The San Francisco Call

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SECOND CUP RACE RESULTS IN FAILURE,

But Wireless Telegraphy Scores a Triumph

Question of Supremacy of the Challenger and Defender Remains Undetermined, Owing to the Scarcity of Wind.

NEW YORK, Oct. 5.—Given a little more time—say a day or two—and with such weather as was about to-day, the Columbia and Shamrock may yet make a race of it, may at least get around the outer mark, which to-day they failed to do.

Fanned by a breeze, a listless, waning zephyr, the yachts stood across the line with the wink of the starting gun, and then leisurely sauntering into a zone of calm, where for four hours and more—until a signal was made and the race was off—the challenger and defender lay in a trance with naught to do but watch their own shadows in the tide rolling dreamily under foot. And when at least the welcome signal came announcing that the race was off, there still stretched a good three miles of further drift between the yachts and the outer mark.

Of the two conclusions reached by those who followed this marine sauntering of the rival yachts, one is that when it comes to a plain case of drifting as was the case to-day, the Shamrock can drift as fast if not faster than the Columbia. The other expert opinion is that the weather ought to be ashamed of itself.

The pity of it, save for lack of wind, the day was perfect and warm, the skies high and blue and the sea all that could be asked. Brought by an excursion fleet that seemed to have no end, a concourse of excursionists was there to look at this second fiasco of a yacht race. These looked upon it from magnificent distances, the torpedo boats and revenue cutters keeping all craft well away from the yachts and well clear of the course over which they were trying to sail.

Sir Thomas Lipton's steam yacht, the Erin, a guard boat by courtesy, was carried too near the course, and heedless of tooting whistles from the watchful revenue cutters, continued to drift athwart the path of the contesting yachts. Two of the cutters opened their whistles in a long, loud, lingering warning, one that seemed to have something of an apology in it, for it was clear to all onlookers that the Erin was not a willful sinner, but had been carried out of line through inadvertence of some one temporarily, perhaps, in charge. No one realized that the noisy tooting was meant for the Erin until a gun boomed from the cutter Onondaga. The smoke of the blank cartridge had hardly cleared away before the Erin picked up her heels and scurried back to the line of gunboats, seemingly full of apology for the error of which she had been guilty.

There was promise of a fresh wind when the yachts stood out for the starting line—a promise held out by the Weather Bureau, and which the weather conditions did not seem likely to fulfill.

Over the lower bay lay a bank of mist, a silvery, gauzy vapor, that rendered indistinct objects half a mile away. The vapor thinned as the hours wore on, but with the lifting of the curtain there was still no hint of the promised breeze, no suggestion that it was traveling on schedule time.

Singly and by pairs, squadrons and divisions the excursion fleet came up and gathered near the starting line. The two racers were there circling about the jaded lightship, a vessel ablaze with the memory of many such yachting scenes. Under staysail, club topsail and mainsail, the yachts went gliding over the blue water, their amber-tinted sails barely swelling to the languid breeze, the canvas looking as squalid as if it had been cut from out of that morning bank of mist or sliced from the silver wind. The wind, what little there was of it, came from the northwest, and the course was laid southeast by east, a fifteen-mile run to leeward and a beat back to the finish, if, perchance, there should be wind enough to waft the yachts over that route.

A gun boomed from the yacht Corsair—the preparatory signal—and the yachts edged toward the starting line, setting balloon jibs as they neared it. With the final signal the two yachts crept across the line, and very nearly abreast, the Shamrock dropping her spinnaker boom to port before crossing and setting the spinnaker immediately after. The Columbia, which had crossed the line with fore staysail showing in addition to her other canvas, took in that sail soon after crossing, and stood down the wind, showing the same sail the Shamrock was wearing. For a space of five minutes or so the two yachts kept well together, neither losing, neither gaining. Then the Columbia began to draw slowly ahead, so slowly as to be hardly perceptible, but gradually she drew away, little by little, bit by bit, until at last daylight showed between the two. The tired wind droned and died in flukes and patches. But it was more impartial than the wind of Tuesday, and favored one yacht no more than it did the other.

Realizing that the indolent air was a true Columbia breeze, the narrow-waisted Herreshoff boat did her best to improve her opportunity and to leave her broad-beamed opponent far behind. But the Shamrock was not to be so easily shaken off, and, persistent as the Columbia's own shadow, the Irish yacht hung on the flank of the American boat. The wind hauled a few points, and, taking in the spinnaker, the yachts stood away on the broad reach, the Shamrock luffing close up, evidently trying to blanket the Columbia by running under that vessel's lee. To prevent that the Columbia luffed also and then came a series of jockeying, in which neither boat seemed to gain any advantage. But the two, loitering along the course, came to a zone where the weakling wind died into a breathless calm. The rest was drifting, an aimless, steerage, wayless pointing in one direction and then another. The sea pull drew the yachts together, and for a time it looked as though they would rub sides.

Finally there came idling by a lazy, listless breeze, a veritable Weary Willie of a wind. It bellied out the sails of the yachts, and the two headed down to the turning mark, which then bore south by east, their jockeying for position having carried them right out of the straight course on which they had started. It was considerably after 3 o'clock when that wind came by, and the mark was still three miles or more away. They had proceeded but a short distance when a signal was made declaring that the race was off, there not then being time in which it could possibly be finished, the time limit of five and a half hours having expired.

The two yachts were on nearly even terms when the race was declared off, it being then manifestly impossible to round the mark and make the fifteen-mile run back to the finish in the little time that was left.

So long as the wind held the Columbia steadily outfooted her rival, but in the baffling airs that followed, when it was all drift and jibe and beat and reach to catch the streaky wind, the Shamrock worked close up to the Columbia. The puff of wind that came toward the end sent the Columbia heading away on the port tack and with the evident intention of crossing the Shamrock's bow.

It looked for a time as if she would do it, but as she neared the Emerald yacht Captain Barr apparently thought better of it, and putting up his helm passed under the Shamrock's lee. A few moments later the yachts signaled assent to the committee boat's query, "Do you consent to a postponement of the race?" and the race was officially declared off.

There has as yet been no indication as to what either boat can do with the other in a brisk wind and lively sea.

The next race, that of Saturday, will be the same old fifteen-mile run to leeward and back or a beat out and a run back, according to the direction of the wind.

TECHNICAL STORY OF SECOND FAILURE

NEW YORK, Oct. 5.—The weather conditions during the early morning hours were decidedly more favorable for a race than those of Tuesday morning. The wind was light from the west, southwest and the sky cloudy when the Columbia and the Shamrock, towed by the tugs Wallace Flint and James Lawrence respectively, left their moorings in Sandy Hook Bay about 9 o'clock and proceeded direct to Sandy Hook lightship, hoisting their mainsails and club topsails on the way out, and getting everything in readiness for a prompt start.

The Columbia cast off from her tug at 9:50, the Shamrock five minutes later. Soon after the Columbia changed club topsails, setting the largest one on board and throwing overboard the steel jack yard which had been used on the first topsail set. This quickyard was supported in the water by 250 life preservers. It was picked up by the Lawrence and lashed on her starboard side. A wooden club topsail spar was also thrown overboard from the Columbia and two from the Shamrock, which were picked up by her tender.

The Columbia's sails seemed to set better than on Tuesday. She carried, as then, a cross-cut mainsail, and her club topsail seemed to be the largest one she has yet carried. There were four battens in the leach of the mainsail. Just before the start she substituted a balloon forestay sail for the small one, which she set in place on her way out. Besides Managing Owner C. Oliver Iselin and Mrs. Iselin there were on board Butler Duncan Jr., Captain Woodbury Kane, Newbury Thorne, Captain Nat Herreshoff, Herbert Leads, Sailmaker Hathaway and Seth Kelley, representing the Royal Ulster Yacht Club. Captain Charlie Barr steered the yacht and the crew wore white working suits with watch caps bearing the Iselin colors.

On board the Shamrock, besides her skippers, Hogarth and Wringe, were Navigator Hamilton, Sailmaker Ratsy, Messrs. McGildowney, Sherman Crawford and Henry F. Lippett, the last named representing the New York Yacht Club. Her crew were carrying Sir Thomas Lipton's colors on their watch caps, and they wore white working suits. The committee tug, Walter Luckenbach, established the starting line at 10:40 by anchoring a cable's length southwest of the lightship. The course signal was immediately hoisted. It was southeast by east, the wind being very light from the opposite quarter, northwest by north. Under mainsail, club topsail and jib and with balloon jib topsails and staysails in tops on the respective stays, the two yachts played for places for a good start during the interval between the preparatory and starting signals. The former was given at 10:45.

Skippers Barr and Hogarth made the best of what little wind they had to test their boats' turning capacity in the light air. Five minutes before the starting signal the Columbia, with boom to starboard, passed north of the lightship, heading to the eastward, and the Shamrock, approaching from the southward, met the Bristol boat about on the line. She luffed out across the Columbia's wake after having attempted to pass her to leeward, both having their booms to starboard.

At two minutes after the gun fire the Shamrock set her staysail and dropped her spinnaker boom to port. She was then about 500 yards northwest of the committee boat and heading to the south. The Columbia, coming from the southeast, had passed the Sandy Hook lightship, leaving it on her port hand, at about one minute before the signal. When thirty seconds were left Captain Barr rolled his wheel over to port, jibed the Columbia, broke out her balloon jib topsails and headed for the line. The Shamrock's balloon topsail blossomed out at the same moment as the Columbia's. She was on the latter's starboard hand and nearly a length astern when the starting signal was given. Her spinnaker was broken cut while she was crossing the line. The Columbia's men rigged out her spinnaker boom while they were approaching the line, hoisted the sail and broke it out in just forty-five seconds. The Columbia had the better of the start.

The official time for the start was: Columbia, 11:00:53; Shamrock, 11:01:05.

The first ten minutes after the start were anxious ones for those directly interested in the Shamrock and the Columbia. In two minutes the Columbia's bowsprit began to creep past the Shamrock's bow, and in ten minutes the Columbia was clear out ahead of the Shamrock. Both took in their staysails and jib, so as to give the immense balloon sails plenty of draught.

So light was the wind at this time that only the balloon sails seemed to be doing service for either yacht. The main sheets hung slack in between the bows and the booms and the great mainsails hung flat as boards from over the starboard side of each yacht.

Mile after mile the yachts traveled slowly to the southeast, the Columbia gaining slowly but steadily all the time. At 5 minutes to 12 the wind freshened a bit, canting at the same time a couple of points to the eastward. Captain Hogarth saw it first and his crew took in the spinnaker smartly, the Columbia's men following suit a minute later and setting their forestay sail at the same time.

Fearing that the Shamrock would try to luff out and pass him to windward, Captain Barr began to luff the Columbia. Both kept it up for fully ten minutes, until they were both heading east. Captain Hogarth kept the Shamrock's spinnaker mast headed, with a couple of men holding it half way down the mast, ready to be shot out at a moment's notice, until 12:02 o'clock, when he let it run down.

Finally, at 12:05 o'clock, the Columbia, still being 500 yards ahead, kept broad off for her course again, the Shamrock immediately following suit. The wind held in the same quarter until 12:40 o'clock, the Columbia meanwhile gaining on her rival. At that time the wind backed around to the northwest and the Columbia jibed, the Shamrock following her two minutes later.

At 1:18 the Columbia's crew sent her spinnaker out to starboard, and two minutes later the Shamrock's was set. Far away in the blue haze the outer mark was sighted at 1:15.

With the weather prevailing at that time there was little chance of finishing the race within the prescribed limit of five and a half hours. During the next half hour the wind dropped out almost entirely.

At 1:50 the spinnakers came in on both yachts, and they were jibed to starboard. At 2:10 the Columbia set her spinnaker to port, taking it in again five minutes later. Both jibed to port at 2:20, and a few minutes later a light breeze came in from the southward. Sheets were trimmed down and both yachts were soon close hauled on the starboard tack. The Shamrock set her baby jib topsail at once, but the Columbia was held some five minutes before being set.

At 2:38:30 the Shamrock went about to port, the Columbia following suit twenty seconds later. The Shamrock then appeared to have a slight advantage. The wind was very light, and the Shamrock in this smooth water seemed to be doing very well, her larger sail plan proving a little too much for the Columbia. When the later went about to starboard at 3

Continued on Second Page.

The Wizard of Wireless Telegraphy.

MESSAGE FLASHED TO MAYOR PHELAN

Form No. ....

THE WESTERN UNION TELEGRAPH COMPANY.
INCORPORATED
21,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within 60 days after the message is filed with the Company for transmission.
This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.
THOS. T. ECKERT, President and General Manager.

RECEIVED at San Francisco, Cala
1:27 P. M. 1074--CH--XQ--F

4:15 p. m., on board the Ponce, off Navesink Highlands, N. Y., Oct. 5, via Marconi wireless telegraph.

To James D. Phelan, Mayor, care Call, San Francisco:

Herald and Mr. Marconi send greetings and congratulations to Chief Magistrate of greatest city of Pacific slope. To-day's yacht race abandoned after hopeless drifting match.

HIS HONOR'S REPLY WILL BE SENT TO MARCONI

Mayor Phelan

The compliments of Signor Marconi and the New York Herald, vibrated wirelessly from the ocean off the Jersey coast, were presented yesterday afternoon to Mayor Phelan a few minutes after 1:30 o'clock, San Francisco time. Such a message was totally unexpected by the Mayor.

"What?" he asked. "You don't mean to say that this came by wireless telegraphy?"

He was assured that the message had been started by no less a hand than that of Signor Marconi himself, who was even then on the steamer Ponce returning with the challenger and defender.

"Well, that beats me," he exclaimed. "How was it done?"

It was explained to his Honor that the message, like the bulletins of the race sent The Call, had been sent out on Hertzian waves, produced by the Marconi apparatus. These traveled at speed until they met the apparatus on the Navesink Highlands attuned to the same key. As the word waves vibrated against this apparatus it was set vibrating in key, starting in motion a registering telegraph, the record rolling off on paper tape, from which it was sent San Franciscoward instanter by the Western Union Telegraph Company.

"It's marvelous," said the Mayor; "nothing short of marvelous. I can hardly believe it yet, although here is the evidence in my hands."

And the Mayor read the message again. He wanted to know how he should acknowledge the compliment.

"Will The Call send a message for me?" he asked. He was assured it would, and he sat down at once to write a reply, when he was stopped by the suggestion that it would be better to send the message Saturday during the progress of the yacht race, when there was a certainty that Signor Marconi would be at sea on the Ponce. The Mayor fell in with this idea at once and promised to prepare a message Saturday morning for transmission to the Italian scientist to testify his wonder at the perfection of wireless telegraphy. The Call will send the Mayor's message, and out on the bosom of the Atlantic Ocean, in the heat of the next struggle for the America's cup, it will be carried to those on board the steamer Ponce.

By the Marconi System The Call Left All Rivals Behind in Giving the News and Secured the "Scoop" of the Century

IN addition to the wonderful triumph of wireless telegraphy in reporting the international yacht races, the world applauds the slap in the face the new discovery has administered to yellow journalism. In this city the mask of fake and false pretense has been torn from the jaundiced front of the Examiner, the leader on this coast in the ranks of the saffron hued; and, painful as was the task, the grandmotherly visage of the ancient Chronicle was also exposed. Distanced by the enterprise of The Call, which first harnessed the new electrical current to the car of journalistic progress, the very elderly but very religious Chronicle contented itself with an unavailing effort to convey intelligence of the great international yacht race through the agency of Associated Press bulletins. It failed ignominiously, but it saved its honor.

The Examiner, equally up a stump, was true to its policy of fake, fake, always fake. True to its history of fake, it also blundered, this time, however, beyond all recovery. It was caught red-handed, but instead of sneaking off and lying quiet until its faking was forgotten, it attempted to brazen it out. At 11:30 o'clock, San Francisco time, it put out its first bulletin on the yacht race. It read: "Columbia leads; wind twelve miles an hour." For more than an hour The Call had been continuously posting bulletins on the event that was engaging the attention of two worlds. For the next fifty minutes the Examiner did not post another bulletin. The Call, thanks to wireless telegraphy, still sending them forth. The Examiner was getting sore, and, yellow journal that it is, turned positively green with envy. In absolute jealousy at the coup of The Call, it decided to take a petty revenge on Marconi, 3000 miles away. It was so blinded with rage at the fact that he was in the service of a rival that it was blinded to the great scientific value of his achievement. Instead of hailing him as the greatest discovery of the century, it resolved to scoff, as the world once did at Galileo and Columbus. In lieu of any other bulletin, it had the extremely bad taste to post the following:

BY WIRELESS—Macaroni.

12:20 p. m.—The Race Is On.

What a magnificent revenge! Poor Marconi! Great Examiner! Great heavens!

Fifteen minutes later, having unloaded this gob of bile, the Examiner gave forth another bulletin. It said the Columbia was seven-eighths of a mile in the lead. The fake staff had evidently returned from a hasty lunch and was a little off on distances. Marconi's bulletin of even time said the Columbia was only an eighth of a mile ahead. Of course, three-quarters of a mile difference made no difference, according to Examiner calculations, and so that there might be no kick coming to the adherents of either racer it immediately posted another bulletin that the "Shamrock is apparently in the lead."

At the Examiner office, it appears, "you pays your money and you takes your choice. Which'll you have?"

While The Call was putting out bulletins right along the Examiner contented itself with just three more until 2:25 p. m., New York time, when it posted: "Boats are on home run. Columbia one mile ahead." At 2:45 p. m. it said the yachts had covered twenty miles and the Columbia had a good lead. The faker in chief, not content with this fast sailing, went himself one better. Five minutes later, or, to be exact, at 2:45 p. m., New York time, he posted a bulletin reading: "Shamrock rapidly overhauling the Columbia—only a few lengths apart."

Half a mile gain in five minutes. Whew, how the wind must have been blowing through the faker's whiskers! Or, maybe, he was only trying to make his log jibe with the erratic wanderings of the mimic boats on the outer wall.

Half a dozen other alleged bulletins equally dopy and contradictory were posted, probably to keep up appearances.

At 3:12, New York time, The Call posted a bulletin that, with the Shamrock pointing higher, the stakeboat was still two miles away. One minute later the Examiner posted a bulletin, time New York, 3:15 p. m., which read: "The two racers are about six miles from finish. Shamrock seems to have gained a little." That bulletin could mean nothing else than that the boats were on the homeward reach, racing for all they were worth. The management of The Call wired Marconi: "Examiner bulletin to the effect that yachts have turned stakeboat and are on the finish." In the briefest possible period the answer came back:

Examiner bulletin fake. Yachts have not turned the stakeboat.
MARCONI.

At 3:17 p. m., New York time, the Examiner posted a bulletin saying, "Very exciting finish probably." At 3:45 p. m., New York time, the yachts swung around and headed for home, before they reached the outside mark, and The Call published a bulletin to that effect, with the statement that the race was declared off. At 3:49 p. m., while the Examiner, apparently bewildered, was trying to discern the boats through the haze, The Call posted the bulletin announcing "No race."

And there wasn't. The Examiner was no nearer to the truth in any of its fake bulletins than were either of the yachts to the finish when the last bulletin was posted. The Call had distanced it as it has done many times before. The poor old Chronicle threw up its withered hands early in the game, and with the Associated Press, once the greatest news-gathering agency on earth, took off its hat to The Call and Marconi.

For the benefit of such as wish to make the comparisons The Call submits below a number of the bulletins on the races received by this paper, and all of those posted by the Examiner:

THE CALL BULLETINS.

10:40 a. m.—Wind blowing at rate about six miles an hour from west, very fluky. Haze disappearing, sea smooth. Yacht race will start 11 a. m. Race will be over straightaway course to windward and return fifteen miles. Betting in England, even money. In New York, even money on to-day's race; 5 to 3 on Columbia for series.

10:50 a. m.—Preparatory gun fired.

10:54 a. m.—Yachts jockeying under mainsail, club topsail and jib. Columbia to windward coming about for start.

10:55 a. m.—Shamrock swings to get windward position, but Columbia swings around in time to prevent.

10:57 a. m.—Shamrock crosses line first, Columbia overlapping. Spinnakers set on both boats.

11 a. m.—They are off.

11:02 a. m.—Both yachts standing about near line under mainsail, club topsail, jib staysail. They are quite close together, but have very little headway.

11:06 a. m.—Both yachts have spinnakers off to port, mainbooms to starboard; wind northeast, very light.

11:12 a. m.—Yachts went over line about on even terms, Columbia in better position.

11:22 a. m.—Yachts only 100 yards away; simply drifting with breeze. Wind must be much fresher or there will be no race.

11:30 a. m.—Columbia now about a length, her mainboom squared off to starboard, spinnaker squared off to port, its sails catching little wind. Prospects for finishing very slight.

11:31 a. m.—Clear water between yachts. Columbia leading, her balloon, jib and club topsails doing light work. Wind strengthening now, filling sails. Spinnakers also flopping considerably.

11:35 a. m.—Columbia now good two lengths and in better position.

11:42 a. m.—Both yachts now about two and a half knots. Columbia's advantage thus far, due largely to better luck getting wind into head sails.

11:50 a. m.—Columbia four lengths in lead. Wind freshening somewhat. Both crews are massed on quarters.

11:54 a. m.—Only two and one half knots sailed in one hour.

Noon—Columbia's jib drawing well, so is Shamrock's. Columbia has balloon staysail set; Shamrock has hers in stops. Columbia has increased lead slightly in consequence of shift of wind. Yachts heading easterly.

12:10 p. m.—Both yachts taking in spinnakers. Columbia taking in balloon staysails. Both now under mainsail top, club topsails, balloon jib topsails.

12:23 p. m.—Wind about northeast; both yachts moving between five and six knots. Columbia about an eighth of a mile in the lead. Yachts doing very well. Course remarkably clear.

12:28—Stakeboats going southeast. Yachts about three miles east by north of here. Columbia still leading. Shamrock on inside near course held by the stakeboat.

12:44 p. m.—Both yachts held to the northward of the course, giving advantage of wind. They are now heading for the mark, with spinnakers taken in and mainsails to port.

12:51 p. m.—Immense fleet is following races.

12:53 p. m.—Columbia continues her lead; wind so light that shivers run up and down sails of both yachts.

12:57 p. m.—Cunarder Servia, bound in, passed near yachts.

1:02 p. m.—Wind freshening. Columbia widens the gap. Yachts still several miles from outer mark.

1:06 p. m.—Both yachts are sailing under mainsails, club topsails and balloon jibs. Columbia's p. m. staysails are in stops.

1:11 p. m.—Wind died out, so that Columbia's sails hang like bags. Shamrock doing a little better.

1:15 p. m.—The race is now a drifting match and unless breeze springs up the yachts cannot finish within the time limit.

1:20 p. m.—Shamrock set spinnaker. Columbia followed suit five seconds later. Wind is right aft.

1:24 p. m.—Shamrock unable to close gap. Excursion craft giving yachts plenty of room. Torpedo-boats doing good service. Course clear for two miles on either side.

1:30 p. m.—Yachts scarcely making steerage way. Columbia keeps lead, but does not increase it.

1:36 p. m.—Sea like a millpond. Both yachts are in the doldrums.

1:52 p. m.—Yachts slowly drifting toward the outer mark, with the Columbia still holding her lead.

1:56 p. m.—Columbia took in spinnaker and set boom over the starboard. Shamrock dropped her spinnaker, but kept her boom to port. Wind still lacking force to fill sails.

2 p. m.—Wind freshening slightly. Shamrock jibed and is gaining a little on Columbia.

2:05 p. m.—North Atlantic squadron, cruiser New York leading, passes the Mackay-Bennett, headed for the yachts.

2:08 p. m.—Yachts set spinnakers to port. Shamrock closing up the gap.

2:13 p. m.—Columbia's lead, which was fully half a mile, has been cut down to 100 yards. Shamrock's sails seem to be drawing better.

2:20 p. m.—Shamrock has main sheet eased off. Continues gaining and less than a boat's length of open water separates the boats.

2:28 p. m.—Wind veered around to the south, heading Columbia off. Spinnakers were taken in and Columbia crossed Shamrock's bow on port tack.

2:36 p. m.—When the wind shifted about, the Shamrock was to windward and near the outer mark. Both boats are now heading toward Long Island on starboard tack.

2:40 p. m.—Columbia worked through Shamrock's lee, taking the lead and going on port tack. Shamrock also on port tack a moment later.

3:05 p. m.—Shamrock on starboard tack was about to cross Columbia's bow, when Columbia came about on the starboard tack. Shamrock drew up alongside and passed, Columbia being a short distance to windward.

3:10 p. m.—Shamrock retains windward position, although very close together. Both flying special No. 2 jib topsail.

3:12 p. m.—Shamrock seems pointing higher. Stakeboat about two miles away. Boats cannot possibly finish in time limit.

3:15 p. m.—Shamrock comes about on port tack. Columbia at once follows. Shamrock's sails fill quicker than the Columbia's. Shamrock apparently holding her lead about two lengths. Yachts close together, making pretty picture.

3:20 p. m.—Columbia making great effort on Shamrock and is slowly succeeding, apparently nearly lapping challenger's stern.

3:30 p. m.—Shamrock eats her way ahead a bit. Columbia's effort does not succeed. North Atlantic squadron follows wake of yachts.

3:34 p. m.—Columbia comes about on starboard tack holding southeast. Shamrock holds port.

3:37 p. m.—Stakeboat in plain view. Both yachts on starboard tack. Shamrock to windward position and leading.

3:38 p. m.—Columbia comes about on port tack.

3:45 p. m.—Swinging around and heading for home. Columbia drops jib topsail. Shamrock drops staysails and jib topsail. Race apparently declared off.

3:49 p. m.—Another failure through the lack of wind. Shamrock has again showed wonderful ability in light airs. She is fully equal to Columbia in this respect. She showed surprisingly well in pointing. Conditions so uneven that day's racing does not settle which is better boat in lighter weather.

THE EXAMINER BULLETINS.

11:30 a. m.—Columbia leads. Wind twelve knots an hour.

Associated Press boat says that at 12:20 Columbia leads seven-eighths of a mile.

Long Branch, 12:20 p. m.—Shamrock apparently in lead.

12:35 p. m.—Columbia leads half a mile.

New York, 1:06 p. m.—Wind fresh-