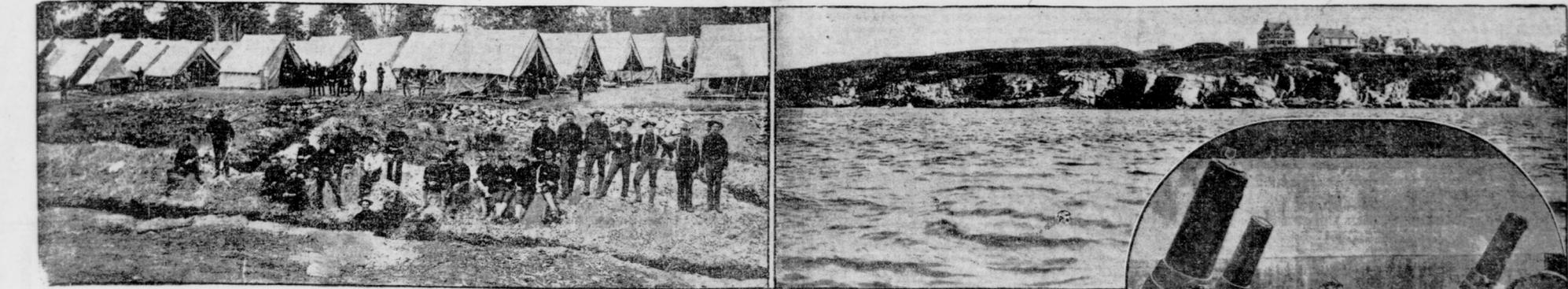


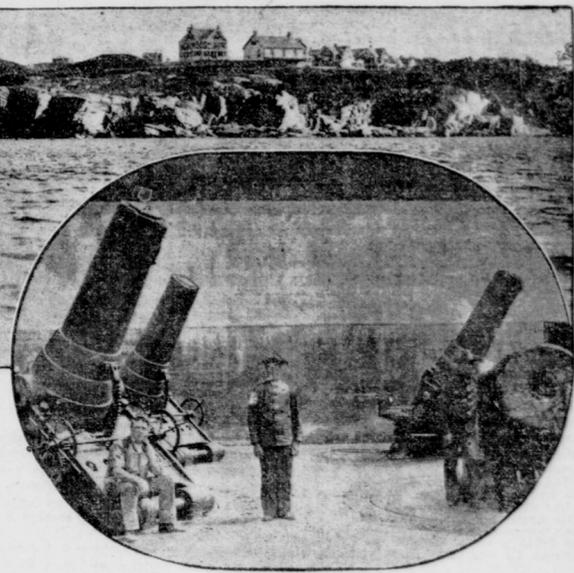


FORT M'KINLEY, DIAMOND ISLAND, WHERE REGULAR TROOPS ARE STATIONED, AND WHICH IS IN RANGE OF THE FLEET'S GUNS.

FORT WILLIAMS, CAPE ELIZABETH, ARMED WITH SIX-INCH DISAPPEARING GUNS AND COMMANDING THE MAIN SHIP CHANNEL.



ARMY DEFENCES AGAINST THE NAVAL ASSAULT IN THE WAR GAME.



SOME OF THE VERY EFFECTIVE MORTARS IN FORT PREBLE BATTERIES.

**STRANAHAN TO RESCUE.**

**TAKES SHAGHAIED LAD.**

**Boards French Bark Off Sandy Hook from Revenue Cutter.**

Collector Stranahan arrived at the Barge Office just before 4 o'clock this morning with the boy, having left the French bark in charge of a revenue officer, with instructions not to let her sail until he had reached a decision as to what action he would take toward the officers of the ship.

The boy said he was Hugh Thompson, and that his father was Christopher Thompson, of No. 60 Front-st., Brooklyn. He had voluntarily shipped on the French bark, thinking that it was a cruiser. He wanted to be a sailor on a man of war. After he found that he was on a merchant vessel he tried to escape, as related below, but was captured and made a prisoner. He declared that the officers of the ship were beating him unmercifully when Collector Stranahan boarded the vessel.

Collector Stranahan left the Barge Office in the Calumet and went to Tompkinsville, where he boarded the Gresham. When she arrived alongside the French vessel he made his identity known, and, going aboard, demanded that the "shanghai" boy be brought before him. After hearing the boy's story he decided to bring him back to the city. The ship's officers made no protest.

Collector Stranahan said that he might bring charges against the captain for sailing without articles. Anxious by what was apparently one of the most flagrant, open and defiant of the many cases of "shanghaiing" that have recently been reported, the Collector of the Port, Nevada N. Stranahan, last night, at 10:35, boarded the revenue cutter Gresham, with a deputy United States marshal and two Secret Service men, sped down the bay to the French bark *Marchal de Gontaut*, Captain Deniere, outward bound for Yokohama, at anchor four miles southeast of Sandy Hook, boarded her half an hour before midnight, to investigate the case of a boy supposed to be Hugh Thompson, who had tried to escape from the vessel in the afternoon, but had been captured and made a prisoner again. All the way to the Hook the pilot in charge of the French bark heard the cries of the boy for help and release issuing from his prison.

Baffled in her attempt to get beyond the waters in which the port authorities have jurisdiction by head winds, the French bark was forced to anchor four miles southeast of the Sandy Hook Lightship. Earlier in the afternoon, when the case was first called to the Collector's attention, he said there were no revenue cutters available, and that he feared the bark would get beyond the three-mile limit before she could be caught. On learning last evening, however, that the vessel was at anchor near Sandy Hook, he at once prepared to take official action.

The revenue cutter left the French bark at 1:10 a. m., and started toward the Upper Bay. It took her about two hours to reach the Battery, where Collector Stranahan landed. It was too late for him to be rescued when it was learned by the harbor police and the Treasury Department that the lad had been "shanghai"ed on the French bark. The *Marchal de Gontaut* has been lying off Tompkinsville for several days. Yesterday a waterboat put out to her. As she was about to put off from the bark a youth about seventeen years old rushed on deck and shouted to the crew. He said he had been forced to sail against his will, that he had not signed any ship's papers and that he did not want to go to sea. He jumped from the deck of the bark and was pulled aboard the waterboat. Two sailors leaped from the bark and forced him to return. He told the engineer of the water boat, the Scandinavian, that he was Frank Thompson. He was dressed in a black serge suit, patent leather shoes, white shirt and high collar. He said that while in Manhattan on Tuesday night he met three men who said they were sailors and had several drinks with them. They said they had just arrived from Stapleton. Thompson told them that he had a friend on an American bark lying off Tompkinsville, and the men at once said that bark was their ship. They offered to take him to the bark, so he might see his friend in the morning.

The four boarded the French bark, the boy thinking he was going on the boat in which his friend had shipped. At daybreak he was set to work and not allowed to go. The engineer of the water boat, Michael O'Neil, tried to help the lad to escape. He was sitting aft when he saw the boy drop into the water astern, after shouting for help. As the water boat men had no right to board the Frenchman to rescue the boy, the Scandinavian was rushed to the shore at full speed.

The boy's plight was reported to Frank B. West, of Tompkinsville, but the *Marchal de Gontaut* had got under way before the water boat reached the shore. West at once telephoned to Police Headquarters, which tried to get into communication with Captain Dean, of the police boat patrol. She could not be reached by telephone.

According to the crew of the water boat, the boy looked like an American, and seemed to be the only one aboard that could speak English. They said they demanded the release of the boy, and that no attention was paid them. When the pilotboat which had taken out the *Marchal de Gontaut*, returned to her anchorage off Stapleton last night, her skipper, Captain Lowell, said that as soon as the boy was got aboard he was locked up in the cabin and that during the trip down the Bay he could hear the boy calling out to be set ashore. Captain Lowell left the bark she drifted about for a while without any wind. She finally dropped her anchor near the Sandy Hook Lightship, and was still riding there when the station boat started for the inner harbor.

W. R. Grace & Co. are consignees of the bark *Sie*, was chartered by Philip Ruprecht & Co. (Starbuck Oil, foreign shipping department) to take a cargo of case oil and wax to Yokohama.

**SCHOONER CAPSIZED.**

**No Time to Furl Sails—Captain Lost and Crew Missing.**

(BY TELEGRAPH TO THE TRIBUNE.)

SOUTH NORWICH, Conn., Aug. 26.—In the heavy thunderstorm of yesterday afternoon the big three masted schooner *William L. Newton*, of Bangor, Me., westbound, capsized in the Sound between Bridgeport and Wilson's Point. Captain Edward Combes and probably the crew of eight men were lost. The only body found was that of the captain.

The vessel lay on her side in about twenty feet of water, with all sails set and evidently was struck by the blast before her crew could prepare to meet it. The headsails had been blown away, and the crew seems to have been furling the lower ones when the boat was upset.

The wreck was sighted by Captain Walter Miner of the oceangoing tug *Patience*, with barges in tow. Having anchored his barges, Captain Miner returned to Wilson's Point and hauled the vessel to the cove. He found a letter addressed to Captain Combes, and inferred from some shipping articles which were in the cabin that a crew of seven or eight was on the vessel when she overturned. A thorough search was made, but no other papers could be found. There were no other bodies on the deck or in the cabin. The letter was from North Isleborough, Me.

Field S. Pendleton and W. S. Pendleton, jr., of Pendleton Brothers, owners of the schooner *Newton*, arrived to-night and identified the body as that of Captain Edward Combes, of North Isleborough, Me. Arrangements were made to ship the body home.

The Pendletons went to the wreck in Wilson's Cove and will make an effort to raise the vessel and have it towed to New-York for repairs. Captain Miner of the tug *Patience*, will remain by the *Newton* to-night and will proceed to Providence with his tow of barges to-morrow.

The lumber vessel was valued at \$15,000. The crew of an oyster boat which put into Northport, Long Island, reported seeing the capsized schooner *Newton*, but the sea was so heavy they could not get near. They did not see any signs of her crew. The yawl was fast to the vessel.

**ANOTHER BELGRADE PLOT**

**Three Colonels, Two Captains and an Editor to Die.**

LONDON, Aug. 27.—"The Daily Mail's" correspondent at Belgrade says that King Peter is determined to suppress the military malcontents with an iron hand. On Tuesday three army colonels, two captains and a newspaper editor were condemned to death for participation in a plot which was discovered. Despite this, says the correspondent, the King is obviously in the hands of the recent regicides, who are causing a veritable reign of terror.

**CASHIER IS MISSING.**

**Was Employed in Drygoods House—Accounts Straight, It Is Said.**

The parents of Robert Cochrane, twenty-one years old, of No. 534 West Fort-st., have asked the aid of the police in searching for him. He has been employed as cashier in a drygoods store in West Twenty-third-st. It is said that his accounts with the store are straight.

**PROGRESS TOWARD UNDERSTANDING.**

**Senator Aldrich Expects to Secure Desired Legislation.**

(BY TELEGRAPH TO THE TRIBUNE.)

PROVIDENCE, R. I., Aug. 26.—Senator Aldrich says that advances tending to show gratifying progress toward a harmonious understanding among Republican leaders in both houses of Congress on the important subject of financial legislation have been received recently by him. It is stated that a more complete understanding of the plans of the sub-committee of the Senate Finance Committee has served to head off much of the opposition which at one time threatened to develop in the House, and the outlook at present is that Speaker Cannon, when Congress reassembles, will be found working in entire accord with the Senate leaders to secure the passage of the bill to be drawn by Senator Aldrich's committee along the lines already agreed upon.

The advances also indicate that Senator Daniels, of Virginia, and one or two other Democrats are still unopposed to the proposed legislation. The indications are that Senator Gorman, the Democratic leader in the Senate, still adheres to his purpose, announced shortly after his recent return from abroad, to discourage factional opposition on the part of the minority to the proposed financial legislation. It was learned from Senator Aldrich that the sub-committee of which he is chairman would not hold its next meeting for some time to come.

**THE POSTOFFICE INDICTMENTS.**

**May Be More Developments at Hand.**

(FROM THE TRIBUNE BUREAU.)

WASHINGTON, Aug. 26.—The departure from Washington this evening of the Assistant Attorney General for the Postoffice Department, Mr. Robb, and Chief Inspector Cochran, apparently for New-York, has given rise to a rumor that important indictments are expected from the Brooklyn grand jury within the near future. It is known that Mr. Robb has furnished important assistance to District Attorney Youngs in the past, and that the two men have thus far acted in concert in dealing with the cases against George W. Beavers and ex-Representative Driggs.

AMANHANSET HOUSE, SHELTER ISLAND, open until Sept. 13th. September most enjoyable season for sailing, yachting, driving—Adv.

**JOHNSON, BRYAN, SILVER.**

**SWEEP OHIO DEMOCRATS.**

**Cleveland's Mayor for Governor—A Tumultuous Conviction.**

COLUMBUS, Ohio, Aug. 26.—The Ohio Democrats to-day nominated the following State ticket:

For Governor—TOM L. JOHNSON, of Cleveland. For Lieutenant Governor—FRANK B. NILES, of Toledo. For Attorney General—FRANK S. MONNETT, of Columbus. For State Treasurer—V. J. DAHL, of Washington Court House. For Auditor—CHARLES A. KLOPFER, of Wapakoneta. For Commissioner of Schools—J. H. SIEBERT, of Maumee. For Member of Public Works—W. B. JONES, of Innton. For Supreme Court Judge—E. J. DEMPSY, of Cincinnati.

John H. Clarke, of Cleveland, was endorsed for United States Senator.

The Johnson programme was carried out completely to-day in the Democratic State Convention. Although the opposition obstructed the proceedings for some hours, the name of John L. Zimmerman, of Springfield, was not presented for the nomination for Governor, and every nomination on the State ticket, including Mayor Tom L. Johnson of Cleveland for Governor, was finally made by acclamation.

The opposition by various obstruction tactics kept the convention in continuous session for about seven hours. While there were many outbursts and scenes of disorder, the only fight that worried the Johnson managers was on the Senatorship. On naming the candidate for Senator, the Johnson supporters were divided among themselves. Mayor Johnson and ex-Congressman John J. Lentz have been close personal and political friends for years, but a most intensely bitter feeling was evident between them to-day. Lentz openly accusing Johnson with favoring for Senator a man who had voted against Bryan.

Zimmerman men had intended voting for John H. Clarke, the Johnson candidate for Senator, as they said he represented their conservative views, but when Lentz opened a fight on Johnson on the candidate for Senator, the opposition voted for Lentz for Senator, and divided the Johnson faction until the second ballot. After the first ballot, which resulted, Clarke, 355; Lentz, 222; Saltzgeber, 125; Baker, 11, and Russell, 4, the Johnson men made a terrific effort on the floor of the convention to name Clarke on the second ballot.

Judge F. M. Hagins, the fellow townsman of Zimmerman at Springfield, attacked Johnson bitterly as one who never favored free silver and was now dodging his own record by ignoring national issues and advocating State policies in which he did not himself believe. He charged that while Johnson said there were no national issues at stake he insisted on the indorsement of a candidate for Senator.

While Daugherty was pouring forth his invectives the convention became so demonstrative that his voice was utterly drowned. The speaker, with all his sermons at arms, could not restore order until Mayor Johnson himself arose and appealed to his friends to give Daugherty a respectful hearing.

After the suppression of the disorder the second ballot resulted in the election of Clarke, as follows: Clarke, 395; Lentz, 205; Saltzgeber, 81. Clarke was then called for and delivered a statement that made the convention more demonstrative than ever.

John H. Clarke, who will canvass the State with Mayor Johnson and other Democratic committees, was a prominent attorney at Youngstown for many years, but he is now in Cleveland. He made two masterly speeches, one representing the name of Johnson and the other in accepting the Senate nomination. Mr. Clarke intimated that he would ask Senator Hanna for joint debates in the future.

The convention was as distinctly with Bryan on national as with Johnson on State issues. The support of both Temporary Chairman Saltzgeber and Permanent Chairman Jones insisted that if the Democratic party is to change its policy to suit the times, the change "must be made by the friends of the party, and not by its enemies."

The result of the convention leaves the State Committee 18 to 3 in the hands of the Bryan-Johnson element for next year, when delegates to the Democratic National Convention are to be selected.

The platform which was adopted ties the millstone of silver around the necks of Ohio Democrats for another period of chaos. According to its provision the members of the convention agreed to "renew our allegiance to the Democratic party of the nation, and again avow our devotion to the principles of the national platform. We accordingly condemn colonialism and imperialism, denounce trusts and trust fostering tariffs, repudiate government by injunction, and oppose financial monopoly, together with every other legalized monopoly and legalized privilege. Adhering to these principles of the Kansas City platform, we repeat our condemnation of all efforts to renounce or ignore them."

Mr. Bryan by special resolution was then invited to speak in Ohio in support of "these declarations of principles."

**JONES ON JOHNSON.**

**Says He Is a "Coming Light on the Political Horizon."**

(BY TELEGRAPH TO THE TRIBUNE.)

TOLEDO, Aug. 26.—Samuel M. Jones, the "Golden Rule" Mayor of Toledo, said to-night to a Tribune correspondent, in talking about the nomination of Tom L. Johnson for Governor of Ohio: "Johnson is certainly an excellent man, and decidedly the best man the party could have put up for Governor. While I am not a party man and not in sympathy with partyism, I regard Johnson as a coming light on the political horizon. He is doing more now to destroy partyism than any man in his party. He is a type of man that reaches out after the highest ideals and strives with indomitable will to attain them. I have known him for a long time. Just mark this: Tom Johnson is a coming man, and more will be heard of him in the political world."

**DEMOCRATIC DEFEAT AHEAD.**

(BY TELEGRAPH TO THE TRIBUNE.)

**BOTH CLAIM VICTORY.**

**HOT FIGHT AT PORTLAND.**

**General Chaffee Shot by His Own Men, Torpedo's Dash, Ships Sunk.**

(BY TELEGRAPH TO THE TRIBUNE.)

PORTLAND, Me., Aug. 26.—Daybreak this morning witnessed the first conflict in the war game. Skirmishes early in the evening were followed by a grand dash by the battleships *Kearsarge*, Alabama and Illinois straight through the main ship channel in the teeth of the fire of the forts and straight into the harbor. For two hours the guns of the fleet and shore were booming, and it was daylight before the last shots were exchanged. The army says that a great victory has been won, alleging the destruction of the fleet by mines and gunfire. The fleet will say that the searchlights, which guided the shots of the army, were destroyed by the secondary batteries of the fleet, and that the fire control station and headquarters were similarly wiped out.

The navy might also say, if it chose, that General Chaffee was dead, for he faced the concentrated fire of a company of his own troops, that is, Maine volunteers, for some time last night.

Aside from the technical question, last night's conflict was most spectacular. From a sentimental point of view, the most striking thing was the reappearance of Farragut's old flagship, the Hartford, in the battle line. When the great modern battleships, headed by the *Kearsarge*, swept up the channel to destruction, so the army says, to victory, according to the navy, the shore searchlights fell upon the old wooden ship, her decks cleared for action and her men standing at quarters, her battle flag aloft. Just as she entered Mobile with Farragut in the shoals nearly forty years ago.

"Cease firing; spare Farragut's ship," shouted Major Whistler, commanding the shore batteries, and the old craft passed on unscathed by all the theoretical volleys that rained upon her sisters.

**TORPEDO BOAT'S DASH.**

The most daring feature of the fight was the dash of the torpedo boat *Truxton* up Whitehead passage, a dash that nearly succeeded, and would have resulted in cutting all the cables and fire control wires of the forts. Here also was headquarters, and beneath a high cliff a narrow channel runs into the harbor.

It was about 3 o'clock when an astonished sentry saw the fleet torpedo boat within a stone's throw of the commander in chief's headquarters, coolly scudding along at a twenty-five knot clip. His shout of dismay brought out a dozen officers, and a mighty rush of orders followed. Major Whistler, from the roof of a shack, growing fairly purple with excitement as the little boat passed on toward the cables. Then the infantry turned out and wildly scrambling down the rocks, opened on the boat with rifles. A second later a six-pounder on the shore chimed in, and that ended the rush. It was a narrow call, and the daring of the attempt drew admiration from the army.

The affair with the torpedo boat and the little skirmish with a small craft, pecked up by searchlights at a range of one hundred yards, that essayed to come up the main channel at 1:16 o'clock were preliminaries to the main fight.

**FIRE ON THEIR GENERAL.**

General Chaffee hastened to the scene of operations on the Kanawha. When the general's yacht was off Fort Levett a volunteer patrol suddenly sighted it and began blazing away merrily at the commander.

Although theoretically hors du combat, General Chaffee scrambled up the rocky shore and hastened to Whitehead. As he climbed up the cliff and looked out to sea the general beheld the most remarkable spectacle. Against a cloud which reflected the searchlight, he saw the whole fleet lying ten thousand yards away. This discovery at such a range is regarded as one of the most wonderful results ever achieved with a searchlight.

Even as the general was watching them the ships began to move, and soon loomed up in the gray of the dawn, with battle flags hoisted and the flagship *Kearsarge* ahead.

Presently at extreme range the great mortars at Fort Preble opened fire, shaking the windows for miles around and sending people wondering into the streets. The 12-inch guns opened, and so all along the line, from Forts Levett, Williams and Preble, the batteries opened. The battleships were busy also, and through the mists of the morning the flame of their volleys could be plainly seen.

**BATTLESHIPS SUNK.**

Swiftly passing the lower forts, the ships headed into the narrow ship channel, sown with mines. Farragut's famous order, "Damn the torpedoes; go ahead!" was Rear Admiral Barker's sentiment, and in a few moments the fleet was over a mine field. First the *Kearsarge* was sunk by the explosion of a mine beneath her, then the Illinois ran afoul of a contact mine, and was also a wreck. The Alabama remained, and she was quickly destroyed by the combined fire of the forts.

Meantime the fleet was quite oblivious of its destruction, for it calmly sailed into the harbor, firing into the rear of the forts. Far into the harbor the ships steamed, and when just abreast of the breakwater, they turned in a wide circle and sailed out again, destroyed but undisturbed. This ended the night's conflict, and the fleet withdrew to the north, taking shelter behind the clusters of islands.

While these conflicts had been raging there had been two minor attempts to land parties, one to the north, at Long Island, and one to the south, at Two Lights. In both instances, the attack developed too strong opposition, and all retired precipitately. Later in the morning an intercepted wireless message reported that the Olympia was aground, but an hour later Dewey's flagship was seen heading out, and the report was discredited. In the afternoon the

Landmarks of History on the famed Hudson best seen from deck of Day Line Steamers.—Adv.

**GOOD RACE BREEZE PREDICTED.**

**BUT WIND ONLY THREE MILES AN HOUR AT SANDY HOOK AT MIDNIGHT.**

**Lipton Believes His Chances Brighter—Reliance Supporters Say It Will Be Last Contest of Series.**

**SPECIAL YACHT RACE WEATHER FORECAST.**

The wind will be light to fresh northeast, shifting in afternoon to east and southeast, with partly cloudy weather.

**THIRD MATCH RACE FOR THE AMERICA'S CUP.**

The conditions of the race are as follows: Yachts and numbers—No. 1, The Reliance; No. 3, Shamrock III. Time allowance—The Reliance allows Shamrock III 1 minute 57 seconds. Start—From Sandy Hook Lightship at 11 a. m. Course—15 miles to windward and leeward and return. Time limit, 5 1/2 hours. Intervals between signals—Preparatory to warning, 10 minutes; warning to start, 5 minutes; start to handicap, 2 minutes.

**BETTING NOT BRISK.**

Five to One on the Reliance Against the Shamrock.

While the betting on the yacht race is not as brisk as it would be if Shamrock III had won a race, interest in the third race, to be sailed today, increased yesterday, because of the good showing made by the challenger in Tuesday's battle with the Reliance.

Several bets were made in Wall Street at odds of 5 to 1 that Shamrock III would not win today's contest, one broker betting \$5,000 to \$10,000 on Reliance, and another \$500 to \$100 that the Reliance would win by more than three minutes. There is quite a lot of Reliance money held by brokers to place on the American boat, but the odds do not suit the Shamrock people.

Attracted by the prospect of this being the final race of the series, and an almost sure victory for the Reliance, it is estimated that a larger crowd than ever will go down the Bay this morning on the fleet of steam yachts and excursion boats to witness the race.

The weather prophet's prediction that there will be a strong breeze from the eastward, which means considerable rough water off shore, will not deter the enthusiasts, for they know that plenty of wind and sea means an exciting race, and even at the expense of personal discomfort, they want to be able to say they saw all the races between these two peerless 90 foot yachts.

The Shamrock's supporters now say that the first two races have been excellent "tuning up" trials for the challenger, and that from now on she will be able to show her true speed. They argue that if it blows hard to-day the Reliance will not be able to carry her enormous sail plan as well as the Shamrock. Judging from the showing she made in a strong breeze in the first race, their predictions may prove correct. On the other hand, if the breeze is light, as it was last Thursday, the Shamrock's chances are good if there are no flukes, for she held the Reliance as long as the wind lasted true, and what the challenger can do in a light breeze running before the wind has not yet been shown. So there is still a chance for Sir Thomas Lipton's yacht to win a race, and there are thousands who would be more than glad to see her do it.

To a friend on board the Erin yesterday, the plucky owner of the challenger said: "I have not lost hope, and I shall fight and die hard. If I cannot win I will take defeat in the proper spirit."

In response to a query as to whether he had asked to have a four cornered race between Shamrock III, the Reliance, the Columbia and the Constitution, he said he had not made any such suggestion, but that if such a proposition were made he would undoubtedly consider it. He did not care to have it understood that he was taking the initiative.

**YELLOW FEVER IN MEXICO.**

Fourteen Die a Day in Linares—People Fleeing for Their Lives.

LAREDO, Tex., Aug. 26.—A letter was received here to-day from a resident of Linares, Mexico, in which he says that yellow fever exists at that place and that the death rate is now fourteen a day. This information was given to the quarantine officials, both federal and State, of this city, and they will take up the matter at once for investigation.

Linares is a small town on the Gulf about three hours ride from Monterey. The letter further said that people are fleeing in all directions as fast as they can get out. Dr. H. J. Hamilton, United States Marine Hospital surgeon, received an official notice from the Governor of Nuevo Leon to-day, saying that between Linares and Monterey 200 deaths from the infected points must be detained five days.

Dr. Hamilton says there are many cases of yellow fever at Linares and Victoria, and that it is increasing at these two points.

Take the EDUCATIONAL SIGHTSEEING NEW-YORK YACHT, 100 points of interest explained by expert lecturer, 2 hours' sail. From foot 2nd st., N. R., 10 a. m. and 2:30 p. m.—Adv.

Continued on second page.

**LIPTON A BIT CAST DOWN.**

Three Years of Work and Not a Race Discouraging.

Unless all weather signs fail, there will be a spanking breeze and a jump of a sea outside Sandy Hook this morning, such weather, in fact, for the Reliance and Shamrock III as the Vigilant and Valkyrie II sailed their famous race in, when the latter, after a thrash to windward of two hours in a twenty knot breeze, rounded the outer mark 1 minute 55 seconds in the lead. In a squall on the run home her spinnaker split, and the Vigilant passed her and won, but by only 40 seconds. It was this race, it is said, that led to the discarding of the centreboard and the adoption of deep keels for the American defenders of the Cup. The Vigilant's centreboard jammed just before the start, so she was not able to use all of it. She sailed to the weather mark with a reef in her mainsail.

Down at Sandy Hook yesterday there was not much activity on board the Cup defender Reliance and the challenger Shamrock III. With two races to their credit, those on board the Reliance naturally feel confident of winning the third and final race, to be sailed to-day. They have every reason to be confident of success, but no series of races is won until the flush of the last one, as shown by the recent contest for the Canada Cup, when, after winning two races in succession, the Canadian yacht was defeated in the final contest.

Sir Thomas Lipton's yacht in Tuesday's race showed that she possesses speed under certain conditions and when properly handled, so that there is yet a chance for her to win one or more races. True, the windward and leeward course does not seem to be the best for her, on account of the superior speed of the Reliance when running before the wind, but if Shamrock III should succeed in rounding the outer mark by a large margin of time she could probably hold her own with time allowance, and win from her rival in spite of the Reliance's larger sail spread.

Sir Thomas Lipton, speaking of his boat's defeat on Tuesday, said to a Tribune representative on board the Erin yesterday: "We have another race yet, and we shall make a good fight to the end, you may be sure of that, although we realize that we are up against a better boat."

When asked what kind of wind and weather he wanted for to-day's race, Sir Thomas smiled and said:

"Well, give us a little of the wind we had in the squall last night. Perhaps that will help Shamrock III along a bit."

Regarding his reported tour of the United States with Charles Schwab, the Shamrock's owner said there is no truth in it. Sir Thomas has accepted an invitation to dine at the Pilgrim Club on next Monday night.

Sir Thomas was not inclined to discuss in detail the causes which have led to the defeat of his yacht, but it was plain that he was disappointed, and that he felt keenly the criticisms made concerning the management of his yacht, chiefly because they were in the main just ones. "I am very sorry," said he, "that after all these years of working and planning I have not got a single race. It is very hard. But we did better yesterday than we did in the first race, and if we continue to improve as much in the next race we shall be on the other side in the result then."

It has been the talk among yachtsmen that those in charge of Shamrock III have been so confident of winning that they have grown apathetic to some extent, and as a result many details which go to make up a successful whole in a racing yacht have been neglected. "That there is some foundation for this talk," said a member of the New-York Yacht Club, "was shown by what occurred on board the challenger yesterday, for while her new mainsail was hoisted and a new club topsail was being tried, the only representatives of the