

BRITISH HOPES WAVER. RELIEF OVER FACT THAT CONTEST WAS NO RACE.

FORMER FEELING HOPEFUL—PUBLIC INTEREST GREAT.

(By Cable to the Tribune.)

London, Sept. 27, 1 a. m.—There were many signs of a revival of public interest in yachting yesterday.

A yacht under full sail was the emblem used by advertisers to indicate the value of a stiff wind of publicity. The afternoon papers contained forecasts, diagrams, measurements and preliminary details of the first contest, but the difference in time prevented anything more than a brief announcement of the start in the latest editions. Talk at the clubs was about Sir Thomas Lipton's chances of winning the Cup, and groups began to gather about bulletin boards a little after 4 o'clock, and kept watch there hour after hour. The cable service was excellent, and there was a fresh bit of printed tape every five or six minutes during the earlier stages of the race. A hopeful feeling prevailed at the clubs from the outset, for while too much had happened in South Africa in falsification of prophecy to encourage boastfulness on any subject, there was a general conviction among the clubmen that Sir Thomas Lipton's luck had turned, and that he would succeed in bringing back the Cup in triumph.

Whenever any one was to be drawn into an expression of confidence in the result it was qualified with the confession that his failure would not be followed by a challenge from any British or Irish yacht for many years.

The "tickers" had the largest audiences at the hotels, where Americans surrounded them with evident signs of uneasiness and foreboding.

While westward steamships will be crowded for a month at least, there are few prominent Americans remaining in London. The knots of those watching the hotel bulletins were mainly belated tourists, who could not conceal their apprehension that Shamrock II would lead in what seemed to be highly favorable conditions of weather for her.

There was no evidence of heavy betting either at the hotels or at the clubs, and both English and American watchers were prepared to accept any result with good natured tolerance.

It was reported that the King had made special arrangements for receiving constant information respecting the relative positions of the two yachts, and was displaying keen interest in the result of the first contest.

Crowds of people had loitered for hours in the vicinity of the newspaper offices, patiently waiting for the result of the race, and along the Thames embankment, and at other places where arrangements had been made to show the position of the yachts by illuminated devices there were also vast multitudes.

About 9:42 o'clock came the definite announcement that the race had been declared off. Almost immediately Fleet-st. was the scene of wonderful animation, newsboys dashing hither and thither on foot and on bicycles with "stop press" editions, conveying the intelligence that the new Shamrock's first attempt to defeat the Columbia had ended in the same manner as the old Shamrock's first attempt two years ago.

The result was, naturally, some disappointment expressed at the abortive nature of the contest, but, on the whole, the feeling was one of relief that Sir Thomas Lipton's yacht had been lucky enough to escape defeat.

This morning's newspapers reflect the disappointment of the general public in this country with Shamrock II's performance yesterday, though the battle is not yet over. Dependence has been placed on confidence, and it is expressed that the famous Cup is destined to remain in New-York forever. Experts were agreed in declaring that a light wind would suit Shamrock II best. They expected that she would outpace her rival and sail more closely to the wind.

The result has put prophets to confusion, and it is freely admitted that if the challenger cannot improve on yesterday's display Sir Thomas Lipton need not expect to bring back the Cup.

I. N. F.

DISAPPOINTMENT IN ENGLAND.

OPINIONS UNFAVORABLE TO SHAMROCK II GENERALLY EXPRESSED.

London, Sept. 27.—The morning papers express the keenest disappointment. "The Daily Mail," "The Daily Graphic," "The Morning Post" and "The Standard" all contend that the weather conditions were too variable to justify any verdict on the ultimate performances, but even these journals are not hopeful of the ability of the challenger to "lift" the Cup, and they admit that her performance was disappointing.

The other papers virtually abandon hope. "If Shamrock II cannot improve on yesterday's display," says "The Daily Chronicle," "we fear the Cup is not likely to leave its half-century home."

"The Daily News" says: "It is rather strange that the British should maintain such a strong interest in a race whose history is rather galling to their national pride. The victorious ease with which the Americans have retained the Cup may have partly fed that easy, placid and rather contemptuous benevolence with which America may now be said to regard this country. There was nothing, unhappily, in the incidents of yesterday's race or in the Berkeley Oval contests to change this feeling."

"The Daily Telegraph" says: "If ever there was a moral victory, it was gained by the Columbia and Captain Barr. Yesterday's weather, according to the experts, should have favored Shamrock II. Her prospects, therefore, were a lot rosy. "The Daily Graphic" regards the Columbia as a "phenomenal boat." Most of the papers think a smoother sea would suit Shamrock II better. All earnestly hope there will not be a series of abortive races.

"The Times" says: "It would be rash to draw too decided conclusions relative to the merits of the boats, but

Shamrock II seems to be the slower in light winds. This and her lowness in stays, however, may be due to a rough sea. Yesterday's weather was not exactly favorable to Shamrock II, and Britishers may draw consolation and hope from that fact as best they may.

HOW LONDON HEARD THE NEWS. CHAGRIN OF THE GREAT CROWDS AT THE SHOWING OF THE SHAMROCK.

(By The Associated Press.)

London, Sept. 26.—The failure of the yachts to cover the course in time to constitute a race has created a general disappointment in Great Britain, but chagrin at the poor aspect of the Shamrock II overshadows all other expressions of feeling. The great suburban population of London was kept advised of the progress of the race by pyrotechnics at the Alexandra and Crystal palaces, on the north and south sides of the city. The London crowds chiefly gathered on the Embankment, watching the red and green electric lights making progress up the high tower on the Surrey side in accordance with the varying positions of the yachts.

Steam launches carrying the same colors, and patrolling the Thames from London Bridge to Westminster, also served to keep the eager multitude in touch with the transatlantic contest. Thousands of persons gathered at these points of vantage, while constant bulletins at the leading hotels supplied the news to hundreds of others.

Among the masses gathered on the Embankment the keenest disappointment was evinced. Evidently they had expected the challenger to outdo the defender under any conditions. The sporting clubs announced a small amount of wagers.

King Edward displayed great interest, and was kept posted as to every movement of the yachts.

BROOKLYN CLUB MEMBERS ANGRY.

THEIR BOAT WAS NOT ONLY LATE, BUT THE CAPTAIN REFUSED TO FOLLOW THE YACHTS.

Four hundred and fifty members of the Marine and Field, Hamilton, Montauk and Brooklyn clubs, of Brooklyn, were much disgusted yesterday over the results of their efforts to see the yacht race. The steamer Newburg, of the Central Hudson Navigation Company, was hired for the occasion by Theodore L. Cuyler, Jr., of the Marine and Field Club. The propeller of that boat was damaged in coming down from Newburg Wednesday night, and the Homer Ramsdell, of the same line, was substituted.

The Ramsdell was undocking at the Franklin-st. pier and did not reach the Empire Stores, in Brooklyn, until long after the time set for leaving there. That delay put the club members in an unpleasant frame of mind. The yachts were not sighted until noon, when they were well under way, and then it was impossible to distinguish one from the other, even with the most powerful glasses.

The captain of the Ramsdell slowed down near the Sandy Hook Lightship. In response to angry protests the captain said:

It would not be safe to go any further. The tide has turned, and there will soon be a sea too heavy for this boat. Her bow isn't built to ride swells. She ducks right into them, and, if she starts to do that, the lower decks will all be awash.

The captain intimated that his boat had no license to run out beyond the Hook. Mr. Cuyler says that the Ramsdell did have a deep sea license, and that he personally saw written on the boat's papers an authorization to follow the yacht races. Some of the disappointed ones allege that members of the crew told them that the captain did not want to follow the yachts for fear he would not get back in time to take the regular run up to Newburg last night.

The captain offered to anchor at Sandy Hook for a while, but the committee which hired the boat decided to return at once to the city.

ON BOARD LA GRANDE DUCHESSE.

Of the thousands who went down to the sea in ships yesterday to witness Sir Thomas Lipton's first effort to win the America's Cup with his new boat, none returned better satisfied with the opportunity afforded them to see the contest than the 1,500 people who were aboard La Grande Duchesse. Nor could any have been better satisfied with their accommodations and treatment. The big steamer, which has been purchased from the Plant Line for service to Savannah and other yachts, the Alliance, was like a family reunion, so numerous were the patrons of two years ago, when, as now, the vessel was under way for the yacht race.

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WINTER QUARTERS FOR THE SHAMROCK BERTH AT NEW-LONDON IF SHE IS NOT TAKEN HOME.

(By Telegraph to the Tribune.)

New-London, Conn., Sept. 26.—The announcement is made, unofficially, at the office of the Thames Marine Railway and Shipyard, of this city, that Shamrock II will winter here alongside of the Columbia, the Constitution, the Ailsa, the Navahoe, the Vigilant, the Rainbow and other well known racing craft, if Sir Thomas Lipton decides not to order the Cup challenger across the ocean this fall.

The Thames Marine Railway and Shipyard is the wintering place for Shamrock II, and it is understood that Sir Thomas will regard it as a recommendation. The Columbia and the Constitution will come immediately after the races, as will the Vigilant, the Rainbow and other yachts. The Ailsa, the Navahoe and schooner Corona are already in winter quarters at Riverdale.

HOTELS TURNING PEOPLE AWAY.

THE YACHT RACES, PROSPERITY AND RETURNING TOURISTS ALL HELP TO CROWD THE CITY.

"Sorry, but there is not a room vacant in the house." Such was the answer of the clerks of the Waldorf-Astoria to many who sought accommodations there yesterday. At many of the other big uptown hotels the same answer met the inquiries of travelers, and the long list of patrons whose names covered page after page of the registers clearly explained what might at first be suspected as inhospitability.

A tour of the downtown hotels and those apartment houses which have more or less transient patrons, all showed the same condition of things. In spite of the number of hotels erected in this city every year, there is still lack of room for the ever growing tide of travel. The fall season usually brings a multitude of people to the city, some returning from travel abroad, others coming here on missions of shopping, sightseeing, theatre going, etc. The city has been a hot, uncomfortable place during the summer months, and the autumn weather is found to be the most pleasant for a visit here.

The crowds which have flocked to town this fall, however, according to the hotelkeepers, have broken all records. The unusual inpouring of strangers is in part explained by the yacht races. Although this kind of sport has been in existence for more than half a century, the crowd that has come to see the two white-winged rivals battle for supremacy this year is said to exceed any known before.

But the yacht races are not the only cause of the throngs. As a Fifth-ave. hotel proprietor explained yesterday, the general prosperity of the country has also largely contributed to the increased demand for accommodations.

"The more money there is made the more money there is to spend," he added. "Merchants of interior cities, who have been unusually prosperous during the last year, have felt that they could afford a trip to New-York now, whereas in former years, and in less prosperous times, they could not afford such an expense. Then again, the travel to Europe this season has been remarkably heavy, and many persons who have waited for the yacht races. A number will even remain until the Horse Show, in November."

In many of the hotels which have a large clientele of patrons who remain throughout the winter, such as the Hotel Netherlands, the Buckingham and the Cambridge, almost all the available room has already been engaged.

DOWN TO THE SEA IN BOATS.

CROWDS ON THE EXCURSION STEAMERS SPEND AN ENJOYABLE DAY—A BEAUTIFUL PICTURE.

The crowds which went to see the yacht race appeared to be in general well satisfied with the experience of the day, in spite of the fact that it ended without a result. The day itself was so delightful, the crisp sea air refreshing, the interest in the yacht so keen, and the pleasure of seeing them at last together and of seeing the American boat leave the visitor in her wake was so gratifying, after all the anxieties and fears of the last few days, that few were disposed to murmur at the trifling incident of the course not being covered within the allotted time.

Yet those who hope to fill their purses through the promotion of the excursion business will do well not to count on a long continuance of these amiable feelings on the part of the public. The memory of two years ago has by no means faded. There are those still alive who then went out to sea day after day till they wearied of the failures to make a race and stayed away, when, of course, the race was made. The excursion promoters then suffered in two ways, and they are likely to suffer again this year if the winds do not blow up smartly and produce results. Many of the owners of excursion boats then sold season tickets, good for all the races. The prices for these were fixed on the supposition that there would be three races, or at most four or five, and when the struggle was over the sellers of these tickets found that they had been obliged to convey the buyers to sea eleven times, with an unparalleled consumption of coal and expenditure of wages. That trouble alone would have been serious enough, but, in addition to it, the many disappointments caused almost everybody who did not have a season ticket to stay away from the races altogether, so that at the end there was scarcely a real paying passenger on any of the excursion craft. The steamboat people began to feel as though they were running free fresh air excursions instead of conducting business for the benefit of their bank accounts.

But yesterday everything was beautiful. Nobody had seen an America's Cup race in two years, and everybody was only too glad to see almost anything. Not that the sights afforded were of any inferior quality—far from it. The excursion fleet itself is enough to delight the eye for one day at least. It would be a good thing to have such a general exodus through the Narrows at least once a year, whether there is any Cup race or not, just a great water fête, like the Marriage of the Adriatic, a festival for the sake of a festival.

BEGAN EARLY IN THE MORNING.

The procession began early in the morning, the steamers starting from many places, from Bay Ridge to points far up the North and East rivers. It is scarcely necessary to describe the long, moving lines of craft to those who have seen them, and scarcely possible to describe them to those who have not, but the temptation to do so is always renewed, whenever a new occasion calls them out. First a few of them are seen, mostly the smaller yachts and the less speedy boats, making their way down the bay, and not in sight long, because of the morning mist. Then, as 9 o'clock comes, the vessels are more and bigger, and they make a gay appearance as they stretch away in long lines, all headed toward the Narrows. Finally, toward 10 o'clock, come the big and fast ones, with their decks all crowded, with the streaming flags, which everybody watches so eagerly to see if there is going to be a wind, and with the bands playing. The mist has cleared away now, and the spectacle can be seen in all its marvel and its beauty.

Past the Narrows the fleet disperses, and the view is of a different sort. The largest vessels take the ship channel, to the south, while the smaller ones are safe in bearing off to the east, by the shorter and shallower way. Yachts are coming out of the Horseshoe, where they have lain over night, to be in a convenient position to reach the course without hurrying. And so the whole lower bay is covered with steamships and steamboats, and yachts and tugs, and revenue cutters and launches, and then up through the middle of the swarm come a huge liner, moving steadily about her business, while all these others are bent on pleasure, just to show the people on these toys what a real ship looks like. No matter: a good deal has been said about the mighty ships whose swiftness is bringing the continents nearer and nearer, "annihilating space and time," as the phrase goes; but these fragile yachts and this fleet of pleasure boats are also doing their part to unite two great nations. If you do not understand it so, read both the American and the English papers of to-day, and see what they say. The King of England is glad to be a guest on one of the yachts, and the American Congress thinks it ought to make laws to secure good races. Their importances, of course, are not to be compared with the pleasure and excitement of making the races and of seeing them.

There is another gathering of the fleet around the lightship, and then the boats spread out in lines to one side and the other as the start, and as the yachts cross the line they trail off in two processions, one on each side of the course, and even to the eye in search of the picturesqueness they are no longer the object of chief attraction, for the race is on now and all eyes must follow that.

Not only was the fleet of yesterday a fine sight, but there were many vessels in it which made fine sights by themselves. There were big seagoing steamships, like the Grande Duchesse, the North Star and the Jefferson, and there were huge boats of the Sound and river types, like the Plymouth, the Albatross and the members of the New-York Yacht Club and their friends; scarcely distinguishable from the Plymouth, was the new yacht, the Albatross, she always is; the Gay Head had the members of the Atlantic Yacht Club and their guests, and then there were the Columbia, the General Bloom, the Glen Island, and many more river and harbor boats.

STEAM YACHTS FLY AROUND.

Of the steam yachts there were too many to specify or even to count, but there is nothing inviting to the rest in the mention of a few like the Corsair, the Normahal, the Mary Norma, the Catania, the Aileen, the American, the Kanawha, the Onedia, the Niagara, the Colonia, the Electra, the Sybarite, the Conqueror and the Margarita. These are only a few of them; they swarmed everywhere, and, like the Irishman's one last little pig, they flew around so that they could not be counted.

It is always a marvel to the looker-on at such times that in all the reporting of accidents, of every size, each and every one of them bent on getting into the best possible position for her passengers to see all the points of the race, half the fleet does not sink the other half. The absence here of the reporting of accidents, of every size, each and every one of them bent on getting into the best possible position for her passengers to see all the points of the race, half the fleet does not sink the other half. The absence here of the reporting of accidents, of every size, each and every one of them bent on getting into the best possible position for her passengers to see all the points of the race, half the fleet does not sink the other half.

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the Long Island shore, at a moment when they were having a momentous struggle for the lead, and the passengers were lined up on her decks to get a glimpse, so that she looked like one of the excursion fleet, but for her going the wrong way.

COMING BACK TO THE CITY.

The procession of the boats back to the city was not quite so striking as it has been sometimes, owing to the fact that they did not come in quite so compact a line as they sometimes do. This was because of their diversity of conduct on the part of the yachtsmen. It is becoming clear that there will be no race many of the boats put on all speed and hastened to shake the water of the ocean from their paddles and get home. Others waited to see every last move of the contending yachtsmen, but they were regardless of the absence of official result, and they did not reach port till later. Everybody got back to town delighted with the interest and the enjoyment of a glorious day, and only a little disappointed at the scarcity of wind. But to-morrow they will want to see a race.

FALL RIVER EMPLOYEES' DEMAND.

FOLLOWING M. C. D. BORDEN'S ACTION, THEY ASK INCREASED PAY—STRIKE MAY RESULT.

(By Telegraph to the Tribune.)

Fall River, Mass., Sept. 26.—A letter demanding a 5 per cent increase in wages by September 30, was sent last night by the textile council to the secretary of the Manufacturers' Association. Special meetings of the unions will be called for Saturday afternoon or evening, and President Tansy of the textile council says the latter body will recommend a struggle to get the 5 per cent, as there is no other thing to do.

At the present moment, it is the purpose of the manufacturers to treat the demand for an increase as lightly as possible. If this attitude is maintained, the labor leaders will openly advise a general strike. Superintendents and overseers say a strike will not be of long duration, and that the existing scale is the highest known in twenty years, except for a brief period in 1892-'93. Manufacturers say they cannot afford to pay any more, and will not do so, whatever M. C. D. Borden's course may be.

Clarence M. Hathaway, secretary of the Manufacturers' Association, is out of town, as are also E. F. Waterman, Dr. T. Davis and Dr. F. Braxton, of the executive committee. Dr. Davis and Mr. Waterman are in New-York. President N. B. Borden is also out of town. There is no one to take action, and no one seems to know when an answer will be made to the demand.

ERNEST HAYES THROWN IN A HUNT.

HE REMOUNTS AND CATCHES THE OTHER MEMBERS OF THE MEADOW BROOK CLUB.

Hempstead, Long Island, Sept. 26 (Special).—The course for the meet of the Meadow Brook Hunt Club yesterday extended from the clubhouse across the Hempstead Plains, to Uniondale, where the pack of nineteen hounds took the scent, and ran in a triangular fashion to the East Meadow schoolhouse, six miles from the starting point. Ernest Hayes was riding the red and white every jump were Mrs. James L. Kernochan, Harry S. Page, William C. Hayes, Ernest Hayes, George L. Hayes and Harry Howett.

At the second jump the hunter of Ernest Hayes made a mistake, and started to ride over a hard ridge managed to catch up with the field.

WERE DUMPING TRUCK IN VACANT LOT.

THREE MEN ARRESTED FOR STEALING THE FOURTH ESCAPED.

Three men were arrested yesterday afternoon by the Brooklyn police charged with attempting to steal a truck loaded with cocoa and nutmeg worth about \$1,000. The property belonged to Peter Powers, a commission merchant at No. 222 South Street, Manhattan. A truck driven by a man named Campbell was sent to the Union Stores, at Sedgwick-st., Brooklyn, to get fifty-two bags of cocoa and nine barrels of nutmeg. It is said that Campbell got the goods and drove to a vacant lot in Harrison-st., Brooklyn, between Columbia and Van Brunt sts., where he was joined by three men, who started to unload the goods. This was reported to the Amity-st. station, and a squad of men were sent out and arrested all of the men except Campbell, who escaped.

The names of the men arrested were Andrew Marony, of No. 370 Hicke-st., Brooklyn, and John Lannigan and William Lannigan, of No. 106 Bait-st., Brooklyn.

THREE BURNED TO DEATH IN A WEEK.

ITALIAN GIRL'S DRESS IGNITED AT A BON-FIRE.

Florence Hermans, an Italian girl, two years old, was playing about a bonfire yesterday in front of her home, in Jersey City, when her dress, which she had fastened to the fire, was ignited and she was fatally burned and died at the City Hospital. This is the third child mortally burned at bonfires in Jersey City within a week.

HAD TO BE MARRIED TWICE.

VALIDITY OF CEREMONY PERFORMED BY WIFE OF SOUTH CAROLINA SQUIRE IN HIS ABSENCE QUESTIONED.

Columbia, S. C., Sept. 26 (Special).—An amusing story, but one that did not cause a certain young couple to laugh, comes from the State line between the Carolinas. Squire Bailes, who has a commission as a North Carolina magistrate, holds court in the wilds where Chesterfield County, of this State, meets the Carolina. The squire's house is built most conveniently, half being in one State and half in the other. All his marriages "go" in South Carolina, where there are no restrictions, and the marriages performed on the south side of the line are accepted in North Carolina, the only restriction being that the license is taken in the State where the ceremony is performed. The squire and Bailes does the biggest knot-tying business in the State, being known as the "marrying squire." Couples with whom this world's goods are not plentiful get in line to see him.

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