THE INTERNATIONAL YACHT RACE.

The crowd watching the bulletins yesterday noon in front of The Tribune Building, in Park Row.

LIPTON NOT CAST DOWN.

HE CHEERS THE VICTOR.

Praises Barr and the Reliance—"Got a Great Licking."

Sir Thomas Lipton saw the race from the bridge of the Erin, looking out over the heads of a large party of his friends on the deck below. When the race was over he remained on the bridge till the Erin had passed up through the swarm of ingoing boats, on her way to her berth under Sandy Hook. A victor could scarcely have received a noisier or heartier greeting than Sir Thomas from the crowded decks of all the excursion boats, nor have smiled his thanks with more apparent cheerfulness.

When the Erin passed close alongside the victorious yacht, under tow then, her crew swarming over the deck or busy packing in the sails, Sir Thomas led his little band on the bridge in three cheers. There was an instant when the crew of the Reliance seemed to speculate where the cheer came from. Then Captain Barr realized. He called his men together, and sent after the departing Erin three return cheers that carried over the water to a dozen vessels in the fleet, and brought out a chorus of whistles for the sportsmanlike exchange.

After this Sir Thomas came down and greeted his guests, and then talked about the race. He sat in the smoking room during this talk and did more than his share of the jesting, however unlike jesting he may be supposed to have felt.

"I've got a great licking to-day," he said. "The management of the Reliance was simply perfect, the handling of the boat was splendid. But I hope for better luck next time. I felt just now that in cheering her crew, however, I was doing a duty to the deserving. It may be depressing to the loser but it is always best to recognize squarely the best man in any sport.

"As far as to-day's race is concerned, Reliance deserved victory. But I expect Shamrock to do better under different conditions. I shall start in Tuesday morning just as confidently as I did to-day."

GUESTS CHEER HIM ON DEPARTURE.

Then Sir Thomas smiled, and those he was addressing gave him a spontaneous tribute of applause.

He was then asked about the report that Shamrock III would be remeasured Monday, because the last measurement was taken without a cable and anchor in the boat. He said he had been given to understand that permission had been given so to measure her, but that she would be remeasured at the Erie Basin Monday at 9, because of objections since raised. However, he said, ballast would be taken out so that the result would be the same. "In fact," he said, "I understand that she sailed to-day with the anchor and chain in and a part of the ballast out.

"Anyway," he added, "whatever I do, I don't suppose they'll give me to-day's race."

Some one then asked Sir Thomas if he knew anything about a young woman in Glasgow who is said to have written to him, asking if it were true that if he won he would marry an American girl, and adding that the writer was personally interested. "It is, at any rate," he laughed, "well in the hour of present defeat to know some girl cares for me."

The talk then became more general, until a Chicago man got in evidence, as usual. "You said in Chicago in a 35-knot breeze you would surely win," he remarked.

"But who would expect that much wind in Chicago?" came the lightning answer.

And in this spirit Sir Thomas continued to talk till supper, which was served on the deck of the Erin, just before she made her berth. Not long after he bade his guests goodby at the side, as they boarded the steamer he had chartered, for the Battery, giving each and all a hearty handshake and a smiling word of hope. As the steamer started away there were parting cheers till out of range.

The Erin put out to sea from Sandy Hook in the morning, after the guests had boarded her, with a great red bunch of gladioli on the end of her bowsprit and an American eagle in a cage on her deck, which arrived the night before from Boston. This bird, in true sportsmanlike spirit, refrained from screaming all day.

She will be measured to-morrow with the anchor and cable where they belong and her time allowance for yesterday's race computed on the basis of that measurement. The only possible effect of the remeasurement will be to increase the margin of the Reliance's victory.

There can be no question that yesterday's race confirms greatly the confidence felt by American yachtsmen after the fluke of Thursday that the Reliance would successfully defend the Cup. Those who so prophesied after the first attempt at a race was declared off, are now more than ever persuaded that the Shamrock cannot win, while many who still doubted after the fluke have changed their minds. Let it be admitted, as it must be, that the challenger got the worst of the luck that here crew were not so efficient, prompt and workmanlike in their handling of canvas as the crew of the defender, and the fact still remains that the Reliance showed herself the best boat under the conditions. Add to this the fact that the Shamrock is conceded to have a better chance at the windward and leeward race than in the triangular contest which is to be sailed on Tuesday, and you have reasons adequate in number and quality for confidently anticipating continued victory for the Reliance.

ANXIOUS MOMENTS FOR AMERICANS.

All the same, there were about ninety anxious minutes for the partisans of the American yacht. They were the first ninety minutes of the race, when it appeared that the Shamrock was a little more than holding her own. Do what he would, Barr could not hold the Reliance up to the wind as closely as Wringe held the dainty Shamrock, and if the rest of the beat to the mark had told the same story Sir Thomas's colors would undoubtedly have been to the fore at the end of the thrash to windward and his boat would have had a good fighting chance to draw first blood.

Colonel Watterson, however, was not on hand to furnish variety, but his place was well taken by a member of the crew named Flux. As usual, in the excitement of a race, the enthusiasts invaded the forecastle deck, and, as usual, they paid for the privilege. Seaman Flux hastened among them. Stooping low and craftily, under between each pair of wide apart, firmly planted boots, he made a mark of chalk. Then he returned with a box, and collected the tolls due the forecastle inhabitants from each colossus of a chalk mark. "Tim" Woodruff came down with $2; Charles R. Flint gave $2 also, and Colonel Neil. The Earl of Shaftesbury gave $5. There were compensations in the forecastle.

SING FOR LIPTON AT LUNCHEON.

Luncheon was served while the racers were tacking on even terms for the outer mark, and was a jolly affair. Sir Thomas sat with the Countess of Shaftesbury and Mrs. Sherman-Crawford on either side, and was greeted with the Lipton version of "Mr. Dooley," lustily sung by all present. He responded with a little speech. After luncheon interest concentrated entirely on the race.

Many yachting experts who were members of the party talked about the race afterward. Thomas L. Watson, fleet captain of the Larchmont Yacht Club, said:

Sir Thomas is the gamest sportsman who ever came here, and every American yachtsman likes to have such a competitor come here. Still, I think the Shamrock may yet have a chance under other conditions, to let him be other than a game loser.

Colonel D. F. D. Neill, of the Royal Clyde Yacht Club, said:

"We are not beaten till the end of the last race. I have not given up hope by any means."

Commodore Robert H. Todd, of the Atlantic Yacht Club, said:

"I believe that the Shamrock is a good boat, and will give an excellent account of herself before the races are over."

Walter G. Kirby, Editor of "The Yachting World," of London, said:

"I thought Shamrock III better than any previous challenger. But Herreshoff, aided by Barr, has produced another wonder. He has improved on the flat foreward section of Shamrock II. But I believe Shamrock III will be better in a stronger blow, and may surprise everybody."

Some of the guests on the Erin were: Captain Hutton Mitchell, of London, England; Charles Dickson, of London, England; Captain R. Campbell, of Glasgow, Scotland; General Felix Agnus, of Baltimore, Md.; Harrison W. Gourley, special deputy naval officer; Michael H. Cox, of Boston, Mass.; John Arbuckle, of Brooklyn; General Coppinger, U. S. A.; Commodore Isam Takeshita, lieutenant general Japanese army; Mr. and Mrs. Leighton McCarthy, of Toronto, Canada; Charles E. Adams, president of the Massachusetts State Board of Trade, of Boston; Mrs. Claggett and Miss Claggett, of Washington, D. C.; the Hon. Charles J. Russell, of London, England; J. O. Hosford and daughter, of New-York; Colonel John C. Calhoun and Miss Calhoun, and Mrs. Patton-Glover and Miss Patton-Glover, of Washington, D. C.

The Shamrock III will go up to Erie Basin this morning.

LESS TIME TO SHAMROCK.

Remeasurement To-morrow to Include Anchor and Chain.

The Shamrock sailed the race yesterday subject to a remeasurement, which is to take place to-morrow, to see how much less time allowance she will be entitled to on account of having to carry the anchor and chain which she did not have on board when measured before and when sailing the race on Thursday.

On Friday the managers of the Shamrock found that she had not had on board the anchor and chain which are required by the rules, and so informed Mr. Iselin and the regatta committee. As it was evident that the error arose from an oversight, it was decided to sail the race yesterday and to make all due allowances in time after the remeasurement to-morrow, when the anchor and chain will be added. Nobody aboard either yacht would discuss the measurement of the Shamrock with her anchor and chain aboard yesterday.

Sir Thomas said, however: "It was all an oversight, and the yacht club representatives were only made cognizant of our being measured without the anchor and chain when we told them. Neither their representative nor ours present at the measuring noticed the error at the time. It won't make any difference."

The effect of the remeasurement will almost certainly be to curtail the Shamrock's time allowance by several seconds. When she was first measured the hatches had to be removed and two lightweight men substituted for heavier members of the crew to keep the waterline inside of ninety feet. These precautions brought the waterline down to 89.81 feet, but the anchor and chain will weigh as much as two men, and it is thought that there may be some difficulty in keeping the waterline under the maximum.

This would be serious in any circumstances. Had the Shamrock won yesterday, and it was afterward found that the waterline exceeded ninety feet, she would be disqualified. Now, in case the waterline is over the maximum the Shamrock will be penalized for it on her time allowance at double the excess of length. If the race had been a close one yesterday the difference in the time allowance might have reversed the result.

The measurements of both the yachts were taken by the official measurer, Charles D. Mower. N. G. Herreshoff looked after the interests of the Reliance, while Mr. Iselin watched from the edge of the dock. William Fife watched the interests of Shamrock III. Robert Bacon was on hand as the representative of the New-York Yacht Club, and H. M. MacGildowney represented the Royal Ulster Yacht Club. Newbury D. Lawton, of the regatta committee, was also present.

A DOLLAR BILL

spent in advertising a furnished room in The Tribune is money wisely expended.

JOY ON THE MONMOUTH.

YACHT CLUB'S MEN GLAD.

Sure Now That the Cup Is Safe, but Will See Next Race.

No happier crowd of yachting enthusiasts went to the race yesterday than that composed of members of the New-York Yacht Club and their friends on the steamer Monmouth, numbering nearly a thousand. From the time the steamer left the Rector-st. pier, at 9:15 a. m., until the crowd trooped off the pier, at 5 p. m., to the strains of "Mr. Dooley," played by the 7th Regiment Band, the men and women of the Monmouth crowd enjoyed the outing thoroughly. Most of the old timers declared that they never had met pleasanter weather conditions for a race, and never had seen a finer international yacht race.

Most members of the club on the boat went prepared to see the Shamrock beaten decisively, on account of Thursday's performance, and their hearts were in their mouths for the first hour after the race was started. The Monmouth was kept to the east of the racers and as near as she dared to go, and the people of the steamer had a perfect view of the struggle, in which the Shamrock seemed to be having a shade the better of it in the windward work. When the Reliance turned away from her rival it was the general opinion on the Monmouth that Captain Barr had been forced to change his course, and there was surprise expressed that the Shamrock did not immediately follow on the port tack.

It was not until near 1 p. m., when the Reliance in turn forced the Shamrock to tack, that the experts on the Monmouth were sure the Reliance had made a good gain in the long beat toward the Jersey shore. Later, when both boats were going together on the starboard tack, the Monmouth was kept on a line with them for a mile, the patriots on the steamer keeping up a succession of cheers, while the Reliance was seen to increase her lead rapidly. White haired men waved their caps on the steamer and laughed and shouted like boys when the Reliance compelled the Shamrock to tack twice to her once and increased the lead.

VETERANS SAY THE CUP IS SAFE.

"The jig is up, Sir Thomas!" they shouted. "You never will lift that Cup!"

Then on to the end of the race it became a matter for speculation as to how many minutes the Reliance would win by, in addition to her time allowance. The drift home was watched with much satisfaction, and the opinion was freely expressed that even if the Shamrock could get around the outer mark first, the Reliance could win a race with her bigger sails in running before the wind.

After the yacht race was over the Monmouth had some lively brushes with fast steam yachts on the way home. She passed most of them easily, and showed clean heels to the fleet at large, but the men of the yacht club were forced to laugh at the way H. H. Rogers's saucy yacht, the Kanawha, played with the steamboat. The Kanawha crossed and recrossed the bows of the Monmouth three times, throwing as much wash as possible at the bigger boat, and then leaving her in the lurch. Frank Gould's yacht, the Helenita, kept abreast of the Monmouth in a tantalizing way for miles, and then went across lots ahead when the Monmouth was obliged to take the main ship channel near the bar. Meanwhile the Vamoose, which had been playing pranks with some of the slower boats in the rear, suddenly skipped past the Monmouth, which was being "hooked up" by the engineer for all she was worth.

INTEREST IN TRIANGULAR RACE.

Many of the enthusiasts on the Monmouth declared on the way home that the result of the present series of races for the America's Cup was a foregone conclusion, and they drank hearty bumpers to "the Reliance, the best boat ever built." At the same time they declared that nothing except death would prevent them from seeing the triangular race on Tuesday, in which, by a bare possibility, they said, the Shamrock might make a better showing.

Colonel Appleton and Lieutenant Colonel Kipp of the 7th Regiment were guests on the Monmouth, in company with General William S. Worth and H. H. Hollister, who acknowledged having trained under Kipp when he was captain of the Fourth Company, in the regiment. So many other men on the boat greeted the officers as old members of the 7th that Colonel "Dan" remarked with a smile that he could almost muster a regiment of the 7th's veterans aboard.

"Do you know," said Colonel Appleton, as the Monmouth was passing the Erin on the run from the outer mark, "I can't feel a bit sorry for Sir Thomas, although I like him immensely as a man, and know that he must be feeling sore at the way the Shamrock is being beaten today. I think it's good for a man of his sporting blood to be beaten this way. He'll have to keep trying, and we'll see more of him."

"I've seen almost all of these international yacht races," said Lieutenant Colonel Kipp, "and I have seldom seen one boat more superior to the other than the Reliance over the Shamrock. Yet the Shamrock probably is faster than any other sloop afloat, with the exception of the Reliance. What tremendous strides in the speed of racing yachts have come of these races!"

Among the men on the Monmouth yesterday were Lieutenant Commander John A. Bell, General McCoskkry Butt, H. E. Converse, H. R. Harper, W. H. Osgood, G. Tillotson, E. H. Weatherbee, Dudley Olcott, George A. Adee, Dr. Ralph Jenkins, James Kerr, W. A. Broughton, J. Makay Kinton, R. W. Renwick, Grant B. Schley, James C. Peabody, L. J. Callanan, C. C. Worthington, Frank K. Sturgis, Albert Gallatin, Captain J. L. Bertie, Paul G. Thebaud, John G. Agar, W. R. Houghtaling, John R. Buchan, A. W. Rossiter, Captain J. F. Fawcett and Daniel Prentice.

LIPTON'S CLUB STUNNED.

Royal Ulster Men Expected No Such Complete Thrashing.

Belfast, Aug. 22.—The defeat to-day of Shamrock III by the America's Cup defender, the Reliance, has caused the keenest disappointment in Belfast and in the numerous yachting resorts in this vicinity. Yachtsmen anxiously awaited the announcement of the result, though the possible defeat of the challenger was early conceded.

Such a complete thrashing, however, was not expected, and the result fell like a bombshell among the members of the Royal Ulster and other yacht clubs. No yachtsman could be found who would express his opinion on the race, though in some quarters it was argued that a change of course and of wind might still give the Irish boat a chance to win.

LONDON SHUNS THE NEWS.

Crowds Disperse to Avoid Hearing of Shamrock's Defeat.

(By The Associated Press.)

London, Aug. 22.—The result of the race between the Reliance and Shamrock III was a distinct disappointment to all Britishers in London, whose hopes, dashed by Thursday's failure, rose again in the first half of the contest today. The good showing of Shamrock III had until then held crowds around the tickers and the bulletin boards in the hotels; but when the run home showed that the Reliance was pulling away from the challenger the gatherings dispersed, not even waiting for the inevitable announcement.

Only at the hotels which are frequented by Americans was there any evidence of interest or enthusiasm in the result. The announcement of the victory of the defender was made to the London public by colored bombs and balloons and in the extra editions of the newspapers. It was received everywhere with expressions which showed that Britishers now concede that Sir Thomas Lipton will not "lift" the cup this year.

GLASGOW PESSIMISTIC.

Interest in the Race Was Intense in This Scotch City.

Glasgow, Aug. 22.—Although Clyde yachtsmen have little to say concerning the defeat of Shamrock III by the Reliance to-day, they are unable to conceal their bitter disappointment. They had confidently expected to triumph in such weather and under such conditions as prevailed to-day.

Notwithstanding the unfavorable impression created by the fiasco of Thursday yachtsmen had based their hopes on the confidence expressed by Sir Thomas Lipton himself, and on their firm belief that Shamrock III was a superior boat to Shamrock II. The interest in the race to-day was intense everywhere, and bulletins were eagerly awaited and discussed during the earlier periods of sailing, but the result was unlooked for, and it now seems to have dashed every hope of the challenger's victory.

HOMECOMERS SEE RACE.

Francis Wilson Returns from Pursuit of Wife.

Just as the Reliance and Shamrock III got under way in the race yesterday the New-York came up the harbor with her passengers hanging over the rail watching the start. As she passed, the New-York saluted the yachts, and there was much waving of handkerchiefs, and some rather ragged sounding cheering from the passengers. Everybody on the boat had been hoping to get into the harbor in time to see some part of the race. The Columbia, outward bound at the same time, was equally fortunate and her passengers saw most of the first half of the race. There was an actor on board the New-York with a sad tale. He was Francis Wilson, returning from a chase half around the world after his wife and child. He finally met them in London and they became reconciled. Unlike most actors, Wilson had no desire to see the reporters. He would not talk about his marital troubles, and spent most of his time dodging photographers.

Wilson's wife is Miss Jane Buskirk, playing with "The Earl of Pawtucket" company. Early in the year, while in Chicago, they had a disagreement. The four-year-old child was with Wilson's mother at the time. Mrs. Wilson succeeded in getting the child, and, obtaining a theatrical engagement, fled to London under an assumed name. Wilson followed, and she fled from London to Brighton in an automobile with the child. From there she went to Richmond, and eluded him again. From there the chase led to Switzerland, Germany and France. Wilson became discouraged and gave up the pursuit, going back to London, where friends succeeded in effecting a reconciliation.

CELEBRATE BY THEATRE PARTY.

New-York Yacht Club Men Gather at House in Force.

The New-York Yacht Club was filled last night with joyful members. Many who had not been to the club for some time arrived early in the evening and joined in a general celebration of the victory.

The café was filled to overflowing, and many and varied reasons why British boats could not beat the American built crafts were given. In celebration of the day, Secretary Cormack headed a theatre party for the evening. He said there was no news of importance to give out.

No one wanted to be quoted in an opinion on the races, though every one was confident that the cup would stay here.

BLANK SHOTS ON COURSE.

Revenue Cutters Strict in Clearing Way for Racers.

The revenue cutters policing the course yesterday had a larger task than on Thursday owing to the increase in the number of boats in the observation fleet, but the strict enforcement of the side line rules at the previous race, and the imposition of special restrictions on one or two of the most disorderly, seemed to have had a good effect on the skippers of the fleet. Comparatively few attempts to cross the lines were made. These few were promptly attended to, and some blank shots were fired by revenue cutters to enforce orders. In only one case did an excursion boat get near enough to the racers to threaten them seriously.

The landing at St. George was crowded with persons who expected to go on the cutters, and the tugs which acted as ferries were busy from 7 o'clock on. When the cutter headed for the lightship at 9 o'clock, it seemed to those on the first boats that there were still many passengers waiting on the dock, who did not secure the coveted places on the boats. One tug followed the Gresham for some distance down the harbor, and seemed to be trying to persuade her to take some of the leftovers on board, but the Gresham would not stop, and the tug started back for the landing with her load undiminished.

At the lightship the cutters were delayed for some time by a failure on the part of some one to announce to them the change in the course, and it was only after considerable signalling that the true state of affairs was learned and the cutters proceeded to the starting line.

Considerable amusement was caused by the attempt of the commander of a handsome black yacht, the Alvina, to secure a copy of the signal code. Early in the day the yacht hailed the Tuscarora, and asked permission to cross the course and get a copy from the Gresham, saying that the "boy with a copy had not showed up." The permission was granted, and the incident forgotten, until it was found, two hours later, that the Alvina was travelling from yacht to yacht in a search for the valuable information. At last accounts the Alvina had not secured a copy.

The policing of the course was fully as effective as at the previous race. Every vessel that approached the lines was greeted by hoarse toots, those who persevered were peremptorily ordered to move back, and in one or two instances continued disobedience brought a blank shot from the six-pounder forward on the nearest cutter.

At about the time that the yachts were rounding the stakeboat, one of the excursion steamers, the Edmund Butler, broke through the line, and got so near the racers as to risk serious interference with their manœuvres. The Mirage, owned by Cornelius Vanderbilt, which acted as a scout, messenger boy and "mailed fist" for the Tuscarora, was sent in hot pursuit. The intruder was driven off, its name and the name of the captain taken, and dark hints were dropped by the officers as to the things that would happen after the insubordination of the boat should be reported. Otherwise the course was remarkably clear of all interference. The cutters returned to St. George and landed their passengers at about 6 o'clock.

WELL KNOWN PEOPLE ON YACHTS.

Society went down to the sea in yachts yesterday, and, although the day was fine and there was a spanking breeze, the number of well known people in the different parties was not so many, owing to the week end, which called them to their summer homes. Several of the yachts, notably the Varuna and the Corsair, started immediately after the races. Mr. and Mrs. George J. Gould had a large party on the Emerald, and Colonel and Mrs. John Jacob Astor had the same people on the Nourmahal as on Thursday, with a few exceptions. August Belmont had a small party on the Satellite, and Mr. and Mrs. Clarence H. Mackay entertained a few friends on the Colonia. Mrs. Herbert L. Satterlee and Mrs. W. Pierson Hamilton were with J. Pierpont Morgan on the Corsair. The Rambler, with Mr. and Mrs. Lewis Cass Ledyard on board, had a small party from Newport, and on the Varuna were Eugene Higgins, Mr. and Mrs. H. Mortimer Brooks, Miss Brooks and Eugene Van Rensselaer Thayer. On the North Star, with Mr. and Mrs. Cornelius Vanderbilt, were Mrs. Ogden Goelet, Miss May Goelet and the Duke of Roxburghe. Ex-Commodore Gerry had a stag party on the Electra, Mrs. Gerry and Miss Gerry having returned to Newport, and William K. Vanderbilt, jr., also had a stag party on the Tarantula.

Among those on board the New-York Yacht Club's chartered boat Monmouth were Frederick M. Davies, Julien T. Davies, Rutherfurd Stuyvesant, General Louis Fitzgerald, S. S. Auchincloss, Howard Willets, Stanford White, Tracy Dowes, E. C. Potter, Edward Gallatin, Craig Colgate and H. L. Griswold.

SHAMROCK ADMIRER IN CELL.

Englishman Smashed Glasses in Yachting Argument at Waldorf.

An Englishman, who subsequently gave the name of Charles Smith, created a scene in the café of the Waldorf-Astoria last evening, and was arrested and locked up in the Tenderloin station, charged with intoxication.

Smith was an overenthusiastic admirer of Shamrock III. Scattered about the café were many parties of men who had returned from the yacht race and were discussing it. Naturally, most of them were supporters of the Reliance, and were prophesying that that yacht would win the series easily.

Into several of these parties Smith forced his way, saying:

"Shamrock will win yet, I tell you, sir!"

He was treated good naturedly, but at last lost his temper and smashed some glasses. Then Patrolman Devanney was called in and Smith was placed under arrest.

At the station Sergeant Brindley asked him his name.

"Charles Smith," he said.

"Where do you live?" asked the sergeant, politely.

"Anywhere I —— please," replied Mr. Smith, with some heat.

"I am an Englishman," he continued, "and I am being treated —— bad in this country. My arrest is an outrage. I'll carry the case to the highest courts if it costs me millions. I've plenty of money on deposit with the Belmonts, and can get more from England."

Asked his business or profession, he replied:

"I am a gentleman, sir."

At the Waldorf it was said that Smith was not staying there.

NO TAKERS AT 10 TO 1.

Shamrock Money Scarce—Offers on the Reliance Uncovered.

As a result of yesterday's race, a wager of 10 to 1 that the Cup would stay on this side was offered by a Broadway merchant at the Hoffman House last night. It was not covered. He said he would put up any sum from $1,000 to $10,000 at those odds.

No Shamrock money was in sight at any of the places where bettors gather. Several insignificant bets of 7 to 2 that the Shamrock would win one race were made in a hotel on Broadway near Forty-second-st.

A professional sporting man, who may generally be found at the Hoffman House, said last night: "There is a lot of Shamrock money here that has been sent from abroad, but it has not come out yet in any great quantities. It is in the hands of a commission man, who has been waiting to see which way the wind was blowing. Apparently it isn't blowing the Shamrock's way, and the fluke and first race show. Had the Shamrock won yesterday's race, a lot of English money would have come out. If the Shamrock wins the next race you will see some of it appear on the chances of winning the third."

There was little betting in Wall Street yesterday morning on the yachts. The ruling odds were 3½ to 1, although a few small wagers were recorded at 4 and even 5 to 1. Hardly any Shamrock money was in sight. At the odds of 3½ to 1, F. H. Brooks, who has been among the more prominent bettors in the Street on the races, placed $1,000 on the Reliance. Further, he announced that he was ready to place at least half a dozen bets of $100 to $150 that Shamrock III would win one race. He found no takers, although up to yesterday morning several bets had been made at even money that the challenger would win one race. As illustrating the lack of faith in the Shamrock's friends, even offers of 1 to 4 went begging.

These bets and offers were made before the race was started. Just before the close of business Mr. Brooks made a bet with F. M. Lockwood & Co. of $300 to $100 on the Reliance.

The interest taken in the race by Wall Street men yesterday was even greater than on Thursday. On that day it seemed as if a large proportion of the traders and brokers was absent from the financial district, but yesterday, being a half holiday, Wall Street seemed almost deserted. Those who could not spare the whole day away from business hurried off at the earliest possible moment, so as to be present at the finish, and within half an hour after the market closed at noon the financial district wore almost a Sunday appearance.

The interest shown was intense, and most men one met seemed all to have one desire, and that was for the Shamrock's victory. This wish, they carefully explained—fearing, perhaps, to be accused of a lack of patriotism—was due to admiration for Sir Thomas Lipton's sporting pluck and to a belief that if the challenger should lift the Cup it would add greatly to the interest of the international race and would put American yacht builders so on their mettle that our attempts to bring back the Cup would create far more general interest even than at present shown.

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If you have a vacant furnished room, and want it occupied, advertise it in The Tribune.

MONTREAL FLYER'S NARROW ESCAPE.

Passengers from New-York and Boston Delayed at Brandon, Vt.

Brandon, Vt., Aug. 22 (Special).—The Montreal flyer due at 5:10 p. m., crowded with passengers from New-York and Boston, narrowly escaped being wrecked near here to-day by the breaking of the tire on one of the driving wheels of the engine. There was a delay of an hour before another engine was procured.

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RIDGELY'S FINANCIAL FORECASTS.

Well, for once at least, we got subscribers long at the bottom and short at the top. Last Monday week, August 10, we said market was absolutely at bottom and to buy stocks for a 10 to 15 point quick advance. Saturday, August 15, we said that further purchases could be made Monday morning for quick turn, but surely take profits Tuesday. Monday night, August 17, we said sell ALL long stock on bulge Tuesday, and also sell SHORT for a 5 or 6 point break. Tuesday night we said SELL at market. Wednesday night we said cover shorts on weakness Thursday morning, buy for quick turn, and sell on bulge Friday morning.

I hope we can do as well the coming fortnight, though it is expecting rather too much. I have very positive views on certain stocks and believe I am right. Daily Letter, $5 per Month. For persons who will hold for "long pull," to-day's Letter refers to a stock now below 50, which should advance nearly 100 points.

A. N. RIDGELY, 20 BROAD ST., N. Y.