PRESENT SERIES OF INTERNATIONAL YACHT RACES EXPECTED TO BE THE MOST THRILLING IN MANY YEARS

GLORIOUS SPORT IS PROMISED.

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to bring his craft across the ocean, accompanied by a splendid steam yacht as tender. The sum expended on Thomas W. Lawson's yacht, the Independence, designed by Crowninshield of Boston, cannot have been much short of a quarter of a million dollars, and was entirely thrown away, as she was never permitted even to enter the trial races and is being broken up. The material of which she was built is to be fashioned into a monument.

Cost Enormous Sums.

Large racing yachts cost such enormous sums of money because the most highly paid workmen and the best materials are employed in their construction. The great object of the designer and builder is to combine strength with lightness, so that the hull may be able to carry an enormous spread of canvas and yet offer as little resistance as possible to the water. Speaking in general terms the lighter the boat, the longer her floor and the greater her sail area the speedier she will be. Now steel is a very strong metal, but a certain amount of rust is necessary to take off the scale which is found on newly rolled steel and leave a smooth surface for copper paint. Aluminum is light and at least half as strong as steel, but it rapidly corrodes and deteriorates. So both steel and aluminum have been rejected in favor of Tobin bronze, which is an alloy somewhat resembling gun metal. It costs about ten times as much as steel, but it is not affected by the sea water and needs no anti-fouling paint. The plates of which the hull of the Columbia is made vary from three-sixteenths to one-quarter of an inch in thickness and are polished outside until they shine like a copper saucepan and slip through the water with scarcely any friction.

Boats Built for Speed.

The Columbia's bronze hull is a little more than 131 feet long and 24 feet wide, but is cut away fore and aft so that her water line measurement is about 90 feet; her overhangs thus amounting to 41 feet. The hull is strengthened with nickel-steel frames placed where the strains come. Its weight is about seventy tons, yet it is so cleverly constructed that it holds up a great leaden fin weighing more than ninety tons, besides supporting some fifteen tons more of rigging, spars, canvas and sailors. The deck of yellow pine is almost the only wooden part of the yacht. The mast is of steel, hollow and braced with angle irons. It supports a topmast sixty-four feet long, and the highest point of the club of the big club topsail is 175 feet above the surface of the water. The main boom is also of hollow steel, nearly 110 feet long, and the entire spread of canvas is about 15,000 square feet—enough to supply a complete suit of sails for a full-rigged ship. In addition to her steel mainmast the Columbia has a mast of Oregon spruce, to be used in case of an accident to the steel one. It weighs nearly a ton more than the steel spar. The rigging and halyards are made of wire rope, the halyards having Manila ropes at the ends, used for hauling.

All the sails, except two of the light weather sails, are made of cotton duck of the best quality, the spinnaker and balloon jib topsail being of balloon cloth, a fine cotton fabric impervious to air.

Construction of Challenger.

The Shamrock II, the challenger, was designed by G. L. Watson, the celebrated Scotch naval architect, and built by the Denny Brothers of the Leven shipyard at Dumbarton. She presents on a first view an impression of great beam and a shallow body, with long overhangs forward and aft. The forward overhang is carried down in beautiful curves, merging gradually and gracefully into the hull and underbody. She seems to have been designed with the idea of skimming over the water, and of carrying her head well up, no matter how hard she may be driven. The midship section shows very easy curves, and on deck the challenger tapers from the point of greatest beam in long lines until at the after end of her counter she has a breadth of only nine feet. As regards her lead fin, the fin plating and sole were first riveted on, and then about ninety-five tons of melted lead were run into the mold thus formed, the exact trim being secured afterward by adding pigs of lead. The plating of which her hull is constructed is of a bronze known as "immadium," and has been most ingeniously fitted. The deck is of light steel covered with yellow pine, which affords the sailors a better foothold than metal would. The mast, boom and gaff are of light steel plates rolled in a semi-cylindrical form, double riveted and strengthened inside. The topgallant (contrary to the usual practice of British yachtsmen) will be housed telescopically inside the mainmast. The main boom is the longest ever used on board a racing yacht, being 112 feet long from gooseneck to outhaul. The bowsprit is twenty-five feet long, and will carry a shorter headsail than the Shamrock I. Critics think that the extra power derived from the mainsail should make the Shamrock II very fast in windward work, though it may tell against her speed when the wind is abaft the beam, as a smaller spinnaker will then (it is thought) be necessary. The Shamrock II's spinnaker boom is the largest and longest hollow spar ever carried, but is also considerably lighter than any spar used by any previous cup racer.

An Exaggerated Columbia.

The Shamrock II is said to be an exaggerated Columbia, and it is thought that this fact, together with her light afterbody, will make her easy to drive, and give her an advantage in light breezes. Many American experts, while frankly admitting that she is the most dangerous yacht that has ever challenged for the America's cup, think that she does not show power enough for her size, and that when heeled over on a reach she will sail on too short a floor. She will be handled by the ablest racing skipper in Great Britain, Captain Sycamore, who will have with him Willie Jameson, one of the cleverest amateur yachtsmen in the world. Her crew consists of Scotchmen, selected with great care, and inspired by the strongest enthusiasm. It is understood that Sir Thomas Lipton, with characteristic generosity, has promised a pension for life to every member of the crew if the Shamrock II "lifts the cup." The races will go on until either challenger or defender has won a majority out of five, the course being thirty miles in length, and the yachts sailing either fifteen miles to leeward or windward and return, or over a triangular course, ten miles to a leg. The course will be strictly preserved from the intrusion of excursion steamers or tugs. All the preliminaries have been amicably settled between the representatives of Sir Thomas Lipton and the challenge committee of the New York Yacht Club. He would be a rash man who would venture to predict the result, for though the Columbia is known to be faster than she was in 1899, when she defeated the Shamrock I, the challenger of 1901 is believed to be considerably faster than the Shamrock I. The question now almost universally asked and soon to receive a reply is "How much faster is II than I?"

THE CUP CHALLENGER.

Since the America Wrested the Trophy From the British There Have Been Many Attempts to Regain the Coveted Cup, but This Country Has Been Invincible.

AFTER fifty years of uninterrupted possession, the emblem designating America's supremacy in the yachting world again becomes the subject of an international contest. Fifty years ago the schooner yacht America brought the trophy to these shores. Later it was placed in the custody of the New York Yacht Club, and since then has been competed for at irregular intervals. In each instance, all the elements embraced in a yacht race have seemed to favor the retention of the cup as a perpetual challenge trophy in the hands of its present proprietors.

Financially of but slight value, there is a glamour and a romance about that cup, engendered by national pride, that makes it worth more than its weight in gold. In fact, were one to reckon in dollars and cents the amount of money expended directly and indirectly toward retaining it on these shores, the figures would assume startling proportions. Yet what are dollars and cents compared with a nation's honor?

Before the advent of the yacht America in British waters, the international cup now being contested for by the Shamrock II and the Columbia was a prize given annually by the Royal Yacht Squadron, for a race around the Isle of Wight, open to all nations. It was, however, several years after America had captured the cup that defenders were invited to test maritime supremacy in the waters of the country in whose possession was the cup.

This happy idea, which adds so much interest to its ownership, was the inspiration of one of the owners of the America, Commodore John C. Stevens. In conjunction with those who had been associated with him in the building of the America a deed of trust was executed in 1857 by which the America's cup was dedicated as a perpetual trophy for a friendly competition between the yachts of foreign countries. The New York Yacht Club has been its custodian ever since.

Attempts to Lift the Cup.

Attempts to "lift the cup" have been frequent, but it has so far resisted all attempts. A long interval ensued between the time of the first competition in British waters and the second held in American waters. And the conditions governing the race have changed as much as the build and design of the competing vessels.

The America was an inspiration to British yachtsmen when she entered their waters. Britannia truly ruled the sea, especially about the yachting course around the Isle of Wight. The America showed such a clear pair of heels to her fifteen competitors that she beat the nearest one nearly an hour in elapsed time. Then came a change in the designing of other yachts, and the America's victory has resulted in a complete revolution in yacht building, and through its influences into the more useful lines of commerce and war.

When the America first entered British waters one of the finest and fastest yachts of the Royal Yacht Squadron, the Laverock, met her eight miles to windward of Cowes. There was a brief brush and the America distanced the pride of the squadron. From that time on the American schooner could not find any competitors until the morning of August 22, 1850, when in company of fourteen yachts of all classes the America sailed on her maiden race. Shortly after 8:30 o'clock that night the America crossed the line a winner.

After Commodore Stevens had given the cup to the custody of the New York Yacht Club notices were sent abroad to all the leading yacht clubs of the world outlining the conditions under which the cup would be held. Nearly twenty years elapsed before a challenge came, although numerous American yachts had crossed the ocean and with varying success.

The first challenge for the America's cup came in 1870 from James Ashbury of the Royal Thames Yacht Club, owner of the schooner Cambria. The challenge was accepted, and in the race that followed there were fifteen starters. The Cambria, as a matter of courtesy, was given the windward berth, but a shift of wind at the crucial moment deprived her of the chance of winning. The Magic, a little center-board schooner, won and was followed across the line by the Idler, Silvie and the original winner of the cup.

Undiscouraged by this defeat Mr. Ashbury constructed another schooner, the Livonia, and issued a second challenge in 1871. The Dauntless and Sappho, keel schooners, and the Columbia and Palmer, center-board schooners, were selected by the New York Yacht Club to defend the cup. The race was sailed outside of Sandy Hook, instead of over the club course on New York Bay. The Columbia won the first two races, but was defeated in the third. The Sappho proved victorious in the fourth and fifth, so the final two races were not sailed.

The third challenge was entered in 1876 by the Royal Canadian Yacht Club of Toronto, Canada, the club's representative being the center-board schooner Countess of Dufferin. The schooner Madeline, which was selected to defend the trophy, won easily both races—the first in eleven minutes and the second in twenty-seven minutes. This race is notable as being the first contest in which America was represented by a single boat. The Countess of Dufferin was a yacht of the American type and was designed and built by Alexander Cuthbert, a Canadian.

Great Changes Take Place.

Captain Cuthbert, undaunted by the reverse of his boat, designed in 1881 the sloop Atalanta for a syndicate of the members of the Bay of Quinte Yacht Club of Belleville, Canada, which club issued a challenge for the cup. This match is chiefly memorable for the fact that it was the first time that a yacht, the sloop Pocahontas, was especially designed and built to defend the cup, and furthermore because it was the first time that a boat was chosen a defender by means of trial races. In the trial races the Mischief, an iron yacht, proved superior to the new Pocahontas and was accordingly selected. Like her predecessor, the Atalanta was very easily defeated in the first two races.

Before another challenge for the America's cup was received three years elapsed, during which time great changes were inaugurated in the construction of yachts, but these changes, however, did not prevent the American designed and built yacht to triumph in the fifth contest. This match was sailed between the Puritan, constructed by Lawley & Son of South Boston, and the Genesta, owned by Sir Richard Sutton of the Royal Yacht Squadron. Three attempts were made to sail the first race, over the outside course, beginning on September 7, but two of these failed because of calm weather, and in the third the Puritan fouled the Genesta before crossing the starting line. The first race was therefore sailed over the inside course on September 14, in light weather, the Puritan winning with ease. The final race was sailed two days later, and although it resulted in a victory for the American boat the Genesta made a magnificent showing and was only beaten by 1 minute and 38 seconds. It was during this race that, for the first time, the national interest and pride in the achievements of the American boat were thoroughly aroused.

The match in 1886 proved but a repetition of the preceding contest. The Galatea, property of Lieutenant William Hernn, R. N., of the Royal Northern Yacht Club, was similar to the Genesta in construction and met with even a worse defeat. The cup was defended by the Mayflower, which somewhat resembled the Puritan in construction.

The Royal Clyde Yacht Club of Glasgow was the next to come forward as a bidder for the trophy. This club based its hopes on the Thistle, which was designed by G. L. Watson, the most noted of British designers. The defender, named the Volunteer, an enlarged and materially improved Mayflower with a steel hull, defeated the Thistle by eleven minutes.

To meet the Valkyrie II in 1892 the Vigilant was designed and built by the Herreshoff Company. The new defender proved to be far superior to all the boats entered in the trial races and in the contest with the Valkyrie she won the final race by forty minutes in one of the most exciting races ever held for the American trophy.

After a year's interval the British again challenged with a third Valkyrie, and the contest which followed, in which the America's cup was defended by the Defender, resulted in a wrangle growing out of a collision between the boats.

The next challenge came in the fall of 1898 from Sir Thomas Lipton, a member of the Royal Ulster Yacht Club, of Bangor, Ireland, his yacht being the Shamrock, which proved in all respects to be a great racing machine. She was especially fast in extremely light weather. Notwithstanding her good qualities, the Shamrock was defeated in every race by the cup defender Columbia.

Excursion to Buffalo.

The Santa Fe will sell tickets to Buffalo and return October 3 and 4 for $27. Free reclining chair cars. Pullman's latest vestibuled palace and tourist sleeping cars. Full particulars at 641 Market street.

ROYAL PARTY SPEEDS THROUGH CANADA'S WILDS

Duke and Duchess of Cornwall and York Cheered by Hunters and Lumbermen.

FORT WILLIAM, Ont., Sept. 25.—The special train bearing the Duke and Duchess of Cornwall and their traveling companions westward spent the day on the north shore of Lake Superior, and by night had put Fort William and the lake behind them. The party will reach Winnipeg at noon to-morrow.

The day's run was for the most part through long stretches of unsettled country, but at all the widely separated towns and villages the people cheered the party. There were lumbermen, hunters and miners and some Indians in the little crowds and the welcome was always a hearty one. The railroad stations were decorated and each little settlement had a display of flags and bunting. The train stopped for an hour at Bolkow to allow the party to dress, and the Duke left his car for a brisk walk. Both took a lively interest in the country through which they passed.

China's Apology to Japan.

LONDON, Sept. 25.—The Tokio correspondent of the Times gives the text of the apology of Emperor Kwang Su to Emperor Mutshito for the murder of the Chancellor of the Japanese Legation in Peking at the beginning of the Boxer outrages. The apology is couched in terms of deepest regret and reverence.

The Mikado, in a gracious reply to the Chinese Envoy, expresses a belief that the relations between the two countries would be closer in the future.

Seth Low Willing to Serve.

NEW YORK, Sept. 25.—Seth Low announced to-night that he would accept the nomination for Mayor by the anti-Tammany forces and would resign the presidency of Columbia University.

Mrs. McKinley Steadily Improves.

CANTON, Sept. 25.—Favorable reports continue to come from Mrs. McKinley. She gives every indication of steadily regaining her normal condition.

Wasp McKinley number. Second edition now on sale. New pictures added.

BOTH YACHTS ARE IN READINESS.

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east or a southwest breeze, will be either from a point near the Jersey shore some six miles southwest of the lightship, or in an opposite direction near Long Island.

Such conditions prevailed six years ago in the first race of the Defender and Valkyrie II, the wind being northeast and the start moved to a point near the Jersey shore of Seabright. This enabled the yachts to beat out to sea with the turning mark about five miles south of Long Beach, on the Long Island side of the course.

LITTLE SHAMROCK MONEY.

New York Sporting Men Have Considerable Difficulty in Placing Their Bets.

NEW YORK, Sept. 25.—Betting on the cup races was not brisk to-day. Representatives of the friends of the Columbia appeared "on the curb" in Wall street and for hours offered $10,000 to $8000, or any part of it, that the Columbia would win the match. Inquiry at noon elicited the response that there was no Shamrock money about, the presumption being that the holders of the latter were waiting for more liberal odds.

Fred Brooks, it was reported, in the afternoon, had succeeded in placing $2000 to $1500 on the American boat and desired it to be known that he had a few thousands more to invest in the same way.

There have been many bets made. Money had been posted quietly and the amounts have not been made public. In some of the sporting resorts of the city various amounts have been placed at odds of five to four on the Columbia, which odds have prevailed for a week or ten days. Judging from the statements made to-night Wall street will be deserted to-morrow. J. P. Morgan will see the first day's racing before he leaves for San Francisco. A party of steel magnates of the United States Steel Corporation has arranged to see the races on R. G. Reid's yacht, while many brokers owning yachts will take parties of friends on them.

OF INTEREST TO PEOPLE ON THE PACIFIC COAST

Changes Made in the Postal Service and More New Pensions Granted.

WASHINGTON, D. C., Sept. 25.—The Postoffice Department issued the following:

Postoffice established: Washington—Kipling, Okanogan County, Georgianna Warren, postmistress.

Postmaster commissioned: California—Charles C. Smith, McCloud.

Appointed: Washington—S. P. Connor, Belfast, Skagit county; Max Haller, Exa, Clallam County; R. H. Stapleton, Monroe, Snohomish County; E. Denny, Osceola, King County; O. O. McAllister, South Park, King County; Charles Schoman, Stones, King County.

The following pensions were granted:

California: Original—John Arkirs, Fresno, $3. Increase—David M. Dunn, Soldiers' Home, Los Angeles, $10.

Oregon: Widows—Magdalena Boedelfeld, Oswego, $6.

Washington: Original, war with Spain—Edward C. Underwood, Seattle, $17. Widows—Zerwah A. Newell, Spokane, $8.

ASSASSIN OF McKINLEY NEARING THE CHAIR

Expectation That the Death Sentence Will Be Executed in a Few Weeks.

BUFFALO, Sept. 25.—It is believed here that October 28 will see the murderer of President McKinley shocked to death in the electric chair. He will be sentenced to-morrow. The Penal Code provides that the "week appointed for electrocution must begin not less than four weeks and not more than eight weeks after sentence. The time of execution within the said week shall be left to the discretion of the agent and warden to whom the warrant is directed."

While it is thus in the power of Judge White in pronouncing sentence to prolong the life of the wretch eight weeks the general expectation is that the court will not delay the execution of the death sentence any longer than necessary.

SOCIETIES EXPRESS HEARTFELT SORROW

Adopt Resolutions and Order That Copies Be Sent to Mrs. McKinley.

At a meeting of Spring Valley Lodge No. 314, Independent Order of Good Templars, held September 18, resolutions of respect to the memory of President McKinley were adopted and a copy of them ordered sent to the stricken widow as an assurance of the sympathy of the members.

Columbia Circle No. 2, Ladies' Auxiliary of the Ancient Order of Hibernians, passed resolutions Tuesday night extending the heartfelt sympathy of the members to Mrs. William McKinley in her hour of trouble.

At a meeting of Camp Reinhold Richter No. 127, Spanish-American War Veterans, held Tuesday night, it was ordered that the camp have a memorial, consisting of a set of resolutions, drawn up deploring the cowardly assassination of our beloved commander in chief, President William McKinley, and that a copy of the resolutions be engrossed and forwarded to his bereaved wife at her home in Canton, Ohio.

Sever Relations With Packers.

SAN JOSE, Sept. 25.—The California Cured Fruit Association and the California Packers' Company to-day agreed to dissolve relations and proceed independently. All current accounts have been adjusted and the packers' company is to immediately weigh the prunes in its warehouses belonging to the association and deliver them to the latter.

NEW ADVERTISEMENTS.

VASELINE NO GOOD FOR HAIR.

Dandruff Germ Thrives in It, as Well as in All Grease.

A well known Chicago hair specialist invited the Inter Ocean reporter to come to his office and see, under a microscope, how the germ that causes dandruff thrives in vaseline. The specialist said that all hair preparations containing grease simply furnish food for the germs and help to propagate them. The only way to cure dandruff is to destroy the germs, and the only hair preparation that will do that is Newbro's Herpicide. "Destroy the cause, you remove the effect." Without dandruff no falling hair, no baldness. Ask for Herpicide. It is the only destroyer of the dandruff germ.

DISORDERS —OF— MEN

BY FAR THE GREATER number of patients seeking relief for so-called weakness are strong, robust men in every other respect. Loss of Vitality, Prematureness, etc., are not weaknesses, but the symptoms of inflammatory processes in the Prostate Gland (so-called neck of bladder) caused by contracted disorders and too often repeated and too long continued excitement. Under our local plan of treatment, directed toward reducing the enlarged and swollen Prostate, immediate results, as indicated by increased circulation and renewed strength, are observed. Our colored chart of the organs, which we send free on application, is interesting to any one wishing to study the anatomy of the male.

DR. TALCOTT & CO., 997 Market St.

ADVERTISEMENTS.

A Food for Young
A Food for Old
A Food for Strength
A Food for Health

October 3rd and 4th

Will be the last days upon which Pan-American Excursion tickets to Buffalo will be sold $27 for the round trip. Full particulars at 641 Market st., office of the Santa Fe.

There are forty-eight kinds of the housefly.