

CAPTAIN HAFF GUIDED THE AMERICAN SINGLE-STICKER TO VICTORY.

Story of the Defeat of the Valkyrie III by the Defender as Wired From New York and Retold by "The Call's" Model Yachts in San Francisco.

NEW YORK, N. Y., Sept. 7.—All hail the Defender! The aluminum and bronze boat defeated the Valkyrie III eight minutes and forty-nine seconds in the first of the races for the America cup to-day.

many hundreds of craft left New York crowded to their utmost capacity. There was no blue sky to gladden the excursionists' hearts, but an occasional bright streak at least gave them hope.

of the day's battle. Tugboats chartered for the day by people not opulent enough to own ocean-going steam yachts, but too exclusive to mingle with the promiscuous throng on the excursion steamers, were out in great numbers.

which seemed ever ready to engulf them and made more noise with their whistles than boats of a respectable size.

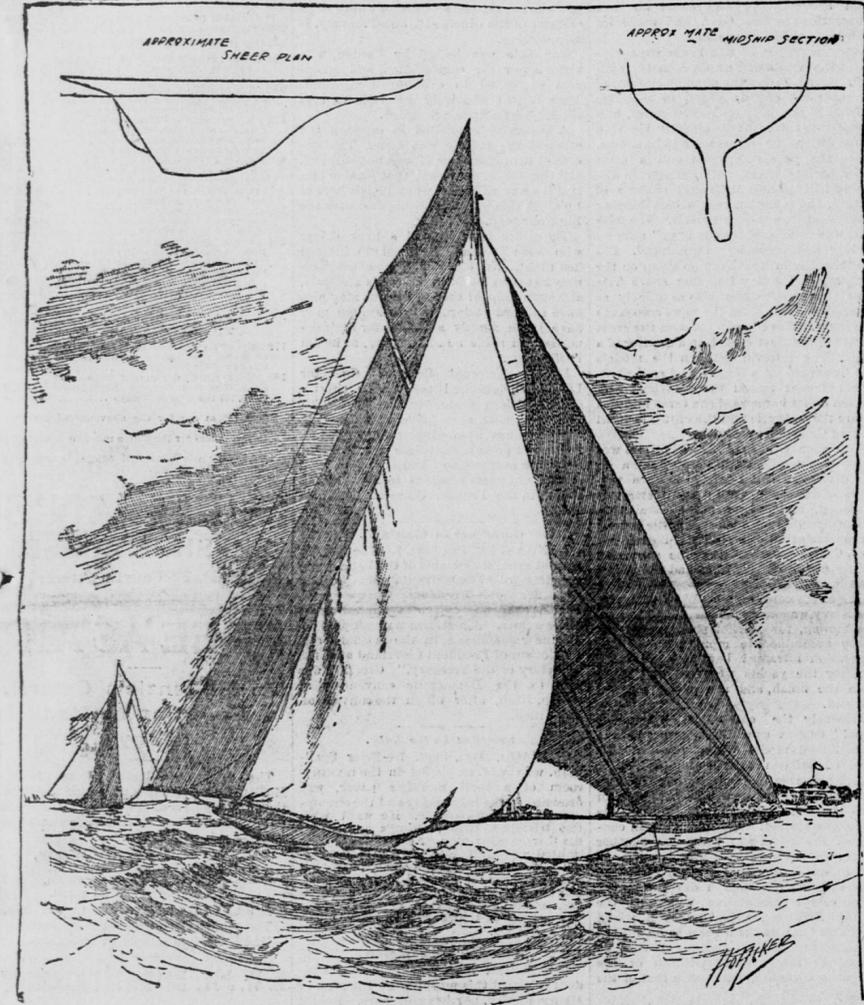
Watson, sailmaker Ratsey and H. Maitland Kersey. Captains Cranfield and Sycamore were at the tiller. Her sails were well fitting

count, boats, big and little, a number of large coasting vessels and sloops and schooners, and yachts of all classes. The most impressive of all the fleet was the steam yacht Division. Such a gathering never before was witnessed in American waters.

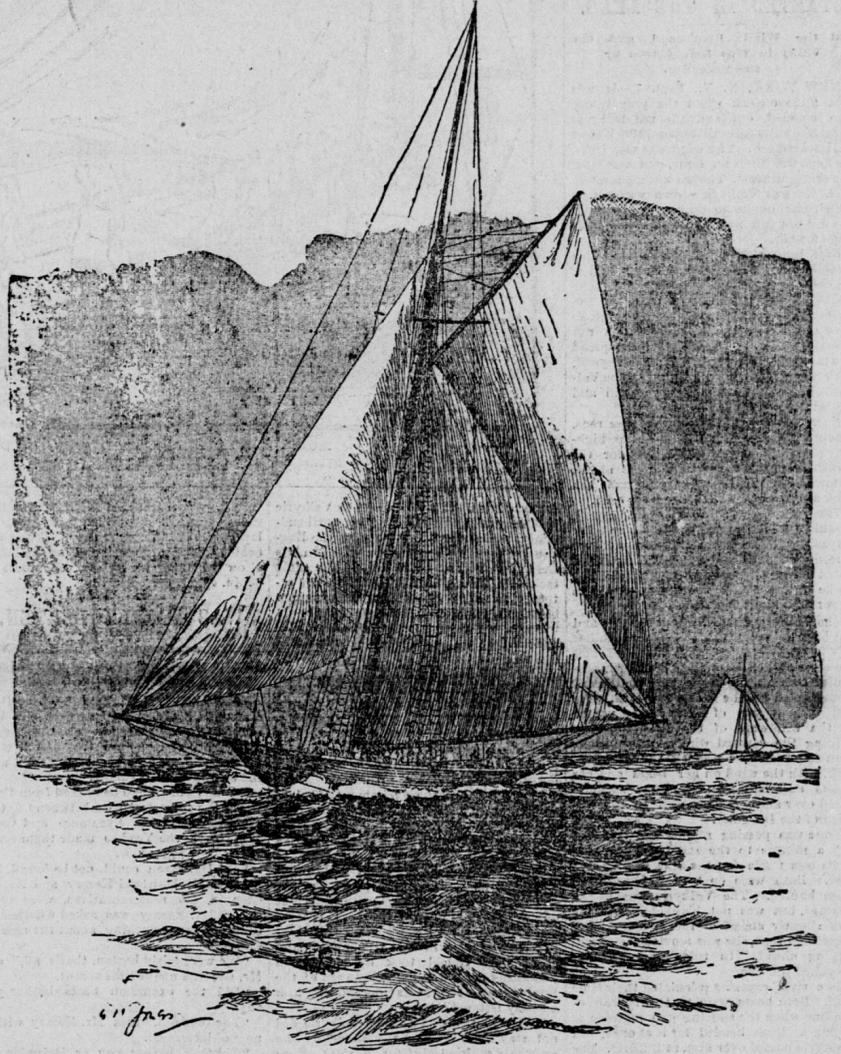
extent. As the yachts moved along some of the flotilla grew bolder and bolder, and came closer and closer to the racers until shamed off by the shouts from other crafts of the fleet.

OFFICIAL TIMES.

START—Defender, 12:20:50; Valkyrie, 12:20:46. Turn: Defender, 3:36:29; Valkyrie, 3:39:52. Finish: Defender, 5:21:14; Valkyrie, 5:29:30. Elapsed time: Defender, 5:00:24; Valkyrie, 5:08:44. Corrected time: Defender, 4:59:55; Valkyrie, 5:08:44. Defender won by 8 minutes and 49 seconds.



TRULY THE CUP DEFENDER IS THIS GREAT HERRESHOFF CREATION.



VALKYRIE III OF THE LORD DUNRAVEN SYNDICATE, DEFEATED IN THE FIRST RACE FOR THE AMERICA CUP.

There was only a five-knot breeze at the start, and, as predicted in these dispatches, the Valkyrie was going through the water faster than the Defender in the light air.

But after establishing a lead of a good quarter of a mile, the wind having freshened, the cup challenger failed to hold her own and the Yankee yacht began to gain.

As both yachts were beating to windward, it is impossible to say just when the Defender overhauled the British boat, but it was about 1:25 P. M. when the boats had covered nearly half of the 15 miles of windward work.

When the Defender reached the outer mark she had an advantage of three minutes and twenty-seven seconds. There was a big demonstration as the Yankee boat made the turn.

With the time allowance of twenty-nine seconds, the Defender's victory was eight minutes forty-nine seconds. The wind was ten knots at the finish. The day's race showed that the Valkyrie III moved like a ghost in a wind of less than six knots, and that she seemed speedier than the Defender in that wind. It also showed that with a wind of from eight to ten knots in both windward work and broad reaching, the English boat could not keep the pace set by the Defender.

The outlook early this morning for ideal racing weather was not at all encouraging. The many thousands of persons who had made up their minds to witness the first of the great international races. Despite an ominous-looking sky and an easterly breeze, the dread of the landlubber, the



SAN FRANCISCO CALL A GREAT DAILY NEWSPAPER ADVOCATES HOME INDUSTRIES.

San Francisco Call



A VAST THROG OF ENTHUSIASTIC AMERICANS WITNESSED THE FINISH OF THE GREAT RACE BETWEEN THE DEFENDER AND VALKYRIE III AS SEEN ON "THE CALL'S" MINIATURE COURSE YESTERDAY.

and set without a wrinkle. Both yachts kept their bows to Sandy Hook lightship. They arrived there at 10:40. Their tenders followed them out in case any changes in sails or spars should be decided upon.

The gathering of the immense flotilla about the starting line was one of the most animated and magnificent marine spectacles of its kind ever witnessed in these waters. Every available craft had been pressed into service. There were tugs almost too numerous to

now and then narrowly escaping serious collision. The action of some of the flotilla was shameful, to say the least. Their selfish endeavors to hug the starting line to the detriment of both yachts was deplorable and un-American.

The movement of the big flotilla when the change of course was made was an impressive scene. The first known of the change of course was when the judges' boat took up her anchor and headed with the two racers toward the Jersey shore. In a few minutes the fleet was headed in the same direction, and as it moved along stretched out in a long line, calculated over two miles in length.

turn. It was a long trip to the boat, many of the boats running ahead for advantageous positions. When the judges' boat arrived it found the course absolutely blocked. After considerable work it was

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