

SKIPPER HAFF ONLY JOLLIED THE BRITISHER ALL THE WAY

YANKEE YACHTSMEN FLEETEST AFLOAT

Defender in Fact as Well as Name

THE GREAT RACE EASILY WON

An Astounding Margin for the Winner

BETTER BOAT IN ANY BREEZE

Up to the Finish the Contest Seemed a Close One

Defender Out-Generated Valkyrie From the Start

Immense Flotilla of Steam and Sail Craft Lines the Course—Americans in London Jubilant—Englishmen Correspondingly Depressed

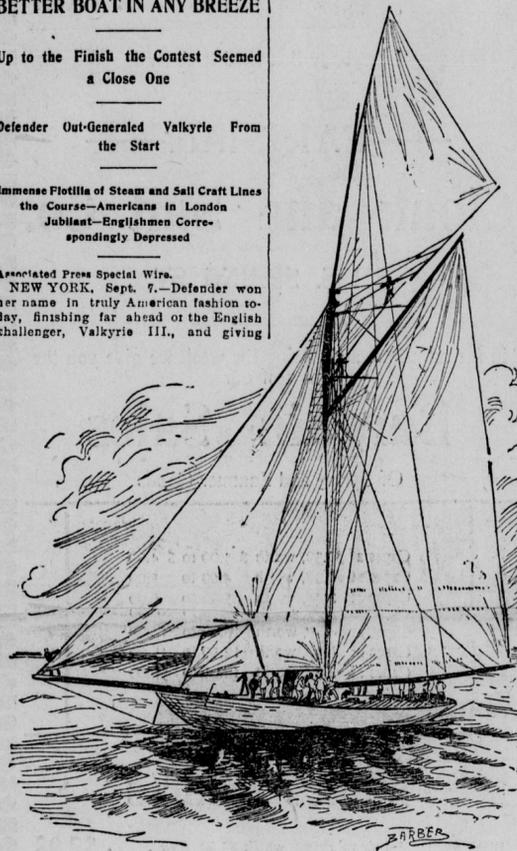
Associated Press Special Wire.

NEW YORK, Sept. 7.—Defender won her name in truly American fashion today, finishing far ahead of the English challenger, Valkyrie III, and giving

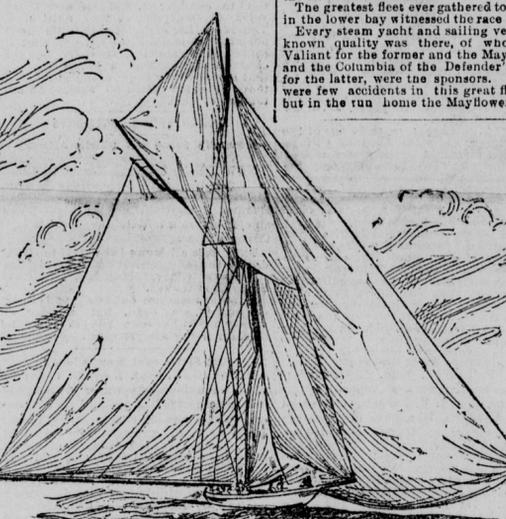
and thither, and as the day grew, silently followed the contenters beyond the light ship where it had been decided the course should be laid. At 8 a. m. both Defender and Valkyrie lay peacefully at anchor within the horseshoe at Sandy Hook. They had spent the night there close to each other guard as carefully as children by their mothers. At 8:30 a. m. there was little sign of life on board, but a few minutes later all was astir and bustle. OFF FOR THE FIELD OF BATTLE. The big mains were hoisted on each and the visitor was first under way, in charge of her tender, followed soon by

smoke was the background, and in the center of the picture were the two narrow, seemingly fragile, boats, standing high up above the others, clad in white, decked only with wifly moving figures, and even in that light breeze skimming over the water like beings endowed with life and beauty. The preparatory gun found both boats long waiting for it. Far off in the distance the spectators on the beach saw the smoke, and strained their eyes for the start. The two white-winged creatures tacked about for the work, and they seemed to close with each other, like wrestlers trying for a hold. Several times they came about exactly together, as one boat, but it was finally observed that the Englishman would undoubtedly cross the line first. To the plaudits of those who watched the seaman, Captain Haff brought the Defender quickly about with her rival on the last tack, and the Englishman crossed only four seconds ahead with the Defender having the wind, and, as events subsequently showed, in a much better position. The course was fifteen miles to windward and return, and the boats went off on the starboard tack. At this time the sky was leaden and the wind was about a five-knot breeze. The swell increased greatly as the fleet proceeded outward, for although the pace was slow the solid phalanx of moving craft kicked up quite a sea itself. There had been a haze in the early hours, but this was entirely dispelled by the occasional sun burst. To those ashore, and to many afloat, it was a matter of extreme doubt, almost until the first mark was reached, as to which boat held the lead. Valkyrie seemed at times to foot a trifle faster than the other but Defender was pointing higher. As the detailed story of the contest shows, the British boat led through the early part of the race, until far out beyond any fixed point of observation.

FROM THE CABLE STEAMER. The most eligible point of observation



DEFENDER



VALKYRIE III.

every evidence of outclassing the Dunraven boat in almost any kind of weather. There were strange features connected with the race for the American's cup, not the least being the general doubt expressed during the first fifteen miles of the course as to which was in the lead. It was only and tuck from the first gun signal and until within a short distance of the mark, and then Defender caught the breeze and to the delight of thousands simply sailed away from her rival. From that moment she went on increasing her lead to the end, winning by the surprising margin of 8 minutes and 49 seconds. Such work as this in what is denominated Valkyrie's weather is calculated to satisfy the yacht sharks of this side of the water to their hearts' content and to lend fuel to the minds of those who have hoped for a reversal of American form and the winning of the cup by the Englishmen. No event in the history of the sport ever excited the interest shown in the race today. Since Vigilant beat Valkyrie II. in 1893 the international contest has been kept well in mind, and the enthusiasm displayed today was merely the outcome of the pent up feelings of the past year or two.

PRESS TUG TO THE COURSE.

The Associated Press tug, which left her dock at a very early hour, passed many a strange craft outward bound to the Hook. Off Bay Ridge there were gathered most of the crack yachts of the port and some visitors, and all along the line boats lay in readiness to join the fleet around the old Scotland lightship. The weather was promised, but that matter so little, for the flotilla could scarcely have been larger. It was just as grand, just as imposing, and the steamers bore just as interested thousands as though that day had been a veritable yachmen's day and the sky had been unclouded overhead.

A great swinging roll was encountered long before the Hook came in view, and the verdict was that if the wind was backing, a swell at least would not be. And so it proved. Of the thousands gathered on the deck of the steamers, there were at least hundreds who cared very little that there was a great international yacht race on, and the probable winner was of still less importance to them. Many others were borne by their enthusiasm, and the rest, to whom sickness came not, had every reason to arouse themselves to the beauty of the struggle. A grand fight for position was never seen, and almost to the end of the outward course it seemed at times as though the two boats were one, viewed from directly across the water bows. In the course of the morning, when many sailing craft were on the outward voyage several of the big steam yachts of the New York Yacht club came steaming in. Others, not so imposing, darted hither

to the American. They broke out their jobs at the same time, and even at that early hour the cheers of the watchers were aroused by the good omen of the Defender assuming the lead. The start was off Sea Bright, N. J., some miles from the lightship. When the great stickers drew up to the start boat a great fleet was in waiting and strung for miles behind the rear guard, apparently countless in number and endless in variety. The smoke of a great city seemed to rise from their midst, and when all had

was the Commercial Cable company's steamer, none which an ocean cable was placed, and which was anchored near the starting line, nearly eight miles out at

ashore off Sandy Hook point. Late tonight a tug was by her side waiting to take her off.

Besides the yachts, all the excursion boats, some of the sound steamers and every available tug and float in port, had joined the fleet. Many of the big boats were crowded to rail and were decorated in that holiday attire which signifies great rejoicing.

It is estimated by the syndicate owners of the Defender, G. Oliver Iselin, W. K. Vandenberg and D. Morgan, that their expenses in connection with the present series of the races for the America's cup will amount to not less than \$200,000. Hardly less than this amount will be expended by Lord Dunraven in the same good cause, and it is impossible to estimate what it cost the 50,000 people who occupied the steamers in viewing the contest today.

ANOTHER ACCOUNT

The first of the 1895 races for the America's cup which was sailed today over a course of fifteen miles to windward and return, between the English challenger Valkyrie III and the American defender Defender, was won fairly and squarely by the Defender, but it did look for a considerable period in the early part of the race as though the English boat was the better and would cross the finishing line first. Never in the history of the races for the cup has the foreign boat shown so great advantage as did Valkyrie today. She got over the line first and for a long time pointed higher and outsteered the American boat. Many were the tears shed by the Yankee sharks who had counted on three straight victories for the Defender when they saw the Britisher, even when well pitched up in the wind, and sailing probably from a half point to a point higher than Defender, going through the water faster and ahead. The first surprise of the day was in the position that the Defender showed on crossing the line. Very strange to say, she was a little bit windward of the English boat behind, it is true, but four seconds, but still windward. There had been so much said about the superior skipper of Captain Sycamore that it was feared by thousands of Americans who witnessed the scene that the Defender would not be behind on the start, but that she would be so thoroughly blanketed that she would never have a show in the whole race, but while the Englishman did get over the line first, by about half a length, the Yankee was on top of him instead of being below or underneath his wind.

MANEUVERING FOR POSITION.

There was very pretty maneuvering for position above the line, which was formed between the regatta committee boat and another just off Seabright, N. J. It had been the intention of the committee to start the boats from the Sandy Hook lightship, but when the committee got

tion in the early part of the race was directly across the course, while shore observers were astern. The British boat led out into the fog and rain toward the turning mark, nearing which the Defender passed her antagonist and turned ahead. On the run home the identity of the yachts could not be disclosed, owing to the thickness of the fog until they were close to the finish. A few minutes before the turn was reached the boats seemed to come well together and within a moment it was observed they had squared away for the mark. The Defender forged ahead. Previous to this their relative positions had been fixed merely by the angle from which the boats were observed, and when observed directly across their bows, merely by the bobbing waves. There was no mistake however, as to the leader, the Defender's canvas was perfect and it was sailing away from her rival amid the cheers of her thousands of staunch admirers. She came straight to the mark and would have rounded it perfectly had not a big excursion steamer shut out the wind for a moment. The double line of steam vessels were there in waiting to cross the boats off on their homeward course. As a rule the steamers kept well off from the course. Several, however, careless of the consequences, pushed their way to the front with the result that the Defender lost a trifle of the advantage she had gained toward the end of the first half of the course. Fortunately for the credit of American sportsmanship it was the home boat that was interfered with. The manner in which the Defender out-footed the Valkyrie made old yachtmens stare, after sailing almost even with and for many miles, to come out at the end with a lead of almost half a mile, gained in the last two. She was almost three minutes and a half ahead of the other at the turning stake.

On the home run they broke out balloon jibs, but Valkyrie's did not seem to fill so full as that of Defender. The wind, which had increased during the early part of the afternoon to about eight miles an hour, died away considerably, and it was in this forlorn hope that Valkyrie put her faith. Valkyrie had already given evidence of speed in light weather several times during the race, and it was believed by some that she would gather herself together for a final burst of speed. But although for a moment it looked as though she really did gain a trifle, her chances were lost soon afterward, when it was clearly evident that Defender was steadily increasing the distance between them, and so they finished in the lightest breeze of the day, Valkyrie standing up straight more than a mile in the distance.

The new champion was welcomed by the booming of a hundred guns and the striking of hundreds of whistles and the cheers of thousands.

The greatest fleet ever gathered together in the lower bay witnessed the race today. Every steam yacht and sailing vessel of known quality was there, of whom the Valiant for the former and the Mayflower and the Columbia of the Defender's class for the latter, were the sponsors. There were few accidents in the great fleet, but in the run home the Mayflower went

out to the lightship they found that the wind was blowing from east by south and they having discretion in the matter, decided to make the opening of the race at a point well in under the New Jersey shore where there was promise of more wind and a more desirable beat dead to windward. They notified the regatta committee by signal that they would carry out that purpose and the yachts of the prodigious fleet of on-lookers picked up their traps and headed for the New Jersey coast. It was 1:55 before the committee hoisted the signal that the course outward would be east by south. According to the sailing regulations of the regatta committee of the New York Yacht club, under whose immediate supervision the race was sailed, fifteen minutes had to be allowed to the racers to find out what the course would be by compass, before the preparatory signal was given.

Therefore it was 12:10 when the preparatory gun was fired. Immediately the Defender people were not satisfied with so small a sail on their outer stay and spread a No. 2. The wind was then blowing about five miles an hour. There was something of a swell sea, but the water could not be called rough by any means.

The weather conditions at the time were pretty nearly those that have been described as most fitting for the Valkyrie. The challenger slipped through the water beautifully, throwing some spray from her bows. It is true, she surely slid ahead of the Defender. The latter was held very high up, but for several minutes was both outsteered and outpointed. It was now the time when birds were given to apprehension of the Yankees. The Valkyrie, it was seen, was doing the faster work, and as she slipped past the Defender, the claps who had been betting on the Defender to win the match came nearly to an opinion that their money was gone. Even the most enthusiastic admirers of Defender and Captain Haff, such as, for instance, Captain Harry Deny of the tug Fred B. Dalzell, who has been in sea in pilot boats and steamers for nearly forty years, remarked: "We will be done up today sure; that Valkyrie is a marvel in this kind of going."

ANXIOUS YANKEES RELIEVED.

Both yachts were landed at the most admirable manner and it cannot be said that the Defender, such as has been said about them, set a whit better than those of the American boat. In fact, it can be said that no flaw could be seen in any bit of cloth on either boat. The impression which some have had that Haff was the only perfect cutter in the world was dispelled when Defender spread her sails. The yachts stood on the starboard side, set balloon jib topsails and started for the finish. The Valkyrie took in her jib and staysails, while Defender hauled down only her jib. Before long, however, Valkyrie, seeing that the Defender's staysail was drawing well, set hers. The four champions of Valkyrie, who were left astern that their boat would overhaul Defender on this broad race home. But she did not. The same sails were held in both ships all the way to the finish, while the wind gradually dropped to its original strength to about five miles an hour. In all the reach Defender continuously increased her lead over Valkyrie, and finished 8 minutes and 49 seconds ahead.

INTERNATIONAL CONTEST



Chapter II. It was Uncle Sam's Day. Chapter III next week.

not a little, but of course she was going further to leeward than the Valkyrie, and her apparent gain was less in reality than it looked to be. When the Valkyrie saw the Defender ease off she did the same thing, not to such a great extent, and she maintained her lead. Now the breeze freshened to about seven miles an hour. Valkyrie, on feeling the breeze, again stood up high against it, while the fully rapped Defender was continued. Here Defender, with her sails full of wind, went ahead very fast, but she was not better than an eighth of a mile to leeward. It was a beautiful race up to this point, but it was not a pleasant one for the patriots to gaze upon, for Valkyrie was surely in the lead. On this tack the vessels encountered seas from the south-east and neither one took them better than the other. They both pounded a good deal.

She came round to starboard at 1:12, and Defender followed her at once. Defender was still an eighth of a mile away on Valkyrie's weather quarter. In this tack there was an effort to get in some windward advantage by Defender, and she was pinched very much, but Valkyrie held her ground and Defender could get no nearer to her. At 1:18 Valkyrie, evidently believing that she could cross the Defender's bow, if she had not yet tacked with her, came about. The challenger was, however, unable to weather Defender, and when she passed under the American's stern there was a shrieking by the steam yachts and excursion boats in attendance that will never be forgotten by those who heard it. Valkyrie's bow, which she had not yet gained enough to weather Defender, came back again to the starboard tack, after one minute on the port tack. As she did so Defender came about to port. It was now Valkyrie's turn to refuse a splitting of tacks, and she followed Defender's lead in going about to port. At 2 o'clock the contestants began a long reach or starboard. During this tack the wind hauled gradually to east southeast by east, and finally to southeast. The breeze stiffened, too, up to about eight miles an hour, and with that increase Defender began to overhaul the enemy. She picked her rival up with a burst of speed that was as remarkable as it was delightful to the inhabitants of the floating city that was looking on.

SO EASILY DID SHE OVERHAUL THE CHALLENGER

So easily did she overhaul the challenger that more than one observer remarked to his neighbor something to the effect that old Hank Haff had only been jolly, jolly competitor all the time. It was 2:15 when the Defender was again even with the Valkyrie. Then she gradually forged ahead, and at 2:20 it was estimated that the Yankee boat was four lengths ahead and well to windward of that. Defender was first to come around to starboard and head for the outer mark. This was at 3:25. It looked just then as if Defender was a quarter of a mile to the good. When the Valkyrie came about, fifteen seconds later, she was well away on Defender's lee quarter. This breeze continued to blow at about eight miles an hour from southeast, and they came along at a pretty lively gait to round the buoy and square away for home. As may be seen by the table below, Defender passed first by 3 minutes and 23 seconds, a gain of 3 minutes and 27 seconds from the time of the start.

On going around the buoy eased off sheets on the starboard side, set balloon jib topsails and started for the finish. The Valkyrie took in her jib and staysails, while Defender hauled down only her jib. Before long, however, Valkyrie, seeing that the Defender's staysail was drawing well, set hers. The four champions of Valkyrie, who were left astern that their boat would overhaul Defender on this broad race home. But she did not. The same sails were held in both ships all the way to the finish, while the wind gradually dropped to its original strength to about five miles an hour. In all the reach Defender continuously increased her lead over Valkyrie, and finished 8 minutes and 49 seconds ahead.

MOST INTERESTING RACE OF ALL.

It was, taken altogether, especially the concluding part, as it, after so much had been said about Valkyrie's great powers in light weather, one of the most interesting races that ever took place. The only thing to mar the day's pleasure was the action of the excursion boats, notably

the Richard Peck and the City of Lowell, in going too close to windward of the racing yachts.

Perhaps the blanketing of these steamers had little or no effect on the result, but they showed very bad taste in hanging to the contestants in such an important event and their passengers could have seen the race just as well if the steamers had remained a quarter of a mile further away.

When the Defender crossed the finish line she was greeted by cannon, whistles, tin horns and the waving of handkerchiefs to an extent that is rarely fitted the victory of a yacht which all agree was the fastest machine for her purpose that had been ever seen. The official time table is as follows:

Defender—Start, 12:29:50; outer mark, 3:36:29; finish, 5:21:14; elapsed time, 5:00:24; corrected time, 4:59:55. Valkyrie—Start, 12:29:46; outer mark, 3:38:23; finish, 5:29:30; elapsed time, 5:08:44; corrected time, 5:08:44. Valkyrie allows twenty-nine seconds.

The Race in London

LONDON, Sept. 7.—Crowds, consisting principally of Americans, gathered around the tickers at the various hotels, restaurants and offices and watched the reports of the yacht race. The Americans were greatly depressed at the early reports which showed that Valkyrie crossed the line first and was leading in the race. This occasioned much gratification to the English contingent, but the spirits of the Americans rose rapidly when later advices announced Defender to be the winner. In reality, little interest in the result was noticeable on the streets of the city, only one paper issuing an extra for the purpose of announcing the defeat of Valkyrie.

Englishmen Not Interested

LONDON, Sept. 7.—In the course of an article on the international yacht race, the Pall Mall Gazette this afternoon says that there is less interest in the race than in any of the early of Dunraven has tried for the America's cup; but despite any rash or unfair criticism which may have been uttered in the excitement of the moment, these competitions tend to unite the two nations more closely. The love of sport for sport's sake is characteristic of Americans as well as of the English. All gratitude is due to the earl of Dunraven, as should he be beaten again it would be another incentive to him and to others to try again.

T. P. O'Connell's Sun in its issue today says that over the claims of Americans to be ranked as sportsmen of the purest water there hangs a cloud. It is only necessary, the Sun adds, to glance over their methods to be satisfied that they are most dangerous opponents.

San Francisco Taxes

SAN FRANCISCO, Sept. 7.—The board of supervisors today raised the tax levy for the city and county of San Francisco to \$1.57 on each \$100 worth of property. With the state tax the total levy in San Francisco is now 2.252.

THE NEWS

BY TELEGRAPH—Defender wins in the astounding lead of over eight minutes —Berlin news letter—London activities: important governmental and social changes hinted at; Gadsden —Oakland bicycle meet; most successful ever held—San Pedro notes—Santa Ana; Orange county wheelmen —Pomona; general notes—Anaheim; meeting of directors of water company—Boston's temple a wreck—Santa Monica items—Pasadena news—Durrant trial; court adjourned to next Tuesday—Stanford will case—Railroad missionaries—Langtry suits for a divorce as a Californian.

WHERE YOU MAY GO TODAY ORPHEUM—Matinee and at 8 p. m. vaudeville. BURBANK—The Colonel's Wives.