

end on the Shamrock's spinnaker was held down flat and did not direct the wind into the balloon jib as on the Columbia. The balloon jib of the Shamrock was consequently falling in all the way. Both balloons were pulling to their full extent on the Columbia, and the Shamrock was losing ground.

In this start Sycamore took particular care not to cross the line before the Columbia, and the result was that as both crossed after the handicap gun they were officially timed at 11:02 o'clock, the Columbia leading by seventeen seconds as they crossed the line. The Columbia also had the advantage of being on the spinnaker side of the course out.

THE SHAMROCK MOVES INTO THE LEAD. Later on the balloon jib did better work on the Shamrock, but it was falling in during a large part of the time. Notwithstanding this arrangement of the sails the boat was showing remarkable speed, and within ten minutes after the start she began to close the gap between her and the Columbia and to move away into the lead. From now on until 11:40 o'clock her superiority of speed on this point of sailing became further manifest, and at 11:45 o'clock she was perhaps a quarter of a mile ahead of the Columbia.

Barr was now coming down to leeward of his course, to interfere with the Shamrock's wind. There was a man on the starboard crossrees of the Shamrock looking for the outer mark, the yachts having run three-quarters of an hour, and the wind being about eleven miles an hour. It now hauled two points to the westward, and was blowing northwest. This promised the boats a long and a short leg, instead of a dead beat to windward on the return. The gain of the Shamrock may have been due to the different trimming of the spinnakers. Sycamore disregarded the work of his balloonjib, and trimmed in his spinnaker on a line with the main boom and toward the mast. This kept the balloonjib from filling the same way as the Columbia's was filling, but it, perhaps, had the merit of making the spinnaker hold all the wind that it could grip.

Some experts question the advisability of spilling the wind from the spinnaker into the balloonjib, and contend that the fact of the balloonjib being distended does not mean necessarily that the sail is helping the boat when she is directly before the wind, and they say that one lane or channel of wind will not work on more than one sail.

GAP RAPIDLY DIMINISHING.

At 11:50 o'clock the press tug Walter Luckenbach was directly abeam of the two boats, and it was then seen that the Shamrock had a lead of half a mile, but at 12 o'clock the Columbia got a new streak of wind, and when the Shamrock came down on her, hot foot, with a heavy breeze in her sails, and the gap was rapidly diminishing. The Columbia, being the following craft of this leeward sailing, had, of course, the advantage of getting any increase of breeze first. It was not until the Columbia had cut down at least three-quarters of the gap that the Shamrock began to feel the wind that was bringing her pursuer.

From a distance ahead of only four lengths the Shamrock now began to open up the gap afresh. As with northwest winds, this one was full of streaks, and it was only the quick alternation of the luck that kept the boats together. With the Shamrock in the lead, and with the consideration of Sir Thomas Lipton's chance of winning his first race, the situation became more interesting as the boats proceeded. The general view of many of the spectators seemed to be that if the challenger were able to take one race everybody would be pleased.

CHALLENGER ADDS TO HER LEAD.

The Shamrock got another little start at 12:20 and added a couple of lengths to her lead, but it was clear that in the streaks through which the vessels were sailing the lead could be held only by good luck.

The fifteen mile outer mark was first seen from the Luckenbach at 12:20, and the wind at that time had hauled a trifle more westerly, causing the spinnaker booms on both boats to be glacked up more forward. The direction of the breeze was about northwest half west, and probably both boats would have gone faster under balloon jibs only, if the spinnakers were taken in. However, the Columbia made no change, and the Shamrock did not alter her canvas, and at 12:32 Sycamore took in his balloon jib and broke out his working jib. He would probably have done better to take in his spinnaker and hold to his balloon jib, as in that case, with the wind well on one side, he would hold the weight of it when reaching under his balloon jib only. The Columbia held to both her big balloons, but did not at this time seem to be gaining. What Sycamore wanted to do in these last two miles on the way to the mark was to get his boat ready for the windward work back. At 12:25 he sent up a working jibtopsail in stops, and thus abandoned one chance of trusting to his balloon jib solely on the rest of the way to the outer mark.

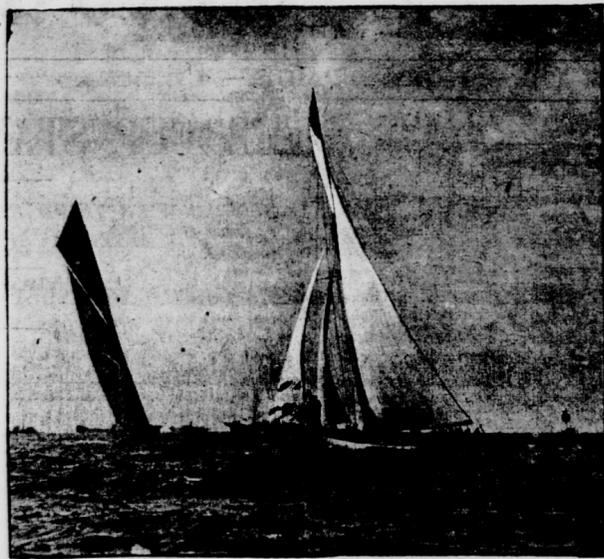
THE COLUMBIA BEGINS TO GAIN.

The Columbia now began to gain perceptibly and at 12:42:30 began to lower her balloon jib, but the rings on the stay fouled the luff of the spinnaker and tore a hole in it. The sail hung on the stay for nearly two minutes, and it was partly hoisted again. The crew were pulling at the sail to lower it down, but it evidently refused to come. It looked as if the spinnaker, being slack, well forward, had been lying over the stay as they attempted to lower the balloon jib, and the only way they could get the balloon jib down was to rip the spinnaker and break the balloon jib away from the spinnaker by main force.

At 12:46:20 the spinnaker was slackened forward and taken down by the crew, and then, at 12:47, the crew were able to tear the spinnaker loose and get it down, after which the balloon jib was lowered quickly and



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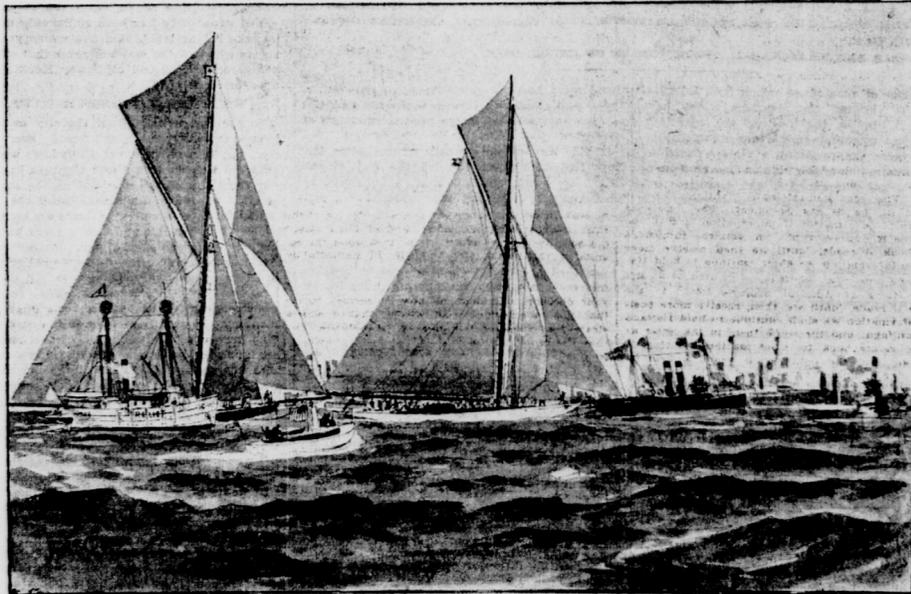
THE COLUMBIA ROUNDING THE OUTER MARK.

The Shamrock already on starboard tack for beat home, forty-nine seconds ahead. (Photograph by Curt S. Gottlieb.)

plucked out of the water by the crew. It was a close call for the Columbia, because if she had not been able to lower these balloon sails she could not have come by the wind at the mark, which was then only 150 yards ahead.

The Shamrock came to the mark with her spinnaker in and moving slowly. She had her jibtopsail in stops and jib and foresail set. She took the mark at 12:48:40, the crew getting aft with the main sheet as she made a slow turn in heading up to windward. The bagged mainsail of the previous day was shaking badly in the after leech, yet the boat went off fast, close hauled on the starboard tack, for the beat home. The Columbia then turned right around the mark, at 12:49:35, and headed out on the port tack. She made a much smaller and quicker turn than the Shamrock, and her working sails as she came by the wind for the beat home were in perfect condition. The crew got the main sheet aft as she made the turn around the mark, and there was no time lost in luffing up for this. As soon as she got a good way on she came about, at 12:52, into the starboard tack, to follow the Shamrock toward the Jersey coast. The boats were now sep-

than the Columbia, and being practically killed by sailing on a different wind, was fully a mile to leeward of the American boat. Whoever it was on board the Shamrock that told Sycamore to break tacks on the Columbia when he had the Columbia under his lee seemed to have done Sir Thomas Lipton a grievous injury. The course home to the finish, as indicated by the guide boat, was now to leeward of the course being sailed by the Columbia. The Shamrock was not lying in the direction of the lightship, but the Columbia, going at a great pace, was heading to windward of her course. To those who would have been glad to see so determined a sportsman as Sir Thomas Lipton take one race, or do well in the last race in which he sailed, the developments in the last twenty minutes could only be referred to as a distressing fiasco, because the speed of the Shamrock after she rounded the outer mark and in this calm water showed that for the prevailing conditions she was quite able to hold her own, and, indeed, gain something in the windward work. But long before 1:30 o'clock the race seemed to be over, and the Shamrock seemed to be getting hull down to leeward. In all this part of the sailing



THE FINISH, SHAMROCK TWO SECONDS AHEAD.

(From drawing by Fred S. Cozzens.)

arated by half a mile, the Columbia pointing to windward and being behind.

Sycamore steered the Shamrock to windward in these changeable northwest puffs as if he had the wind the same way all the time.

Although not being so successfully steered as the Columbia, the Shamrock was, however, going at a great pace. She could be seen in the distance lying over pretty well to her rail, and travelling with the hull in a smother of white spray. The interest of the assembled fleet became pinned to the probabilities of the next few minutes. As both boats were on the same tack and were both a long way off, there was nothing to tell as to which boat was doing the better work, so that people had to wait for the cross tack.

POSITION WATCHED WITH INTEREST.

At 1:05:10 the Shamrock went to port tack, and the Columbia being still on the starboard tack, the position was watched with intense interest to see how they would come together. It was clear in less than a minute that the Shamrock had all the advantage as she passed to windward of the Columbia. The distance between the boats as the Shamrock passed the Columbia was about one hundred yards dead to windward, and then about two minutes later she went into the starboard tack again to follow the Columbia toward the shore, in order that the Herreshoff boat might get no favorable slants in that direction. After going about shoreward, the Shamrock was not receiving the same wind as the Columbia, and came about to the port tack at 1:12.

The jibtopsail of the Columbia was then sent up the stay in stops, and the men were on the bowsprit of the Shamrock to send up the same sail. The wind was now quiet, there being few waves to be seen that were tipped with white, and both boats needed more canvas. The Columbia broke out her jibtopsail as soon as it was hoisted, and in some of the slants which she got immediately afterward she was heading up at least three points higher than the Shamrock, and going at a great pace, lying down to her rail. Two minutes of this sailing on a different wind changed the entire aspect of the race, as the Shamrock was at 1:16:30 o'clock sailing four or five points off the Columbia's course. This meant that the Columbia was by a long way the windward boat, and even in this short time she could be called a quarter of a mile dead to windward, or more.

STARTLING DEVELOPMENTS.

In the next few minutes people were almost paralyzed at the developments which took place in the sailing. By 1:25 o'clock the Shamrock was continuing a much more leeward course

the speed of the boats was not much in question, the difference in their relative positions being due to the difference between good and bad management. If the Shamrock had remained where she was at the first cross tack, say 100 yards to windward of the Columbia, she could have had the same favorable breeze that led the Herreshoff boat on her course homeward.

THE SHAMROCK MOVING FASTER.

As the boats proceeded on this long port tack they seemed to get the wind more nearly alike, but with the Shamrock a mile to leeward her case might be said to be hopeless. As the boats sailed out northerly for the next twenty-five minutes, the Columbia was not so much favored by her exclusive winds. The Shamrock seemed to get for a while a more favorable breeze than the Columbia, and she was certainly going faster through the water. She drew through the Columbia's lee and was pointing higher and going considerably faster at 1:57, and people began to have further hopes of her taking a position in the race. After close watching during all this time it was certain that she was going faster than the white boat, but her distance to leeward could not be ascertained. Neither of the boats was laying her course or near it at 2 o'clock, and their positions suggested that with them the wind had backed to about north-northwest, from which direction it came when the boats started.

At 2:02:30 the Columbia came about into the starboard tack, in the hope of getting back into the more westerly slant which had favored her so much on her return to the lightship. The Shamrock soon followed her to the westward, and on the wind on which they were both now sailing she was by a long way the windward boat, though considerably astern of the Columbia. These shifts of wind, or, rather, the different areas of wind into which the boats were sailing, were making marvellous changes in the outlook of the day, and by 2:10 it was found to be a certainty that the Shamrock was considerably to windward of the Columbia.

This wind was now light and falling, but there was every chance of the Shamrock being put across the line in time to give the allowance if she were carefully sailed. From here on to the finish a large number of short tacks were taken, some of only one or two minutes' duration, but in all this work the Shamrock held to the more northerly region which was further from the Jersey coast, and not so frequented from the westerly slants which the Columbia was seeking, as she kept always to the westward of the challenger. Finally they came together, and the

Shamrock had lost so much ground that she was only able to put the Columbia about by reason of her being on the starboard tack.

Again they separated, the Shamrock going seaward, and as they approached again when about half a mile from the lightship or less, there was intense excitement as to which would cross ahead. Barr could not cross ahead, but he came in stays so close under the lee bow of the Shamrock, that he backwinded her in the most masterly way, she dropping back a whole three lengths as they approached the line. Coming along the leeward side of the line, Barr could not fetch through to windward of the Navigator, and he dared not come about, because the Shamrock was following on the starboard tack and would certainly foul him and take the race. Just then the Shamrock decided Barr's dilemma by luffing hard up to cross the finish line at the lightship end.

Then Barr did the same, but not before the Shamrock had secured the record of a first finish by two seconds, and the series for the America's Cup of 1901 ended, the Columbia having forty-three seconds time allowance, and thus winning on a corrected time by forty-one seconds.

LONDON'S HOPES DASHED

ANOTHER TRIAL SOON FOR THE CUP NOT LIKELY.

BRIEF EXCITEMENT OVER THE SHAMROCK'S LEAD TOWARD THE END OF THE GREAT RACE.

(Copyright, 1901, by The New-York Tribune.)

(BY CABLE TO THE TRIBUNE.)

London, Oct. 5, 1 a. m.—There was a marked subsidence of public interest in the yacht race yesterday. Thursday's contest was accepted generally as decisive, and the superiority of the Columbia at all points of sailing was frankly conceded by all yachting experts. So hopeless was the feeling that the bulletin boards were neglected at the clubs, the Embankment was abandoned by the throngs of watchers, and the victory of the Columbia was regarded as a foregone conclusion. Clubmen dismissed the subject of the Cup races as a topic almost as disagreeable as the war in South Africa or as army reorganization without recruits and without thoroughgoing reform.

Much sympathy was expressed for Sir Thomas Lipton, but there was little confidence when the bulletins began to come in at 4 o'clock that he would win the third heat. A prominent official told me that he considered the contest at an end, and, moreover, that a renewed attempt to capture the Cup was most improbable for a long time to come. "Sir Thomas Lipton will not try again," he added, "and there is no other British yachtsman with money to spare for so expensive an enterprise, hence the Cup will remain in America for another decade." These comments indicated the general despondency which pre-

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GOMPERS ASSAILS SHAFER ACCUSES HIM OF UNTRUTHFULNESS AND WITH DESIRING A GENERAL UNION STRIKE. Washington, Oct. 4.—President Gompers of the American Federation of Labor publishes in the October issue of "The Federationist" the official organ of that body, a vigorous and detailed statement in reply to charges made by President Shaffer of the Amalgamated Association of Iron and Steel Workers regarding the attitude of Mr. Gompers and President Mitchell of the United Mine Workers of America during the recent steel strike. Mr. Gompers says: "Mr. Shaffer says that he especially relied upon the American Federation of Labor for financial assistance. I assert that he never asked for any. No request, either written, telegraphic or verbal, was ever received during the entire strike at the office of the American Federation of Labor from Mr. Shaffer, or from any other representative of the Amalgamated Association, asking for financial assistance. Yet I venture to assert that nearly every dollar of financial assistance received by the Amalgamated Association came from unions affiliated with the American Federation of Labor, and if the Federation, as such, did not give a cent it was because it was neither directly nor indirectly asked to do so."

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THE FEELING ON THE CLYDE. THE SHAMROCK BEATEN, BUT NOT DISGRACED—ADMIRATION FOR THE COLUMBIA. Glasgow, Oct. 4.—Interest in the outcome of the contest between Shamrock II and the Columbia did not diminish here or in the Clyde district until the very last. Hope was still strong that the challenger might retrieve total defeat. When the result was announced the large crowds that awaited it outside the newspaper offices quickly and quietly dispersed. Among the yachting fraternity the opinion is general that the Shamrock was beaten on her merits, and not disgraced. Admiration for the Columbia is expressed on all hands. She is likened to the Britannia, the Prince of Wales's old cutter, in her all-round good sailing qualities and her good luck. That she was well handled and skippered by a Clyde captain is not forgotten. There had been no great hope during the last few days in the challenger's chances, and her backers could easily get 2 to 1 at the least. The secretaries of the Clyde yacht clubs disclaim any knowledge regarding the report that a Scotch syndicate will challenge for the America's Cup.

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Owing to the largely increased circulation of The Sunday Tribune it necessitates our going to press as early Saturday night as possible. Advertisers will confer a favor on the Publishers by sending in their copy at the earliest possible moment.

AN INTERESTING CHILIAN TRAINING SHIP. An interesting description, with pictures, of the Chilean vessel General Baguezanno, which is now in our harbor. In to-morrow's Tribune.

HER OUTPUT LAST YEAR EXCEEDED HALF THE TOTAL AMOUNT CONSUMED IN THE KINGDOM. Washington, Oct. 4.—In view of the recent correspondence between the United States and the Italian Government with regard to Italian sugar, special interest attaches to a report received at the State Department from United States Consul Hoesfeld, at Trieste, under date of September 6. Consul Hoesfeld says: "There seems to be no longer any doubt that Italy within a few years will turn from a sugar importing to a sugar exporting country." The last two years have witnessed a remarkable development in Italy's beet sugar industry, and the consul expresses the opinion that her output last year equaled more than half the amount of sugar consumed in the kingdom. Mr. Hoesfeld says that the Italian manufacturer, in spite of an advance of 448 per quintal (2,200 pounds) which he has in his hands that the duty on his foreign competitor, the government will not attempt to change its sugar tariff before the expiration of the negotiation of new treaties, however, he says there is every reason to believe that Italy soon will be seeking a foreign market for her surplus sugar."

NO CUP NECESSARY. Colgate & Co. in filling an order for their shaving soap sticks for use on the Shamrock and the Erlin, told Sir Thomas that the chief advantage in the use of the stick was that no cup was necessary, which is now in our harbor. In to-morrow's Tribune.