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NOW COMES THE GREAT INTERNATIONAL STRUGGLE FOR THE AMERICA'S CUP

All the Preliminaries Arranged for the First of the Series of Yacht Races To-Day and the Owners of Both the Columbia and Shamrock Are Confident.

NEW YORK, Oct. 2.—Now come we to the yacht races—the international contest which is exciting so much international attention. And unless all signs fail, the series of races which begins to-morrow will exceed in interest any similar contest of the past. For there are many new features which will distinguish this struggle of the challenger to "lift" the cup and the effort of the defending yacht to defeat that end.

Perhaps the most notable feature is the fact that the races are to be conducted under Government auspices. Revenue cutters and torpedo-boats are to keep a surveillance over the excursion fleet and to see that no vessel approaches near enough to interfere with the racing yachts. This duty of keeping the course clear has been placed in the hands of Captain Robley D. Evans. It may be unnecessary to add to the general opinion that under such circumstances the course will be clear. The work of keeping it so is not likely to be easy, as the excursion fleet is by far the biggest that has ever followed the fortunes of racing craft on this side of the Atlantic. A glance over the list of vessels advertised for this event will show what a long array it is. Every local vessel was long ago engaged, and from neighboring ports—from Boston, Baltimore, Philadelphia, even as far south as Florida—other excursion craft have been chartered and brought here for this big international event. And even with this great number of boats the total carrying capacity will probably not be equal to the task of accommodating all who wish to see the races.

What lends additional interest to the contest is the personality of the gallant gentleman who has challenged for the cup. He is exceedingly anxious to "lift" that trophy, but if he fails in his ambition he promises to take his defeat like a true sportsman, and so far from causing any unpleasant episodes, such as marked the last effort to win the cup, Sir Thomas has already intimated that he may challenge again if the Columbia should prove to be faster than the Shamrock. He is not sure but that he will have to do so, if he means to capture the cup, for in an event of this sort nothing can be sure. He is confident, however, that he has the fastest yacht that has ever challenged for the cup. Oliver Iselin, on the other hand, is equally certain that the Columbia is the fastest craft that was ever built to defend it. Certain it is that the new cup defender has beaten the old Defender in every race in which the two have met, and to outstrip the Valkyrie victor on every point of sailing and under almost all conditions is no small triumph.

Mr. Iselin is to sail the Columbia, aided by Captain "Charlie" Barr. Captains Hogarth and Wringe, two of the most expert of the British yacht captains, are to sail the Shamrock. As an adviser they will have with them Captain "Ben" Parker of Emperor William's yacht, the Meteor.

Important and interesting is the following agreement entered into by the two contestants. It is significant, too, as showing the spirit which animates both the English knight and the American yachtsman. The agreement is as follows:

Inasmuch as we are of the opinion that the America's cup races are no less a test of strength of construction of competing vessels than of their sailing qualities, and it is deemed advisable to avoid the embarrassment in which a vessel finds itself when called upon to decide whether to withdraw from a race upon the occurrence of an accident disabling her competitor, it is agreed that in the races between the Shamrock and the Columbia each yacht shall stand by the consequences of any accident happening to her, and that the uninjured vessel shall sail out the race.

SIR THOMAS LIPTON,
C. OLIVER ISELIN.

It is conceded that weather conditions will be an important factor in the race, as all who have followed the performance of the two yachts believe that the Shamrock is much more dangerous in a good stiff wind than she is in a light one. If weather experts prove right the Shamrock will have a wind of her own choosing to-morrow. "Wind fresh to brisk" is the Washington forecast, and therein seems another case of "Lipton luck."

Fifteen miles to windward and return, or a fifteen-mile run out and a beat back, according to the direction of the wind, will comprise to-morrow's race. If the wind be off shore the yachts will go before "end on" to the outer mark and then beat back to the finish. If the wind be from the opposite direction the racers will beat out and run back.

The start will be made from Sandy Hook lightship at as near 11 a. m. as practicable, the preparatory signal being given fifteen minutes in advance. But always with the understanding that should the wind prevent the laying of the course from the lightship the starting line will be shifted to the nearest available point, and that in this case the preparatory signal will be given about half an hour before the time set for starting from the lightship.

The courses will be as follows:

No. 1.—From the starting line to and around a mark fifteen miles to windward or leeward, and return, leaving the mark on the starboard hand.

No. 2.—From the starting line ten miles to and around a mark, ten miles to and around a second mark, and ten miles to finish line, leaving the marks on the outside of the triangle, to port or starboard, according as the vessels are sent around.

The starting and finish lines will be between a point on the committee boat indicated by a white flag and the mainmast of the lightship, or other stakeboat if the start is shifted from the lightship. These lines will be at right angles with the outward and home courses respectively.

The goal, or turning point (outer mark), which each yacht will strive to reach and round before the other, is

Continued on Second Page.

WATCH THE CALL BULLETINS ON THE BIG YACHT RACE TO-DAY

Bulletins of the first of the international yacht races to-day are to be sent to New York by wireless telegraphy by Signor Marconi, the inventor of the wonderful system, thence flashed across the continent by direct wire to the office of The Call. You will, therefore, get the earliest reports of the race by watching the bulletins displayed by The Call.

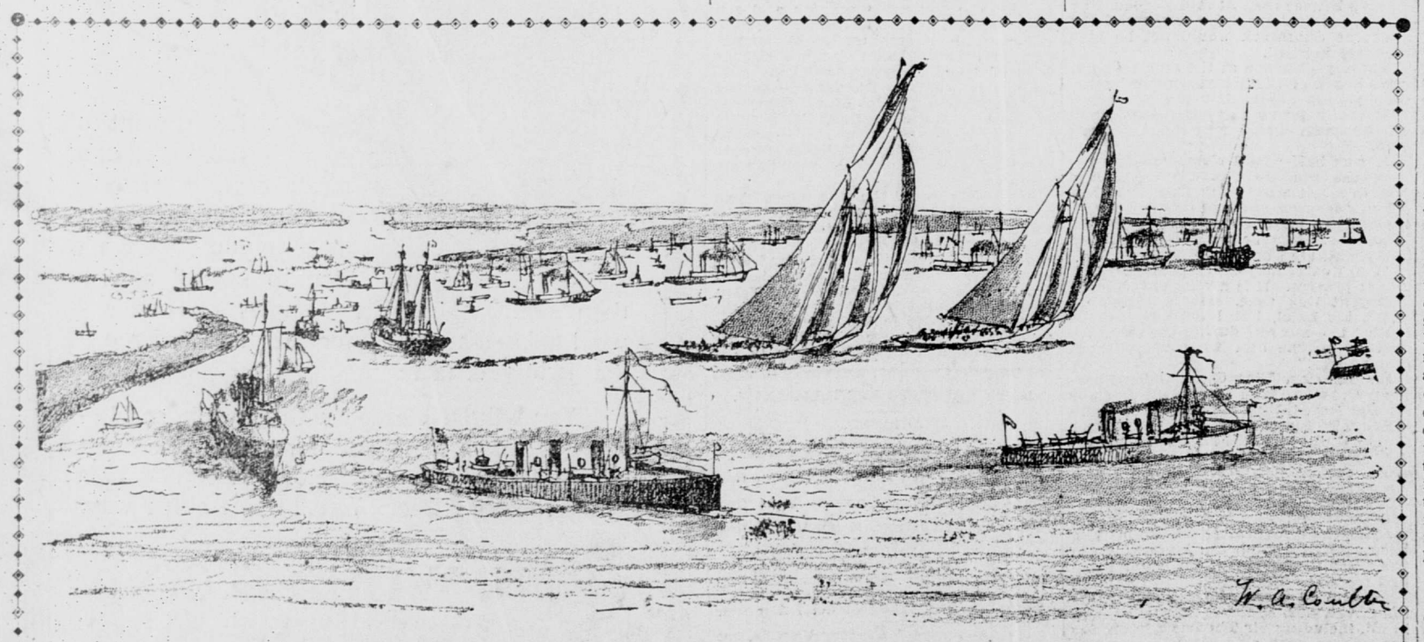
LIPTON AND ISELIN ARE EACH CONFIDENT OF SUCCESS

NEW YORK, Oct. 2.—I think the cup is safe. From all accounts the Shamrock is a good boat, but in my opinion the Columbia is a better one. We have developed the speed of the Columbia from the time she left the ways at Bristol. We have made experiments on tuning up and trial spins, and have made changes that we decided would benefit the Columbia's speed. Mr. Herreshoff has spread himself on the yacht, and does not see how it could possibly be faster in any way. The Columbia will start on her races ready to make a great struggle and will certainly give the best there is in her. The contests will be exciting ones, I imagine, as the English boat appears to be considerably faster than any other challenger that has ever been sent over. But the Shamrock will hardly prove equal to defeating our yacht. It may be that this confidence is only due to the fact that we have always won in the past. I do not believe so, though, as I have been on the Columbia on all her trials, and am convinced that the defender moves along faster than anything carrying canvas.

C. OLIVER ISELIN.

NEW YORK, Oct. 2.—I came over here to lift that cup. Perhaps I may not succeed. But I have never failed before, and do not believe that fate will be unkind to me this time. I know you Americans are so accustomed to winning yacht races you don't think it possible that the Columbia will be defeated. It's a good spirit to show, too. I admire it. You had better get another view, though, or you may have to pay a visit to Ireland to take another look at it. Designer Herreshoff is a great man and has succeeded in constructing wonderfully speedy yachts. I have spent money freely to get a boat that would be the fastest afloat. Realizing these things, the smartest men of the nautical craft in Great Britain have lent their aid. To-morrow will tell how great a success or failure we have made. If it so happens that we have not accomplished our aim this time, we will see you again. Next year we will come back with a better boat.

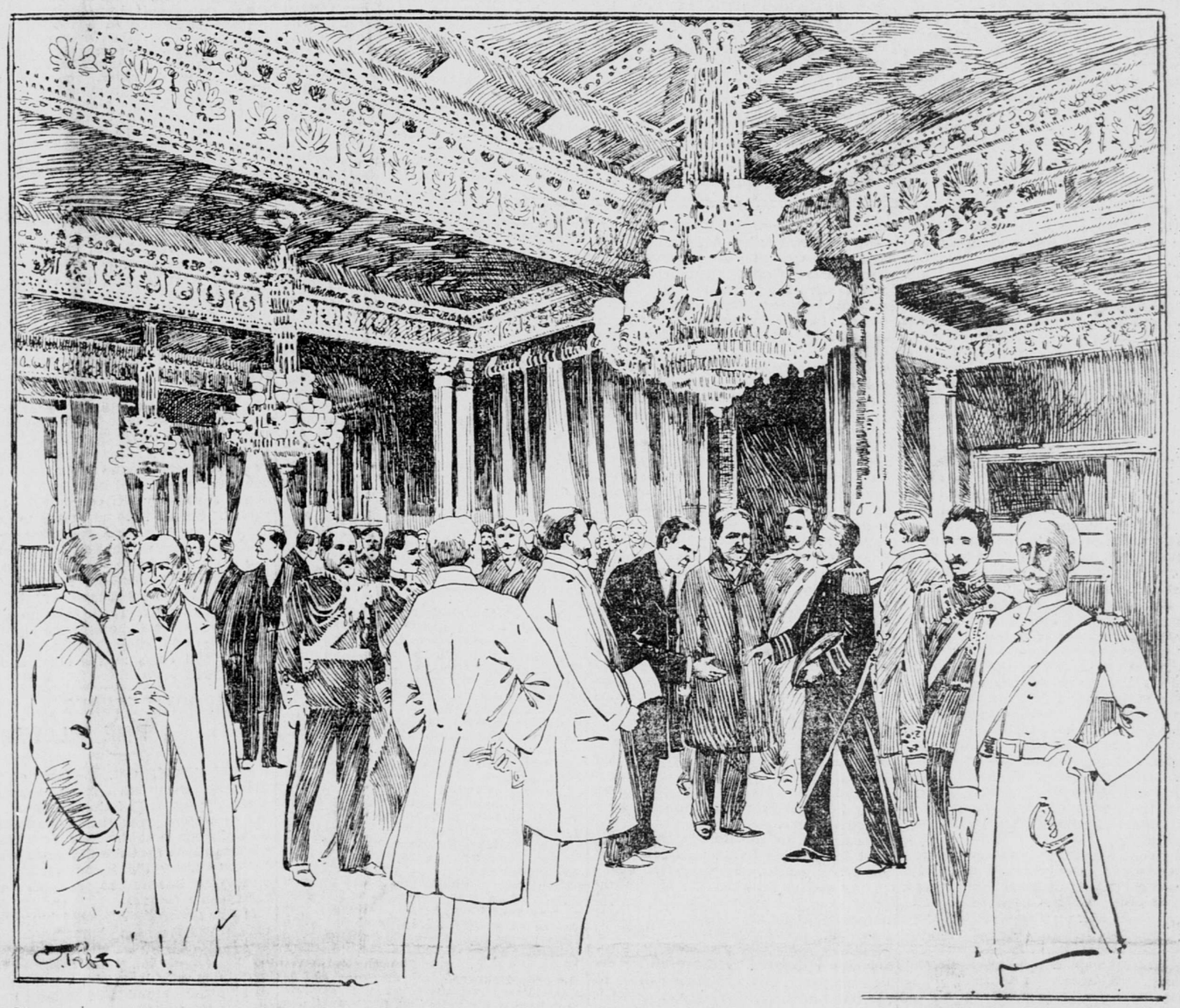
SIR THOMAS LIPTON.



How the Yacht Race Will Be Sailed.

DEWEY WELCOMED AT WASHINGTON BY THE NATION'S CHIEF EXECUTIVE.

Admiral and President Review One of the Most Dazzling Night Parades Ever Held at the Capital.



Scene in the East Room of the White House, Where Admiral Dewey Was Presented to the President by Secretary Long.

WASHINGTON, Oct. 2.—The home-coming of Admiral George Dewey—for henceforth the national capital is to be his home—was made the occasion for the greatest tribute ever paid by Washington to any individual. After the preliminary welcome in New York, itself unsurpassed in its kind, it remained for the highest and greatest in the official world to hold out the hand of greeting to the famous admiral and to join with the people who are to be his fellow citizens in bidding him welcome. The citizens had made every preparation to make the occasion worthy of their hero. The decorations were elaborate. Pennsylvania avenue was one mass of colored bunting along the entire line of maroh, from the station to the White House, and, not content with this, few private citizens failed to make some display of color on their residences. Unique designs dotted the horizon; great searchlights threw beams of bright light across the blue sky on a clear October evening and the stately Capitol stood revealed in its queenly beauty in the powerful rays of many concentrated lights.

The same device was used effectively in the case of other public buildings within the range of vision of Admiral Dewey and the President, as they reviewed the throng of people from the prow of the white Olympia projecting from the center of the stand erected just south of the Treasury building at the head of Pennsylvania avenue. On the facade of the newly completed Government Postoffice building flamed forth two inscriptions set in electric points, the one reciting the famous message of the President directing Dewey, then thousands of miles away in the Far East, to go forth to destroy the Spanish fleet, and the other setting out the famous admiral's direction to the lamented Gridley, "You may fire when you are ready, Gridley," which marked an epoch in the history of the United States. Twelve thousand members of civic organizations paraded before him, besides tens of thousands of non-organized citizens, and in a roar of cannon rockets and the blaze of red fire and the thunderous cheering of the populace and the warm greeting of the head of the nation Dewey came to the national capital and to a welcome such as has not been known here hitherto.

His journey from New York had been one continuous ovation, limited in its intensity only by the density of population. The decorated special train which left the Pennsylvania Railroad ferry slip in Jersey City at 1:50 o'clock in the afternoon was fully in keeping with its distinguished passenger. It was made up of five cars, the Pennsylvania's prize special, the Atalanta, a dining-car, a combination smoker and three parlor cars for the accommodation of the Washington reception committee. The special was given a clear track and the run to Washington was made without a stop except at Grays Ferry, on the outskirts of Philadelphia, where engines were changed and a new train crew came aboard. Almost immediately after going aboard the train the admiral retired to his private car for luncheon, which was served for six—Admiral Dewey, his son George, his brother and wife, Captain Lamberton and Lieutenant Brumby. Thereafter the admiral lay down and tried to get a little sleep, but this was impossible owing to the continuous ovation along the line.

It was said by the railroad officials and trainmen that the ovation during the run from New York to Washington was the most remarkable demonstration that has ever taken place along the line. Every town turned out its full population and every house and crossroads settlement was turned inside out to see the flying special pass. It had been the intention of the well-meaning committee to notify all towns along the route at what hour the special might be expected, but the train dispatcher at Jersey City headed them off and offered a hasty protest, saying that it was next to impossible to get the special out of town and that notice in advance would probably block the tracks. Apparently, however, the railroad telegraph operators had passed the tip along and the crowds were on hand as though they had been sent for.

A bare stop was made at Princeton, where young Dewey had been a student, and the admiral went to the platform for a minute, merely saying to the boys that he was pleased with the reception they had given him. It was such a reception as an Emperor might have envied, every student of the college town being in evidence as well as the whole population of the place, while college yells resounded above the rumble of the departing train.

Admiral Dewey was particularly touched all along the line by the number of children who turned out to see him. They formed a very large part of the crowd in every town, and wherever there was a schoolhouse the children had evidently been given a special recess to come out and cheer the train. There was another large crowd of children at Baltimore, and Admiral Dewey, who had come to the rear platform for the sixth or seventh time on the trip, said to the trainmaster, who was standing by him, that he felt more touched and complimented by the attention of the children than by almost any other thing that had happened since his return to America.

All along the line every train, freight and passenger, that passed the special saluted it with a long drawn blast of the whistle, and in all the large towns where the flyer slowed down within the city limits there was a continual roar of steam from factories, machine shops and the shifting engines and trains on the sidings. Every engineer seemed to have been bottling up steam for an hour in advance and hung out of his cab window with his hand on the whistle cord while the fireman, hanging to the hand rails and running-board, swung the bell as though ringing for a crossing. Chester and Wilmington seemed to have come down to the depots en masse, and the train ran slowly between wide lanes of people from one end of the town to the other, while every lamppost, awning pole and shade tree bore a crop of young Americans, and the roofs of freight cars on the siding were converted into grand stands for the brief instant that the train swept by. The admiral responded good naturedly to all these calls on his stock of strength that he had been reserving for the trying ordeal in Washington, and came time and again to the platform to bow as the train went by.

The train as it reached the line of the District of Columbia stopped for a few minutes at the little station of Deanwood, while the reception committee went through the formality of presenting the nation's guest the freedom of the District. The ceremony was performed by District Commissioner Wight in the presence of the admiral's fleet captains, the military and naval members of the party and as many of the reception committee as could be crowded into the admiral's car.

John Addison Porter, secretary to the President, first extended President McKinley's greetings, to which the admiral returned his thanks very briefly. Commissioner Wight then said: "Admiral Dewey, you are now in the District of Columbia, and, representing the commissioners of the District, I have the honor of tendering you the freedom of the national capital, and in behalf of the people of the District, from the most exalted to the most humble citizen, I give you a sincere and cordial welcome home. We feel gratified that Washington is to be your future home. It is the best place in the world in which to have a home, and it is fitting that you, who have done so much for the nation and have done such an important part for the nation, should make your future home in the nation's capital. The people of Washington will esteem it not only a pleasure but an honor to do all in their power to make your stay with us as pleasant as your services have been successful at Manila."

Admiral Dewey's reply was as brief and characteristic as all of his other speeches have been.

"I want to thank you very much, my friends," he said, "for this testimonial of your regard. It is true that as long as I live—and I hope to live a long time (cheers)—I intend to live in Washington. I thank you again for this expression."

Then dropping the tone of formality in which this had been uttered, he extended his hands and said heartily: "Now I want to see my friends. Charlie, old boy, how are you?" and he grasped C. C. Glover by the hand and went through the party, shaking the hands of all who were within reach.

In a few minutes the train was in the brilliantly lighted depot. The middle aisle of the station had been carpeted clear to the carriage entrance. The committeemen and the "fighting line," as the brilliantly uniformed officers were termed, all alighted, while A. L. Moses, the chairman of the reception committee, Theodore Noyes of the Evening Star, Commissioner Ross and Archibald Greenlees went into the admiral's car and after a few words of formal greeting brought him out. Taking the arm of Mr. Moses, he headed the procession down the station, while the officers and committeemen fell in at the rear. It was a procession as brilliant as a diplomatic reception. The throng about the railway station choked the streets for blocks above.

Troop H of the Third United States Cavalry, under the command of Lieutenant Murrillat, which was to escort the admiral to the Executive Mansion, had drawn up on the east side of Sixth street, facing the station entrance, and the United States Marine Band had formed on their right. The first of the

WASHINGTON, Oct. 2.—It is said to-night that Admiral Dewey is engaged to marry the widow of the late General William B. Hazen, who is a daughter of Mrs. Washington McLean, at whose home the admiral is being entertained. The rumor is widely current, and in fact has been in the air ever since the announcement was made that Admiral Dewey would be the guest of the McLean household during the reception festivities, but has not been confirmed. Mrs. Hazen is a sister of John R. McLean, Democratic candidate for Governor of Ohio, and remarkable alike for her great beauty and wealth.