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FIRST STRUGGLE FOR THE AMERICA'S CUP RESULTS IN A DRIFTING CONTEST.

Just Enough Wind to Demonstrate That the Columbia Is Well Qualified to Prevent the Trophy's Capture by the Shamrock.

THE COLUMBIA.



The eleventh cup defender is owned by J. Pierpont Morgan, the banker and commodore of the New York Yacht Club...

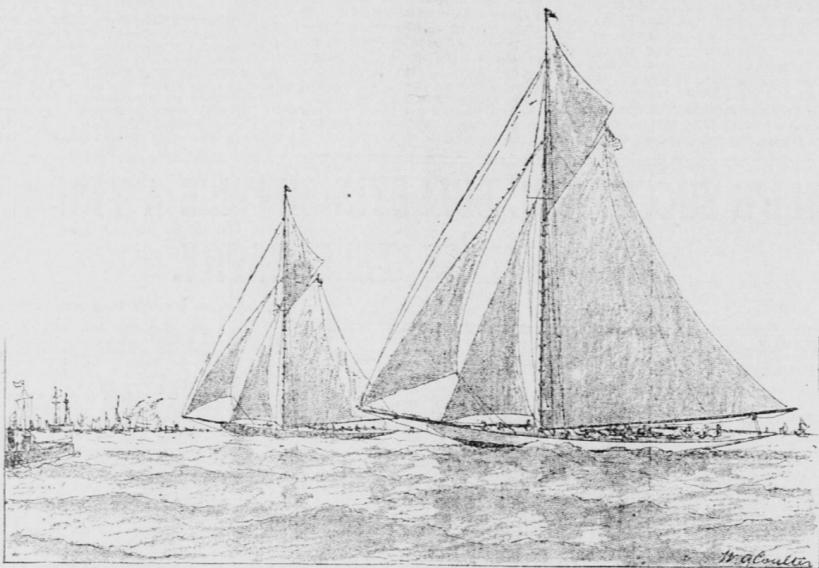
Table with dimensions and measurements for The Columbia, including length of water line, mainmast height, and sail area.

THE SHAMROCK.

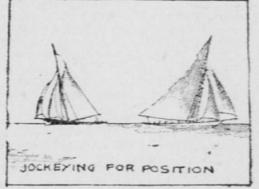
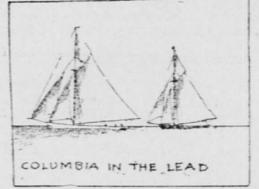
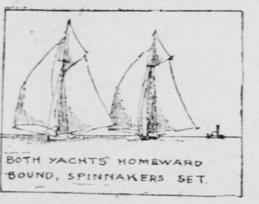
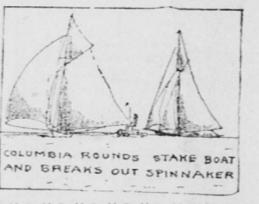
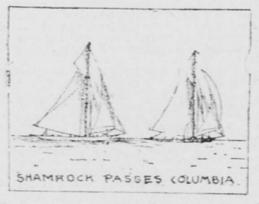
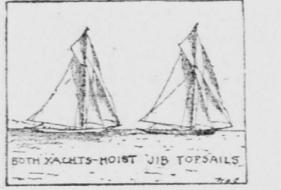
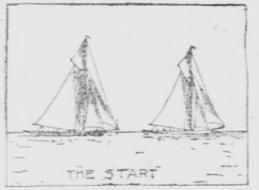


The eleventh cup challenger is owned and managed by Sir Thomas Lipton of London and member of the Royal Ulster Yacht Club of Belfast, Ireland...

Table with dimensions and measurements for The Shamrock, including length of water line, mainmast height, and sail area.



FINISH OF DRIFTING MATCH, SHAMROCK LEADING.



NEW YORK, Oct. 3.—In her first effort to "lift" the America's cup Sir Thomas Lipton's yacht Shamrock yesterday had a lead of about one hundred yards over the Columbia...

sea. The Shamrock had been described as sluggish when going dead before a light breeze, while on the other hand that had been reckoned as the Columbia's best point of sailing.

as that which was impelling the Columbia, but despite all efforts of the Irish yacht, despite her greater show of canvas and great club topsail which she was wearing, despite her weather gauge, despite everything, the Herreshoff racer gained swiftly on the leader...

were promptly chased away by a torpedo boat, and to prove that he is not in the habit of issuing orders to no effect, if any such proof were needed, Captain Evans has already asked that the license of offending captains be suspended.

did not go afloat to-day missed a spirited yachting picture under clouds which looked as though they had been painted for the day and purpose.

It was through no fault of the weather and through no shortcoming in the event itself, which, taken merely as a yacht race, was, despite its inconclusive end, as full of thrilling interest as any ever sailed in these waters.

At 12:15 the wind shifted to the northwest. The Columbia, being inshore, caught it first. The crew took in the spinnaker shortly. Captain Barr gybed her to port, trimmed down staysail and balloon jib topsail sheets, and in just five minutes the Columbia had waked past the Shamrock and was the leading boat.

TECHNICAL STORY OF THE FIRST CONTEST

NEW YORK, Oct. 3.—The Shamrock, towed by the tug Lawrence, was the first of the yachts to leave Sandy Hook Bay. She arrived at the whistling buoy off the east end of Gedney's Channel at 8:45. The crew began at once to hoist the mainsail.

At 12:15 the wind shifted to the northwest. The Columbia, being inshore, caught it first. The crew took in the spinnaker shortly. Captain Barr gybed her to port, trimmed down staysail and balloon jib topsail sheets, and in just five minutes the Columbia had waked past the Shamrock and was the leading boat.

THE CALL STILL AHEAD WITH WIRELESS TELEGRAPHY.

Was the First Paper in the World to Use the New System for Gathering News.

and the time people were reading about them on The Call's bulletin boards, three thousand miles away from where Marconi was ticking off the messages by wireless telegraphy. Over one hundred and fifty of these special bulletins were sent, each one of them describing some big change in the yacht race, and not one of them had to be repeated because of inaccuracy.

Such a feat was never before accomplished in sending messages. Scientists and expert telegraphers are discussing it as the biggest wonder since Morse started his system.

This whole wonderful feat is the outcome of The Call's original experiments in that line, with a view to heralding before all others the approach of the California Volunteers from Manila. So successful were these experiments that the New York Herald proposed to The Call to utilize them in reporting the big international yacht race.

Mr. Marconi, from the steamer Ponce, sent his wireless messages to the Highlands. Some of these traveled fifteen miles through the air and consumed one minute of time to prepare them for transmission.

Those who read these bulletins may not know it, but they were witnesses of one of the greatest feats ever done in telegraphy, and a feat that marks a new epoch in the history of sending dispatches.

At one minute before the start the Shamrock was approaching the line from the eastward and the Columbia from the westward. When thirty seconds were left the Shamrock, which had been coming for the line with boom to port, gybed to starboard just as the Columbia, with boom to port, rounded the west end of the line and began to round the Columbia's starboard.

At 10:45 the committee boat, Walter Luckenbach, in charge of S. Nicholson Kane, came to anchor a cable length east of Sandy Hook lightship and immediately hoisted the compass signal, signifying that the course would be south southwest. Ten minutes later the Shamrock's crew rigged their spinnaker boom to port, all ready to set that sail.