th, I am puzzled to see how it can have given rise to an impression so far from my thoughts. I gave the exact times of delivery of letters because the time mentioned in your letter of the 12th was inaccurate, and I was anxious that you should understand that I sent Mr. Canfield a written reply to his written proposal, at the earliest possible moment, and did my best to minimize any inconvenience to the committee, the Defender or the public.

I do not in the least dispute the accuracy of your account of what took place on the 11th at the New-York Yacht Club, nor have I ever done so. As I have previously stated, when, on leaving the club, I asked that my letter of the 10th should be given to Mr. Canfield, I meant that he should be at liberty then to open it. If any inconvenience was caused to any one I can only express my regret; but as I had asked Mr. Canfield some time before to call a meeting of the Cup Committee at the earliest possible moment, and as you say in your letter of the 12th that the letter was handed to Mr. Canfield at 12:30 o'clock, and was opened at 2:30, I thrust that the delay, if any, was immaterial.

As some misunderstanding appears to exist as

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A. B. C. THE BEST Oatmeal

ALREADY STEAM COOKED.

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"A Wilderness of Sweets."—Milton.
Is spread before the wondering eyes of visitors to our carpet department. A perfect kaleidoscope of rich colorings and graceful patterns, so it becomes difficult to choose betwixt them.
Wise heads see the advantage of making selections now, for each day the stock is growing smaller. Unfortunately, the contracts made before the rise in wool and wages will not last forever, and some of the choicest designs are only to be seen in short lengths.
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NEW CHALLIS
Silk striped Challis, beautiful patterns, 15c.
Fine wool Challis, Persian effects, light and dark, 15c; the 25c grade.
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WOMEN'S JACKETS—HALF
We have taken about 100 women's Reefer Jackets, plain cheviots, that have been $7.50 to $37.50, and made the prices $3.75, $5, $7.50 to $15.
Second Floor, Broadway.

FIVE RIBBON PRICES
Satin Ribbons, Gros Grain Ribbons, Double satin Ribbons, Glace Ribbons, Faille Ribbons, Fancy Ribbons, Taffeta Ribbons, Black Ribbons
Lot 1 at 2c; Lot 2 at 5c; Lot 3 at 10c; Lot 4 at 17c; Lot 5 at 25c
Sometimes worth five times the price.
Broadway.

SALE OF NOTIONS
Dressmakers are especially interested.
Real Whalebone, 36 in. long, 5-16 in. wide. Finest quality. Every piece guaranteed, 14c. Never under 25c.
Our second grade of taffeta silk Ribbon, seam binding, very strong, 6c piece. First quality, 14c piece.
Dress Shields—Of pure Para gum. Odorless. Large size, 9c pair.
Fine stockinette Shields, extra strong, very firm. Large sizes, 9c pair.
Hose Supporters—Satin binding. A large, strong belt, 25c. These take the place of the 70c sort.
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We have taken the entire stock of a leading Philadelphia maker and mark them so that you can afford to lay 2 or 3 aside.
Fine blue twilled Umbrellas, the fashionable shade, warranted fast color, Dresden handles, hand painted, $1; were never under $2.
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Taffeta silk Umbrellas, warp entirely silk, woof linen to make it stronger, handles of finest hard wood, new shapes. A wonderful variety of them at $2. Regular $5 Umbrellas in appearance.
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at about the cost of yard goods. Straight, even hems, careful stitching—really better than home work is likely to be.
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