# THE VIGILANT'S BAY CUP,

### BUT THE RACE WITH THE SATANITA WAS NOT FINISHED.

**On the Last Leg of the Second Time Around the Triangular Course the Wind Died Out, and the English Boat Signalled for a Tow—The Committee, However, Declared the American Yacht the Winner—The Royal Dart Club Severely Scored for Its Decision of Friday's Race.**

DARTMOUTH, Sept. 1.—The Vigilant and the Satanita started in a race this morning for the Bay Club prize, valued at £40. The course was triangular, from Dartmouth Range southwest to a mark boat off Torcross, thence by the east mark boat and back, three times around, the total distance being forty-two miles. The wind was light from the northeast, the weather hazy, and the sea smooth. Both boats gybed as they crossed the line. The Vigilant had the lee berth and crossed the starting line at 10:30:10. The Satanita crossed at 10:30:21. Both had their jackyarders and jibtopsails set and had a free reach to port for Torcross, which they rounded in this order:

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| Vigilant | 11:09:45 |
| Satanita | 11:11:50 |

On this stretch the Vigilant had gained one minute and fifty-four seconds, and was two minutes and five seconds ahead in rounding the mark. The Vigilant held up to the eastward and the Satanita kept well in toward Blackwood, where the wind hauled eastwardly. At this point it was impossible to see the yachts on account of the haze, and they were consequently not timed as they rounded the east buoy.

Upon emerging from the thick haze after rounding the east mark it was seen that the Satanita, being closer to shore, was getting a better wind than the Vigilant and was gaining upon the American boat. She continued to gain, and handily passed the centreboarder on the run home for the first round. Both boats gybed to round the Commodore's boat, which they did as follows:

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| Satanita | 12:35:08 |
| Vigilant | 12:35:49 |

From the time of rounding Torcross until the rounding of the Commodore's boat the Satanita had gained 2 minutes and 46 seconds on the centreboarder, and upon bearing away for Torcross on the second round was 41 seconds ahead of the American.

It was again a free reach to port for Torcross. On this reach the Vigilant overhauled and passed the Satanita, and in rounding the Torcross mark boat was 2 minutes and 4 seconds ahead. The time of rounding Torcross was:

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|---|---|
| Vigilant | 1:18:23 |
| Satanita | 1:20:27 |

The Vigilant had gained two minutes and forty-five seconds in the run to Torcross.

Both boats held in shore on the beat to the east boat, the Vigilant increasing her lead, but later both ran into a calm on the eastward tack, and a repetition of yesterday's failure to make a race of it was assured.

Shortly after rounding Torcross the Vigilant disappeared in the haze, heading to the eastward for the second mark boat, and the Satanita, which appeared to be about three minutes behind, was also lost sight of soon afterward. After being out of sight about an hour the Vigilant came into view, bringing a breeze from the west, and made, close hauled, for the Commodore's boat. The Satanita also appeared in sight, but soon afterward gave up the race, signalled for a tow, and was brought home.

The Vigilant carried sail until she reached a point within 200 yards of the Commodore's boat. She then hove to and took in her headsails. After a short time she set them again, but she lay still, making no attempt to reach the Commodore's boat. The committee decided the race in favor of the Vigilant, but it is doubtful if such a decision would have been given had it not been for the scathing comments which have been made on their action yesterday.

It is thought probable that Mr. Gould will take the race for the Vigilant, she having fairly won it, but will refuse the money, as all the other races terminated under similar conditions have been decided upon the result at the end of the first round. There was very little enthusiasm either at the start or at any time during the so-called contest. The thick haze and light wind which prevailed at sunrise and throughout the day added to the depression caused by the profuse adverse comments upon yesterday's performances of the Sailing Committee, and it is doubtful if the day furnished much enjoyment to anybody concerned. The adherence of the committee to the seldom observed, if not obsolete, rule requiring a race to be finished within the time limit of eight hours has disgusted fair-minded yachtsmen and heaped discomfiture upon the Royal Dart Sailing Committee, whose unfairness is notorious. The award of to-day's race, such as it was, to the Vigilant, was clearly the result of the "pounding" they received for yesterday's decision.

LONDON, Sept. 1.—It is reported that the race for the Cape May Cup between the Vigilant and the Britannia, which is fixed for Wednesday next, is off so far as the Vigilant is concerned.

The *Field* publishes a letter from a member of the Yacht Racing Association, in which the writer asserts that Mr. Gould should not have accepted the silver cup of the Royal London Yacht Club, won on Aug. 6 in the race around the Isle of Wight, when, it is alleged, the Vigilant broke the rule in regard to signalling for more water. In the circumstances, he says, the cup must be regarded as a graceful gift by the Prince of Wales, and not as a trophy won by the Vigilant.

BOSTON, Sept. 1.—Henry Horn, yachting editor of the London *Times*, has the following to say in a cable despatch regarding the action of the Royal Dart Club in declaring yesterday's Vigilant-Satanita race off because it was not finished in three hours:

"No such conduct has ever been known on this side, and it is the most maladroit piece of work yet done by any yacht club in the kingdom. It certainly puts the club in an unenviable position. The weak-kneed action of the committee is condemned by every one. Yachtsmen declare that the race should have been declared void five hours before it was if there was a three-hour limit.

"The result is sure to affect the future regattas of this club, especially as the prizes were allowed to the 40-raters Carina and Corsair, which sailed over the same course and under the same conditions. The Royal Dart Club some years ago was guilty of left-handed conduct to the Prince of Wales when he sailed the Formosa there. The committee are always getting into some muddle. The decision is very unjust, for the Vigilant was honestly entitled to the prize."

### THE RYDE TOWN CUP RACE.

**Vigilant's Defeat, According to the Boston Globe Correspondent.**

BOSTON, Sept. 1.—The *Globe's* Glasgow yachting correspondent writes as follows regarding the races between the Britannia, Satanita, and Vigilant:

"On Wednesday, Aug. 16, the Vigilant, Britannia, and Satanita met at the Royal Victoria Yacht Club, Ryde, Isle of Wight, to race for the Ryde Town Cup. Southampton was especially interested, since the Satanita was built there. The English Channel yachtsmen are all interested in the success of Satanita as against both Vigilant and the Clyde-built Britannia. Since Fife and Watson have designed or built all the successful yachts of the present season English hopes run high on Satanita, built by Fay and designed by Soper.

"The breeze at the start was moderate northwest, which made it a run to the ice mark, the Nab, a turn to windward, back to Spit Head mark boat and a further turn to windward to weather a flagship off East Cowes, from which it was a run home to the starting point, the Commodore, anchored off Ryde. The three cutters crossed the line together, with Vigilant 'sandwiched' between Britannia and Satanita. It will interest your readers to know that it is confessed that the crew of the Vigilant, after their drilling by the Britannia, started the Vigilant alongside the Britannia. The match had no sooner started than Vigilant, under the lee of Britannia, luffed her up, and, being under her lee bow, that cutter was in the position of 'overtaking yacht.' This meant, by the Racing Association rules, that if the Britannia touched a loose rope yarn aboard Vigilant, Britannia was out of the race. Capt. Carter, being in the overtaking vessel, took care not to touch any flying rope yarns, and, while doing so, found himself across the Solent at South Sea instead of on the way to the lee mark.

"This suited the Southampton cutter, Satanita, perfectly, and, with spinnaker set, she ran off with a lead which landed her the prize. Satanita near the finish had the other two closing up, but not enough to be dangerous. Turning to windward to Spithead flagboat and the flagboat at Cowes, Vigilant closed up on Britannia till the time was: Britannia, 12:00:11; Vigilant, 12:00:12. This was close enough racing, and at Ryde the first turn was completed, tearing before the wind, the time being: Vigilant, 12:36:19; Britannia, 12:36:40. This was wonderful racing, but the English crowd on shore could not see that the Britannia was fairly beaten by the American. All their eyes were on the Southampton Satanita, which had the lead. But to have a Southampton-built cutter leading a Clyde-built cutter and an American cutter, no matter how she got there, was good enough for the disconsolate English Channel yachtsmen, and over the spectacle they were frantic.

"Since the four later challengers for the America's Cup were all built on the Clyde instead of at Southampton, that yachting port has been dropping out of date, but the kindness of Vigilant in giving it a hoist was beneath notice. In the second turn to the lee mark, the Britannia passed Vigilant, the time there being 1:30:07; Vigilant, 1:30:20. In the second and last turn, Britannia, on the turn windward, her best point of sailing, got further away, the finish being Britannia, 3:42:23; Vigilant, 3:43:30. The match was nearly a dead run to leeward, a turn to windward, with Vigilant showing as good as Britannia, with her canvas flat.

"Considerable interest was taken in the luffing matches between Vigilant and Britannia all around the course, which let Satanita even. What it exactly meant, unless to let Satanita win and prevent Britannia winning, was not understood. Mr. Clarke, owner of Satanita, was recently blackballed by the Royal Squadron, and since the Prince of Wales is Commodore of the Royal Squadron it was naturally supposed Vigilant was doing a little bit of retaliation, and since the Royal Squadron excluded Vigilant from its Queen's Cup match there was a double debt to pay."

### IANTHES MEET THEIR WATERLOO.

**Their Crack Club Four Is Defeated at the Orange Canoe Club Regatta.**

The fifth annual regatta of the Orange Canoe Club, held on the Passaic River in front of the club house at West Arlington, N. J., yesterday afternoon, was the most successful canoe regatta that has been held in these waters this season. The races were all well contested, and some of them, in interest and in the number of starters, even exceeded the corresponding events at the canoe meet last month. The course for the paddling races was half a mile with a turn. The sailing races were over a triangular course of a mile and a half. Summaries:

Paddling, Any Canoe—Won by James Duguid, Ianthe Canoe Club; W. B. Allen, unattached, second.

Sailing, Juniors—Won by Bert Roome, Arlington Canoe Club; A. E. Burroughs, Orange Canoe Club, second.

Sailing, Seniors—Won by Lincoln B. Palmer, Ianthe Canoe Club; William J. Stewart, Ianthe Canoe Club, second.

Paddling, Club Fours—Won by Orange Canoe Club crew, Edward George, Robert and John Hunt; second, Ianthe Canoe Club crew, Lincoln B. Palmer, James Duguid, Barron Fredricks and Harry Farmer.

Paddling, Open Canoes, Single Blade Paddles—Won by Edward Hunt, Orange Canoe Club; second, George Greenhalgh, Orange Canoe Club.

Paddling, Seniors, Decked Canoes, with Double Paddles—Won by Mark Freeman, Ianthe Canoe Club; second, Lincoln B. Palmer, Ianthe Canoe Club.

Paddling Tandem, Decked Canoes, Double Paddles—Won by Lincoln B. Palmer and James Duguid, Ianthe Canoe Club; second, Allen and Curtis unattached.

Paddling Tandem, Open Canoes, Single Paddles—Won by Cooper and Hartfall, St. Lambert Boat Club of Montreal, Canada; second, James Duguid and Barron Fredricks, Ianthe Canoe Club.

Hurry Scurry and Upset Paddling—Won by Dudley M. Bain, Arlington Canoe Club; second, Frank McLees, Rutherford Canoe Club.

Sailing for Passaic River Trophy Cup—Won by Lincoln B. Palmer, Ianthe Canoe Club; second, Wm. J. Stewart, Ianthe Canoe Club.

Journal Race—Paddling, tandem, open canoes, single blades, crews standing on gunwales—Won by Edward and Robert Hunt, Orange Canoe Club; a second crew capsized midway over the course.

**International Tennis.**

NIAGARA, Ont., Sept. 1.—The final round in the men's open doubles was played this morning. Chase and Foote defeated Matthews and Avery in three straight sets. Score: 6—3, 6—1, 6—2.

In the mixed doubles Matthews and Miss Osborne beat Mackenzie and Mrs. Kingsmill easily, 6—0, 6—1. In the other semi-final between Chase and Miss Holliston and Foote and Mrs. Whitehead the first named won, 6—1, 5—7, 7—5.

In the set final handicap A. M. Pope of Yale beat G. H. Meldrum, Toronto, both playing even, 3—6, 7—5, 9—7.

In the final, F. C. Anderson, Toronto, beat Pope, both playing even, 6—1, 6—1, 6—1.

In the final novice ladies' Mrs. Sheldon Thompson beat Miss Jessie J. Kingsmill, 6—3, 6—2.

In the semi-final mixed doubles, Matthews and Miss Osborne, the Canadian champion, beat Gordon Mackenzie and Mrs. Kingsmill, 6—0, 6—1.

**New Jersey Tennis Players on the Courts.**

The Passaic Lawn Tennis Club continued its tournament yesterday afternoon on the club courts near Passaic Bridge, N. J. The results follow:

Men's Singles—Preliminary round: Howard Westervelt beat C. H. Bickell by default.

First Round—Howard Westervelt beat A. A. King, 6—0, 6—2; Frank H. Wellington beat Walter McArthur, 6—4, 6—0; Edward W. Gouverneur beat E. K. Wilcox, 6—2, 6—2, 3—6, 6—1.

Ladies' Singles—First round: Miss Florence Willard beat Miss Spencer, default; Miss Minna Swan beat Miss Nettie Crouse, 6—2, 6—1; Mrs. F. H. Wellington beat Miss Florence D. Barry, 6—0, 6—2; Miss Lillian M. King beat Miss Grace Anderson by default.

Second Round—Miss Florence Willard beat Miss Minna Swan, 6—3, 6—4; Miss Lillian M. King beat Mrs. F. H. Wellington, 6—8, 6—3, 6—1.

Final Round—Miss Florence Willard beat Miss Lillian M. King, 6—0, 6—0.

Championship Round—Miss A. Ellmer King, holder, beat Miss Florence Willard, challenger, 6—2, 6—0.

Ladies' Doubles—Preliminary round: Miss Florence Willard and Miss F. D. Barry beat Mrs. F. H. Wellington and Miss Minna Swan, 6—4, 3—6, 13—11.

Final Round—Miss Florence Willard and Miss F. D. Barry beat Miss Grace Anderson and Miss Spencer, 6—3, 6—2.

The Rutherford Tennis Club began its tournament for the club championship in singles and doubles yesterday afternoon. The results:

Men's Singles—Preliminary round: H. H. Hollister beat C. Goodspeed, 6—2, 6—3; A. C. Thurber beat H. Tyson, default; 6—4, 6—4; Dwight Hollister beat C. H. Durant, 6—4, 8—6; G. I. Hollister beat L. Hernandez, 6—1, 6—0; F. K. Hollister beat H. Prentice, Jr., 6—1, 9—7; C. S. Parker beat A. T. Rice, 6—0, 6—0.

First Round—F. K. Hollister beat G. I. Hollister, 6—3, 7—5; C. S. Parker beat A. C. Thurber, 6—4, 6—0.

Men's Doubles—Preliminary round: A. C. Thurber and H. H. Hollister beat F. K. Hollister and C. S. Parker, 6—3, 6—1; Raymond Geer and T. Hollister beat L. Ballington and K. Magee, 9—7, 6—4.

**Tennis at the Staten Island A. C.**

The first rounds of the tennis tournament, the finals in which will be a feature of the Staten Island Athletic Club's Labor Day celebration, were played at the club's grounds at West Brighton yesterday afternoon. There were many spectators, who were treated to some excellent contests, very few love games being played. In the gentlemen's singles the scores were as follows: Preliminary Round—Earnest Wemple beat A. S. Bailey, 6—3, 6—3.

First Round—G. I. Wyeth beat F. G. Janssen, 6—1, 6—3; A. S. Bailey beat J. E. Faber, 6—0, 6—2; H. V. Carrere beat F. H. Hoyt, 6—1, 6—2; L. G. Billings, Jr., beat E. W. Killman, 6—4, 6—2.

Semi-final Round—Wyeth beat Bailey, 6—1, 6—3; Billings beat H. V. Carrere, 6—4, 6—2.

Gentlemen's Doubles—Preliminary round: L. G. Billings and C. M. Chester beat D. E. Rainhard and W. W. Magee, 6—2, 6—0.

First Round—G. I. Wyeth and F. H. Hoyt beat M. A. Carpenter and C. Carpenter, 6—0, 6—2; Billings and Chester beat F. G. Janssen and J. E. Faber, 6—2, 6—2; William Williams and Earnest Wemple beat L. S. and H. V. Carrere, 6—3, 6—8, 6—4; Oscar Von Bernuth and R. C. Lawrence beat F. A. Barstow and J. F. Atterbury by default.

**Central Park Tennis Players.**

The inter-class tennis tournament of the Central Park players was continued yesterday afternoon on the north meadow. The best contest was the match in the scratch class between Sullivan and Munzesheimer, the former winning by the narrowest possible margin in the odd set. The winners in the various class contests will compete for first prize. Scores: Scratch Class—First Round: Stanley Hirsch beat Herbert Stead, 7—5, 3—6, 6—4.

Second Round—E. L. Sullivan beat Harry Munzesheimer, 8—6, 3—6, 7—5; T. C. Mitchell beat Freund, 7—5, 7—5.

Half Fifteen Class—First round: J. Stern beat Edgar Woodman, 6—1, 6—1.

Final Round—E. Stern beat A. Schwarz, 6—2, 1—6, 6—1.

Fifteen Class—Preliminary round: L. Springer beat A. Lee, 6—4, 6—3; O. Sing beat E. Montalvo, 6—2, 6—2.

First Round—O. Bing beat H. Stern, 6—1, 6—1.

**Park Hill Country Club's Tennis Tourney.**

On the courts of the Park Hill Country Club yesterday a tennis tournament was held. The point system was adopted in place of the ordinary game and set method. In the best match of the day the winner, Thayer, was only three points ahead of his opponent at the finish. Ladies' singles were also contested. Score:

Men's Singles—First round: Stephen F. Thayer beat Robertson, 72—69; Hunter beat C. E. Neven, 72—60; Earnest Gertz beat Flagg, 72—56.

Ladies Singles—First Round: Miss Vidand beat Miss Weller, 72—64.

**From Chicago to New York Awheel.**

CHICAGO, Sept. 1.—At 1 o'clock this afternoon Letter Carrier A. E. Smith started on his bicycle from the Adams street entrance of the Post Office building on a flying trip to New York. Smith carries a letter from Postmaster Hesing to Postmaster Dayton of New York, and his trip is intended to demonstrate the practicability of the bicycle in mail delivery. The route selected by Smith takes him through Hammond, Laporte, and New Carlisle, Ind.; Bowling Green and Cleveland, O.; Buffalo, Rochester, Utica, and Albany in the Empire State. Each day reports of his progress will be received by Superintendent Stoll. Smith is confident he will break the record and set a new time mark for the distance.

# LARCHMONT'S REGATTA.

### WASP DEFEATS THE GLORIANA IN THE 46-FOOT CLASS.

**Forty-two Yachts Cross the Starting Line—Almira Wins First Honors Among the Cats—Vaquero, Cleverly Sailed, Defeats the Adelaide in the 21-Foot Class—The Hunt Runs Aground—Shamrock Wins.**

The Larchmont Yacht Club held their annual fall regatta on the Sound yesterday, and while there was a rather meagre showing of two-stickers all of the other classes filled well, and, as is usual with everything connected with this club, the regatta was successful in every way. In all, something like forty-two yachts crossed the starting line, and though there was little wind in the morning a fine southwesterly breeze sprang up at 2 o'clock, and "Larchmont luck" was again exemplified by a splendid race and an early finish.

If there was a dearth of entries in the schooner classes, no such complaint could be made about the 21-footers or cabin cats, as no less than nine of the little 21-footers took part in the race, while the Mary Almira, Kittie Onaway, and Keora had a great fight for first honors among the cats. In addition to the above the Wasp and Gloriana had another of their old-time fights in the 46-foot class, and as usual the more modern Wasp came off with flying colors.

The only schooners to race were the Elsemarie and Shamrock, and, though Commodore Sutton of the Loyal was fairly spoiling for a race, he could not get a competitor. The majority of people thought the Elsemarie would beat the Shamrock without much trouble, but they were disappointed, as Designer Wintringham sailed Mr. Maxwell's old schooner in faultless style and gave her a chance to show what she could do, which she has not had for some time. The result was she gave the Elsemarie a good three-minute beating, and again demonstrated the fact that in light airs she has few superiors in her class.

The Almira, Mary, and Kittie had an old-time tussle, and while the Hanan boys won a cleverly sailed race on the Almira by a few seconds from the Kittie, the latter boat sailed a great race, having to come up a class, and thus did not receive her regular allowance for length.

The Elsworth boys were sailing a splendid race on the Mary when their patent gaff again went back on them, leaving them helpless off Matinicock. The Mary's patent fixings have caused her to lose more races than they have ever won for her, and while the saving of a few ounces of weight aloft is a great thing in a racing boat, it seems to have been carried to excess in the Mary, and old things are sometimes best after all.

Of course the race of the day was in the 21-foot class, in which the entire fleet of these little racers, barring the Flirt, took part. They made a very pretty race of it for a while, but the Vaquero, as usual, got away first, and finished first, with the Adelaide, which is now painted a royal blue, like Queen Victoria's yacht Albert and Victoria a close second.

The Adelaide was a fine rival for the Vaquero, while not popular in some quarters, are richly deserved, as there is no better-sailed boat in the fleet, and, in addition to this, Mr. Herman Duryea, who owns and sails her, has kept her in trim and tuned up to concert pitch from the first day he owned her, which accounts in no small measure for her success.

Mr. Duncan, who was accompanied by his wife, sported a new suit of diagonal sails on the Houri, but for some reason she did anything but well yesterday, winding up her day's career by running on the Long Island shore. The Celia, Hoodoo, Maysie, and Dorothy had a good race by themselves, but they were squelched for two or twelve minutes behind the leaders. There was not much wind during the early morning hours, but shortly before 11 o'clock a little breeze sprang up from the south-southeast, which shifted to the south-southwest just as the preparatory gun was fired.

At 12:15 the schooners were sent away, followed ten minutes later by the sloops, and after another short interval the 21-footers were started. Their order of crossing the line and starting times follow:

Elsemarie, 12:15:42; Shamrock, 12:16:02; Wave, 12:25:00; Wasp, 12:25:08; Geer, 12:25:55; Banshee, 12:27:21; Louise, 12:27:37; Marjorie, 12:27:49; Agawam, 12:28:33; Waheta, 12:28:44; Kathleen, 12:28:50; Eurybea, 12:29:15; Minerva, 12:30:05; Conquesco, 12:30:30; Moses, 12:30:47; Gavilan, 12:31:04; Audax, 12:32:04; Pyxie, 12:32:37; Glorlana, 12:33:50; Kittie, 12:34:05; Madrina, 12:34:21; Keora, 12:34:30; Almira, 12:34:42; Puncio, 12:34:42; Wheel, 12:34:43; Onaway, 12:34:54; Mary, 12:35:00; Zelica, 12:35:00; Terrapin, 12:35:00; Fairy, 12:35:00; Ie, 12:35:00; Kismet, 12:35:00.

Then came the little 21-footers to a one-gun start in the following order: Vaquero, Dorothy, Houri, Minnetonka, Adelaide, Celia, Blonde and Brunette, Hoodoo, and Maysie, all were close hauled on the starboard tack, for it was a close reach to Hempstead harbor, the first turning mark. From here the smaller boats went to Matinicock, thence back to Hempstead and home, while the big sloops went to Captains Island and the home to Stamford and back. After turning at Hempstead the smaller boats gybed their booms to starboard and set spinnakers to port.

While it was all right for the Captain Island boats, it proved anything but a good move for some of the 21-footers, as the Adelaide, which did so well on the port spinnaker, on starboard came near beating everything to the Matinicock mark.

As they approached the Matinicock mark the breeze freshened and the yachts rounded in the following order:

Vaquero, 2:00:10; Mary, 2:02:20; Adelaide, 2:02:33; Louise, 2:03:00; Onaway, 2:03:20; Adelaide, 2:03:33; Almira, 2:03:45; Minnetonka, 2:03:51; Madrina, 2:04:02; Celia, 2:04:15; Pyxie, 2:04:22; Audax, 2:04:45; Waheta, 2:05:10; Kittie, 2:05:28; Moses, 2:05:35; Wave, 2:05:42; Geer, Wasp, 2:06:40; Wave, 2:06:15; Agawam, 2:06:17; Hoodoo, 2:06:19; Maysie, 2:06:05; Blonde and Brunette, 2:09:12; Keora, 2:09:58; Moses, 2:12:22.

Right here a number of accidents took place, the Blonde and Brunette, which was sailed by W. S. Alley, in trying to luff under the Mayor's stern touched her boom, which practically disqualified the former boat. A second later the Mary's gaff came to grief while she was leading the cabin cat contingent, and a few moments later the Houri ran in too close to the Long Island shore and grounded. She was rescued by a friendly naphtha launch. It was a dead beat to windward back to Hempstead, where the leaders rounded as follows:

Almira, 2:59:47; Vaquero, 3:01:12; Adelaide, 3:01:30; Onaway, 3:03:32; Kittie, 3:04:40; Gavilan, 3:06:11; Pyxie, 3:09:02; Madrina, 3:09:04; Audax, 3:11:22; Hoodoo, 3:13:03; Celia, 3:13:14; Maysie, 3:14:25; Dorothy, 3:14:41.

From here home it was a broad reach to the finish, where the yachts crossed in the following order: Almira, 3:28:30; Vaquero, 3:29:07; Adelaide, 3:29:51; Onaway, 3:33:23; Kittie, 3:34:14; Gavelan, 3:35:10; Pyxie, 3:36:40; Audax, 3:38:08; Madrina, 3:38:37; Celia, 3:41:04; Hoodoo, 3:41:30; Maysie, 3:41:45; Dorothy, 3:43:00; Wave, 3:45:33; Blonde and Brunette, 3:46:58; Waheta, 3:48:45; Louise, 3:49:45; Agawam, 3:52:01; Keora, 3:48:15; Geer Whiz, 4:02:20; Wasp, 4:14:40; Gloriana, 4:25:00; Minerva, 4:44:00; Banshee, 4:57:20; Kathleen, 5:17:20; Eurybia, 5:20:57; Puncio, 5:31:00; Elsemarie, 5:32:45; Marjorie, 5:45:00; Conquesco, 6:07:00.

Summary follows:

SCHOONERS—CLASS C, 71 TO 81 FEET.

| Boat. | Length Ft. In. | Owner. | Elapsed Time. H. M. S. | Corrected Time. H. M. S. |
|---|---|---|---|---|
| Elsemarie | 75.66 | J. Beaver King | 3 13 31 | 3 41 45 |
| Shamrock | 73.18 | W. P. Ward | 3 18 30 | 3 14 42 |

SLOOPS—CLASS 5, 49 TO 55 FEET.

| | | | | |
|---|---|---|---|---|
| Wasp | 54.97 | Lippett Bros. | 3 49 01 | 3 49 01 |
| Gloriana | 54.87 | H. M. Gilig | 3 51 10 | 3 50 59 |

SLOOPS—CLASS 6, 43 TO 49 FEET.

| | | | | |
|---|---|---|---|---|
| Minerva | 43.81 | H. W. Bucknall | 4 18 55 | 4 18 55 |
| Banshee | 43.00 | Henry Doscher | 4 29 59 | 4 26 48 |

SLOOPS—CLASS 7, 36 TO 43 FEET.

| | | | | |
|---|---|---|---|---|
| Eurybia | 40 02 | Charles Pryer | 5 00 42 | 5 00 42 |
| Kathleen | 37 44 | F. M. Hoyt | 4 43 30 | 4 44 40 |

SLOOPS—CLASS 8, 30 TO 36 FEET.

| | | | | |
|---|---|---|---|---|
| Conquesco | 31 00 | Bryce Metcalf | 5 36 24 | 5 28 27 |
| Marjorie | | H. W. D. Burt | 5 17 11 | 5 17 11 |

SLOOPS—CLASS 9, 25 TO 30 FEET.

| | | | | |
|---|---|---|---|---|
| Louise | 30 00 | J. W. Hall | 3 22 08 | 3 22 08 |
| Audax | 28 74 | H. W. Eaton | 3 06 06 | 3 04 12 |
| Gavilan | 30 00 | A. Schuffelt Jr. | 3 08 08 | 3 04 08 |
| Madrina | 26 97 | F. M. Freeman | 3 04 06 | 2 59 59 |
| Pyxie | | Geo'd sand'rs Jr. | 3 03 03 | 2 56 32 |

SLOOPS—CLASS 10, 25 FEET AND UNDER.

| | | | | |
|---|---|---|---|---|
| Agawam | | A. G. Hamilton | 3 23 28 | |
| Geer Whiz | 19 36 | C. J. Field | 3 36 25 | 3 24 50 |
| Waheta | | H. E. Thoremus | 3 20 01 | 3 20 01 |
| Wave | | A. L. Barber | 3 20 05 | 3 07 06 |
| Moses | | L. D. Hunt'g'n | Did not finish. | |

CLASS 11, CABIN CATS, OVER 25 FEET.

| | | | | |
|---|---|---|---|---|
| Mary | 28 70 | W. E. Elsworth | Disabled. | |
| Almira | 28 52 | H. W. Hanan | 2 53 48 | 2 53 21 |
| Onaway | 26 48 | Chas. Schenck | 2 58 51 | 2 54 39 |
| Keora | | M. C. Parsons | 3 18 45 | |
| Kittie | 22 77 | Hazen Morse | 3 00 09 | 2 59 46 |

CLASS 14, OPEN CATS, 20 TO 23 FEET.

| | | | | |
|---|---|---|---|---|
| Fairy | 21 00 | F. E. Towle | 3 15 02 | 3 15 02 |
| Violet | 20 20 | G. A. S. Winess | 2 24 47 | 2 21 58 |
| Punch | 20 18 | A. L. Clark | 2 16 39 | 2 15 50 |

CLASS 15, OPEN CATS, 20 FEET AND UNDER.

| | | | | |
|---|---|---|---|---|
| Kismet | 19 60 | T. D. Downing | 2 25 38 | 2 25 38 |
| Zelica | 19 40 | F. Sherman | 2 22 15 | 2 22 02 |
| Terrapin | 18 80 | H. L. Curry | 2 33 43 | 2 31 46 |
| Ie | 18 60 | C. M. Shedwick | Did not finish. | |

SPECIAL, 21-FOOT CLASS.

| Boat. | Owner. | Start. H. M. S. | Elapsed Time. H. M. S. | Corrected Time. H. M. S. |
|---|---|---|---|---|
| Houri | R. Duncan, Jr. | 12 42 00 | Grounded. | |
| Minnetonka | Geo. Work | 12 48 00 | Disabled. | |
| Blonde & Br'n'te | H. S. Ivesley | 12 44 00 | 3 46 38 | 3 06 58 |
| Vaquero | H. R. Duryea | 12 42 00 | 3 29 02 | 2 47 02 |
| Hoodoo | J. H. Adams | 12 43 00 | 3 41 36 | 2 59 36 |
| Dorothy | H. Whitney | 12 42 00 | 3 43 00 | 3 01 00 |
| Maysie | C. W. Osborne | 12 43 00 | 3 41 45 | 2 58 45 |
| Adelaide | W. Douglas | 12 42 00 | 3 29 51 | 2 47 51 |
| Celia | C. A. Gould | 12 42 00 | 3 41 04 | 2 59 04 |

Disqualified.

The winners were:

Class C, Schooners—Shamrock beat Elsemarie 8 minutes 3 seconds.

Sloops, Class 5—Wasp beat Gloriana 1 minute 36 seconds.

Class 6—Minerva beat Banshee 12 minutes 26 seconds.

Class 7—Kathleen beat Eurybia 16 minutes 2 seconds.

Class 8—Marjorie beat Conquesco 11 minutes 16 seconds.

Class 9—Pyxie beat Gavilan 3 minutes 27 seconds. Gavilan won second prize.

Class 10—Wave beat Waheneta 19 minutes 55 seconds. Waheneta won second prize.

Class 11, Cabin Cats—Almira beat Kittie 25 seconds. Kittie won second prize.

Class 14, Open Cats—Punch beat Fairy 1 minute 12 seconds.

Open Cats, Class 15—Kismet beat Terrapin 8 minutes 6 seconds, but was disqualified for carrying a professional. Terrapin therefore gets first prize and Zelie second prize.

Twenty-one-foot Special Class—Vaquero beat Adelaide 40 seconds, Celia 19 minutes 2 seconds, Hoodoo 19 minutes 34 seconds, Maysie 19 minutes 43 seconds, Dorothy 19 minutes 58 seconds.

After the race it was announced that on Monday the Gloriana and Minerva would sail a special match race, in which the latter boat will be conceded double time allowance. On Sept. 13 the Wasp and Queen Mab will sail a special race for a cup, as will the schooners Elsemarie and Shamrock.

**Kill Von Kull Yacht Club Regatta.**

The regatta of the Kill Von Kull Yacht Club of Staten Island for the Houseman cups was sailed yesterday afternoon in Newark Bay and the Kill Von Kull. Owing to the light breeze which prevailed, only three boats decided to start. The crack catboat Maria capsized on the second run over the course, and did not finish. The time of the other two boats follows:

| | | Elapsed Time. H. M. S. | Corrected Time. H. M. S. |
|---|---|---|---|
| Torment | W. Roughwout | 1 39 42 | 1 39 42 |
| Minnie H. | Jacob J. Houseman | 1 39 54 | 1 39 40 |

A special race will probably be sailed on Saturday next.

### CLOSE OF FORT WAYNE'S MEETING.

**Rowdy Joe Made Doc Sperry Pace a Little to Win.**

FORT WAYNE, Sept. 1.—The race meeting closed here to-day. It was the most successful ever held by the Fort Wayne Driving Club, the greatest in many respects ever held in the State, and one of the most memorable in the annals of the turf.

The first race on the card was the 2:14 pace, unfinished from yesterday. Dr. Sperry already had two heats to his credit and T. N. B. one. In the fourth heat, Rowdy Joe, the short-bred roan from Missouri, led out from the post at a terrific clip that never faltered to the wire in 2:08. In the fifth heat the Missouri gelding led all the way in 2:09¾. In the last heat Dr. Sperry went away at a fine pace and led clear around. The killing pace of the two previous heats had pumped the Missouri roan out and he trailed in.

The 2:25 trot developed a splendid contest between Hettlemont and Russelmont. Hettlemont took the first heat. Caton gave Geers a terrible finish, and the latter almost literally pushed his speedy roan under the wire. Russelmont took the succeeding three heats straight. Autrain won the 2:35 trot in straight heats without racing. Gazette was a favorite in the 2:30 pace, and won off the reel with no one to give him an argument. Summaries:

2:14 class, pacing; purse $1,000.

| | | | | | | |
|---|---|---|---|---|---|---|
| Dr. Sperry, br. g., by Altamont | McDowell | 1 | 1 | 8 | 2 | 8 1 |
| Rowdy Joe, r. g., by Telegraph | Allen | 8 | 2 | 2 | 1 | 1 8 |
| T. N. B., gr. g., by White Cloud | Dickerson | 2 | 3 | 1 | 8 | 2 3 |
| Lottie Lorraine, b. m. | | 3 | 5 | 3 | 6 | 4 2 |
| Angie D. | | 3 | 4 | 4 | 3 | 3 5 |
| Jessie B., b. m. | | 4 | 6 | 7 | 4 | 7 6 |
| Belle C., br. m. | | 7 | 10 | 5 | 5 | 5 4 |
| Be Sure, b. g. | | 9 | 9 | 6 | 7 | 6 7 |
| Brooksale, gr. h. | | 11 | 12 | 11 | 9 | dr. |
| Zeal, b. g. | | 6 | 11 | 9 | dr. | |
| Allen Fowler, b. h. | | 10 | 7 | 10 | dr. | |
| Merry Chimes, br. h. | | 12 | 8 | 12 | dr. | |
| Whitcomb Riley | | dis. | | | | |

Time—2:10, 2:09, 2:11¾, 2:08, 2:09¾, 2:10.

2:25 class, trotting; purse $800.

| | | | | |
|---|---|---|---|---|
| Russelmont, b. h., by Lord Russell, dam by Belmont | Caton | 2 | 1 | 1 |
| Hettlemont, r. m. | Geers | 1 | 2 | 3 |
| Nonjinee, b. g. | Kissel | 3 | 3 | 2 |
| Palatine, b. g. | | 4 | 4 | 4 |
| Amherst Boy, b. h. | | 4 | 5 | 9 |
| Major Ewing, b. h. | | 7 | 6 | 4 |
| Miss Kirkham, b. m. | | 5 | 11 | 8 |
| King Kasto, b. h. | | 8 | 7 | 7 |
| Sam Weller, br. h. | | 10 | 10 | 7 |
| Jessie Wood, | | 12 | 9 | 10 |
| Allen Boy, b. h. | | 6 | 8 | 11 |
| Ignario, b. h. | | 11 | dr | |

Time—2:18¾, 2:15¾, 2:16, 2:18.

2:35 class, trotting; purse $500.

| | | | | |
|---|---|---|---|---|
| Autrain, b. m. | by Princeton, dam by Glen Black Raven, blk. g. | Jamison | 1 | 1 1 |
| | | | 2 | 2 2 |
| Ondan, br. h. | Buckner | | 3 | 3 3 |
| Leota, br. m. | | | 4 | 4 4 |
| Ida A., b. m. | | | 5 | 5 5 |
| Cling, blk. h. | | | 6 | 6 6 |

Time—2:18¾, 2:21¾, 2:20¾.

2:30 class, pacing; purse $500.

| | | | | |
|---|---|---|---|---|
| Gazette, ch. h., by Onward, dam by Dictator | | | 1 | 1 1 |
| Wayne | | | 3 | 2 2 |
| New Era, ch. g. | Warner | | 2 | 3 3 |
| Tom Power, b. h. | Van Alstine | | 4 | 4 4 |
| Rockmore, b. g. | | | 5 | 7 4 |
| Harry, b. g. | | | 6 | 5 6 |
| Frank Taylor, br. g. | | | 7 | 6 6 |
| Cantab, ch. g. | | | 8 | 6 7 |

Time—2:15¾, 2:15¾, 2:16.

### IT LOOKS LIKE A FIGHT.

**Articles of Agreement Will Probably be Signed This Week.**

Tom O'Rourke now says that the proposed fight between Jackson and Corbett is a sure thing as far as Peter is concerned. O'Rourke says that the fact that those two checks from the Sioux City Athletic Club, calling for $2,500 each for Corbett and Jackson as training expenses have arrived, it looks as though the Western club really meant business. But, for all this, O'Rourke thinks that the club should send on a representative, and show that purely business motives prompted the offering of the purse. As far as Jackson goes, O'Rourke said, the articles would be signed and approved as soon as