

NIGHT EDITION DEFENDER FIRST HOME.

The New Yacht Leads Vigilant by Two Minutes and Forty Seconds.

TO WINDWARD THROUGHOUT.

Wind Light on the Way Down the Coast, but Freshened on the Return.

(Special to The Evening World.) HIGHLANDS OF NAVESINK, July 20.—Defender won her first trial under real racing conditions in her race to-day with Vigilant crossing the finish line less than three minutes ahead of her rival.

The start was made in the lightest sort of south-westerly wind, which afterwards shifted to more southerly and finally to nearly southwest. During the race the breeze freshened, and the big flyers came home under mainsails, clubtopsails, jibs and spinnakers, with a breeze that made some of their smaller companions double-reef mainsails.

Defender crossed the finish line at 12:30 a. m. Vigilant at 2:34. These times, while not official, are taken from the Scotland Lightship. Defender thus wins by two minutes and forty seconds. As neither of the yachts has furnished racing measurements, the extent of Defender's victory, or even whether she would have won or not, under time allowance rules, cannot be made known.

It is estimated, though, that Defender should give Vigilant an allowance of nearly or quite three minutes, over a thirty-mile course, which would make to-day's race practically a dead heat. The preparatory gun was fired from the flagship Sylvia at 11:30 A. M. and both yachts began manoeuvring for position.

Defender showed great ability in coming about during the preparatory splitting of tacks, and when, at 11:30, the first starting gun was fired, she was at the line and flashed across on port tack at gun fire. Vigilant was to leeward and just thirty seconds later in getting over the line.

Both stood for the New Jersey shore, heading for Long Branch. The wind was very light at the start and a thick bank of haze lay to the southward, ready to envelop both racers when they should reach it. Defender's headsails began to shake in the wind as her helm went down and she came about after standing on this tack about four minutes. Vigilant quickly followed and both stood to the eastward on starboard tack.

When the yachts disappeared in the haze, Defender seemed to lead by nearly a mile and was footing faster than Vigilant, but the latter seemed to be pointing up with the new Herreshoffer. Reports from along the coast gave Defender's lead variously at from one-half to three-quarters of a mile, with a better position to windward.

While both were invisible from the shore, the breeze began to freshen and it became evident that the return down wind would be made in real racing weather. Sure enough, when the yachts made their reappearance at the bank of mist, only six miles from the finish, they were seen flying along like veritable sea birds, with every rag billowing before a brisk twenty-mile wind, fairly flying to the finish line.

Vigilant had made up much of her loss coming down wind, a fact which the centboard cranks made much of, contending that in her immense shifting keel lay all the virtue of her gain. Everybody in the telegraph towers made a rush for their field glasses, and there Defender was, plainly enough, just emerging from the smoking haze away off to the southeast of the Highlands, and not more than six miles from the finish.

She had a mainsail and spinnaker set, and as she came booming along through the white caps, she was followed by a long string of steamboats and tugs, which came looming up through the thick mist, one after another, as the procession moved along. A few seconds after Vigilant came out of a shroud of fog and followed along closely in the trail of her rival. Like Defender, Vigilant was also carrying her big spinnaker and seemed to be moving along in great shape.

In fact by reports from Long Branch earlier in the afternoon, she must have been overtaking Defender rapidly from the time they turned the stakeboat. At 1:35 Defender was abreast of Highland Light. She was followed closely by a score of tugs and steam yachts. Her big sails bulged out and she seemed to fly along the waves like a gigantic seabird. Vigilant was two minutes and 15 seconds behind her. Defender seemed to be losing ground on the latter end of the stretch, and the crowd on shore watched the race with breathless interest. The haze had cleared away so that

but neither tug nor yacht could be discovered.

At last she was seen through the haze about one point east of Scotland Lightship, playing about under mainsail, staysail, jib and club topsail.

At 11 o'clock the pride of '95 and the hope of '96 swooped towards each other and then stood away waiting for the signal gun.

Half a mile from the Lightship the New York Yacht Club's chartered iron steamboat, Cepheus, was looting about with human beings hanging to her lee side like flies to a sugar loaf.

The wind had freshened a bit and there were little white froils to the waves like white trimmings to a woman's blue gown.

The Start at 11:30.

At 11:30 the preparation gun was fired and the accompanying red ball went up on the flagship.

Then began the beautiful manoeuvring for position, the Defender standing off, closely followed by Vigilant.

In this manner they swept across and back a half mile of water.

At 11:35 the preparation gun boomed and instantly Defender flashed across the line on the starboard tack.

Two hundred yards behind came Vigilant on the same tack and they were off on a fifteen-mile beat to windward and return.

At the same instant the tugs, steam yachts and other sailing craft filled away.

At 11:38 Defender went about. Each boat carried baby jib-topsails ready to take in, and just before they crossed the line club-topsails, fore-staysails, jib and mainsail.

Thirty-six minutes were lost in manoeuvring by the yachts, both trying for the advantage.

Defender tried hard to get the windward as the gun was fired.

Defender was the first to cross the line, breaking out her baby topsail at 11:50. Vigilant crossed at 11:50 1-2, slightly to windward.

Defender immediately began to gain on the first tack. Both held their positions a few minutes, Vigilant on starboard tack.

Vigilant remained on starboard tack four minutes and then went about. Almost at the same moment Defender went on the starboard tack.

The question was whether or not Defender would turn the bow of Vigilant. A moment later they came together on opposite tacks.

Defender Crosses Vigilant's Bow. Defender easily crossed the bow of Vigilant to windward on the weather side.

IN THE HORSESHOE. Early Morning Conditions Not at All Promising for a Race.

(Special to The Evening World.) HIGHLANDS OF NAVESINK, N. J., July 20.—Early morning indications of Sandy Hook were not as gratifying as they might have been to the hosts of yachtsmen who are interested in the first real trial of speed between the two big single-stickers, Defender and Vigilant, to-day, over the ocean course, for the \$200 cup offered by the New York Yacht Club.

What they looked for was a piping breeze and dashing spray, which would put both the big yachts on their mettle and show just what they were made of. Such conditions were necessary to bring out speed and furnish a reliable test of the merits of the two racing types which they represent.

Judging from the early outlook, however, the races are fated to be sailed in light breezes, and the skillful handling of the yachts under such circumstances will be a greater factor in the result than the capacity for speed in good racing weather.

Early Conditions Not Promising. The morning broke with scarcely a breeze to ruffle the surface of old ocean, which stretched out almost as calm and smooth as a millpond, from the hills of the Navesink. What little wind there was came from the south-west, and it was hardly enough to stretch out the big flag that flapped from the high pole in front of the twin lights. Veterans and weather sharp-eyes there were plenty of them who

appeared in the haze at noon, was shortly after 1 o'clock, when a report came from the Life-Saving Station at Long Branch, which said that the yachts had just passed that station with Defender about three quarters of a mile in the lead.

They were standing down the coast on port tack. The breeze had freshened perceptibly and was then blowing up the shore at fully fifteen miles an hour.

With the wind holding out at this rate the racers will be able to make quick time on the home stretch and there would be finished by 1:30.

At 1:30 it was reported from Long Branch that the yachts were then on starboard tack, standing off shore, and Defender's lead seemed to be then fully a mile. Both boats went about at the same time and Defender's leading position to the windward was fully assured.

According to Capt. Wardell's despatches the yachts must have been within sight of Long Branch for nearly twenty minutes. They then disappeared in the haze, which still obscured the view to seaward.

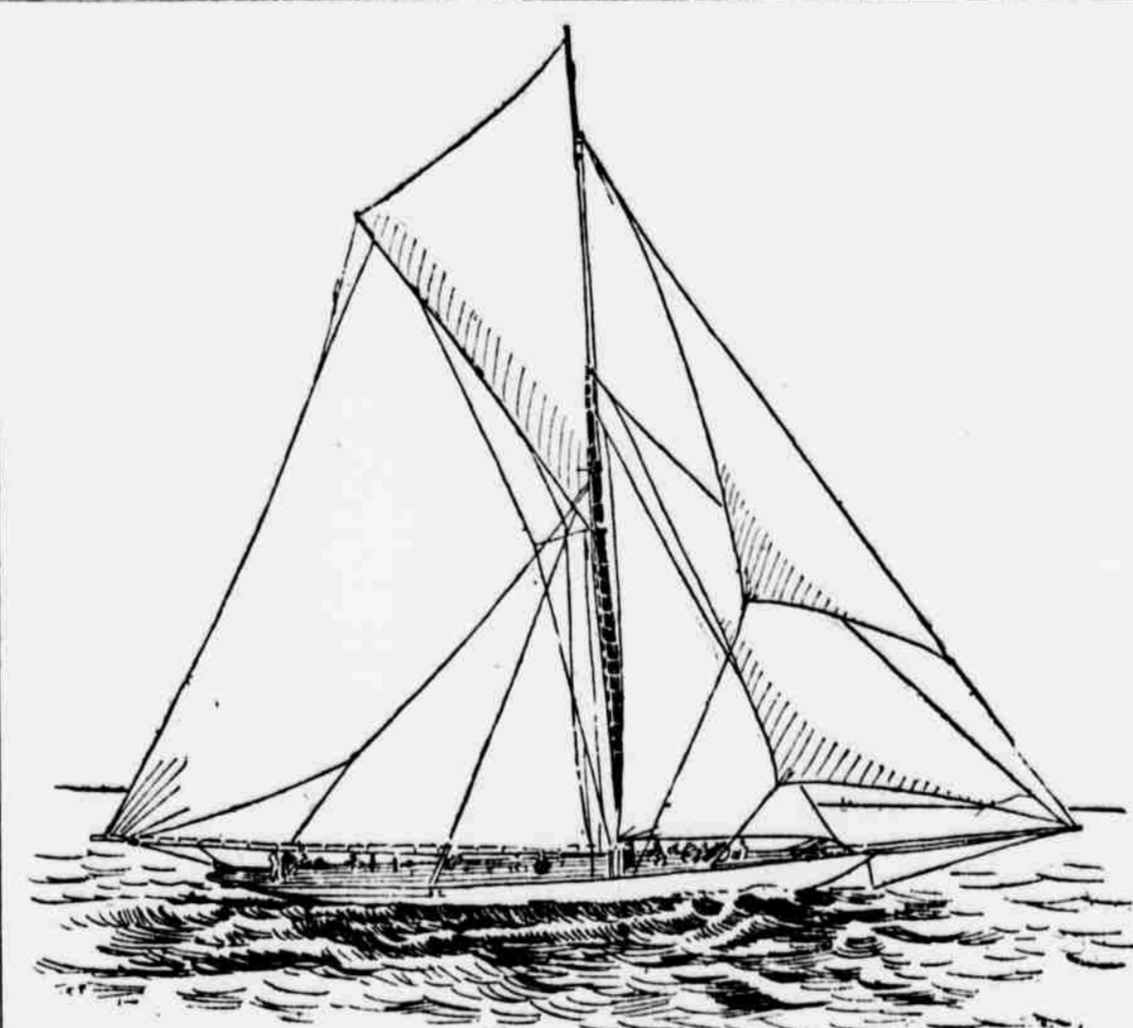
The race could not have been more than a few miles from the turning point at that time, for they had nearly completed the run of fifteen miles to windward.

As the mist showed no signs of clearing up, it was not thought that another view of the yacht could be had from shore before they approached the Lightship at the finish.

At the Highlands, three miles out from shore, the sea was rising and white caps began to dot its surface in every direction. The smaller sailing craft, which were playing about in the heavy waves, waiting for the return of the racers, began to shorten sail and several little sloops were seen sailing about in the billows with double reefed mainsails.

The Finish in a Breeze. It was just the sort of weather to test the sailing qualities of Defender in racing before the wind, a point which has been the subject of vital interest in discussing the merits of the new Herreshoff model as she has never yet had an opportunity to show her paces under such conditions with a rival like Vigilant.

For this reason the return trip was



DEFENDER IN RACING TRIM.

know all about such things at Navesink—shook their heads dubiously as they scanned the horizon and sniffed the air.

"If she shifts to the north... one of them said, 'we may get a fair sailing breeze about noon, but we can't calculate on much of a wind to-day.'"

The sun rose in a thick bank of haze which had settled down during the night on the eastern horizon, and it was fully two hours before its disk was sparsely visible. The haze shut out the view of everything at sea, further than two or three miles from the beach, and not even the Scotland Lightship, which is three and a half miles from shore, was visible.

All that could be seen from the hill-top were the misty outlines of half a dozen fishing smacks and schooners, as they lay off shore for their early catch.

Light Breeze Dispersed the Haze. Towards 8 o'clock the atmosphere began to clear a little, the wind seemed to be shifting towards the south, and at that hour was blowing directly on to the beach. It had not increased a particle in force and was scarcely strong enough to have enabled the yachts to complete the thirty-mile course within the time limit fixed for the international contest.

This rule, however, does not govern to-day, and it was believed that in any case the trial would be interesting as showing the light weather sailing qualities of the two flyers, even though it might not furnish a conclusive test of their actual relative merits.

About half a dozen yachts came down from the city last evening and during the night lay at anchor in the Horseshoe off Sandy Hook, in order to get an early start for the Lightship this morning.

Among them was Vigilant, and her tall mast towered above the spars of the other craft in the neighborhood. Her tender was lying near by.

Defender Towed to the Start. The great gathering of the yachts this morning was at Bay Ridge, off the Atlantic Yacht Club-House. Preparations for the start for Sandy Hook began at daylight among the fleet of steam and sailing craft anchored there, and at 1 o'clock the procession was already on its way down the harbor for the scene of the great contest.

Defender got up anchor early this

morning from the anchorage off the Atlantic Yacht Club-House, where she had lain all night, and was towed down through the Narrows.

She passed Quarantine at 8:10 and proceeded directly out to sea, passing Sandy Hook at 9 o'clock.

Her crew had been busy while she was being towed down the bay, and when she reached the Hook she had mainsail and clubtopsail aloft and sheeted home.

All down the New Jersey coast as far as Asbury Park people are getting ready to watch the races. Cottages along the beach will keep open house for their friends and droves of patriotic people from the inland towns and settlements will come to the sea shore with their families, in the hope of getting a view of the famous old Vigilant and her new rival for supremacy.

The first news of the racing sloops received at the Highlands after they dis-

appeared in the haze at noon, was shortly after 1 o'clock, when a report came from the Life-Saving Station at Long Branch, which said that the yachts had just passed that station with Defender about three quarters of a mile in the lead.

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awaited with more than ordinary interest by the yachting experts.

The result would surely settle an important point in the discussion of the relative merits of keel and centreboard yachts which has been going on ever since the model was adopted in the construction of the Defender.

ON THE CLUB STEAMER. What N. Y. Y. C. Guests Saw of the Race from the Cepheus.

(By Carrier Pigeon to The Evening World.) ON BOARD IRON STEAMBOAT CEPHEUS, off Sandy Hook, July 20.—Although it had been extensively advertised that the Iron Steamboat Cepheus, with the New York Yacht Club officials on board, would not start for the scene of the race until 9:30 o'clock, yet pier 1 East River was crowded for fully two hours before that time.

There were hundreds of persons on hand who had no possible hope of seeing the race. So they contented themselves instead with taking a glance at the gaily decked official boat and the thousand or so yachtsmen and their friends more favored for time. All around the pier were dozens of other boats ready to follow in the wake of the Cepheus and all of them loaded down with excursionists. As a result it is estimated that fully 10,000 people were in the vicinity of the Battery during the morning.

On board the Cepheus all was bustle and excitement. Pretty nearly every member of the yacht club who could get down was on hand, and they took possession of the lower deck. The upper and third decks were crowded with the friends of the members and several ladies, whose varied costumes lent a charm to the scene. Although there were few of them who knew anything of yachting, yet they talked like veterans. They were "luffing" and "tacking" in a manner to make dizzy the heads of those who thought they knew, but didn't.

All Sure of Defender. But everybody was in excellent humor. All the talk was of Defender, and while Vigilant had a host of friends, there was not one on board who thought she had a ghost of a chance. A rumor started early in the morning that the New York Yacht Club tickets for the Cepheus had been counterfeited and a strict watch was kept on every person who appeared at the gangway. The only thing of the kind found, however, was one genuine ticket the signatures of which were forged. It is claimed.

Commodore S. Nicholson Kane boarded the official boat at 9 o'clock. The Cepheus was then pretty well crowded, but still they kept on coming up to the very second of 9:42 o'clock, when, with a couple of warning blasts, the boat started from her pier. As she moved off there was a cheer from those on shore, but the yachtsmen on board anxiously scanned the heavens to see what kind of a breeze the weather sharks had arranged for. They were

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NIGHT EDITION A WIRE FROM MIDAIR.

Telegraphic Messages from "The Evening World's" Captive Balloon.

ASCENT UNDER DIFFICULTIES.

The Experiment Demonstrates that It Is Feasible to Report the Yacht Races from the Sky.

HIGHLANDS OF NAVESINK, July 20.—1:15 P. M.—"The Evening World" balloon is just ascending. The telegraph wire is working well.

I am just clear of the ground in the balloon. There has been a long delay in filling with gas.

I am now about seventy feet and directly over the two towers of the light-house.

The wind is blowing about fifteen miles at this altitude, and the balloon is coming down in a tree. I am now ten feet from the ground but did not bump. Please have some one write this as I will have to cling in a second.

The balloon has shot up again. I am now up about 100 feet. I am afraid I have not enough gas to get up. The top of the hill is black with people and they are cheering me in great shape. When I went up the crowd cheered wildly for "The Evening World."

I am afraid I'll bang into the light-house and do damage. Now I go up to a height of 200 feet and down again to within 40 feet of the ground. From this altitude it is possible to see much further at sea, but nothing can yet be seen of the yachts, which are still hidden in the thick fog to the south-

ward. The eyes of a score or more of children gazed after the proceedings opened wide with wonder as the big bag of yellow silk that Prof. Myers had spread out upon the green lawn began to swell and puff up with the gas from the retorts.

The balloon is held to the ground by a crossbar, securely driven in, to which is attached a rope cable 1500 feet in length. The cable passes through a block tackle, so that when the balloon is ready it may be raised or lowered at will. Two or three men are sufficient to manage it.

Direct to "Evening World" Office. The telegraphic instrument of the ordinary Morse type is to be taken up by the observer. The battery is upon the ground and attached to the instrument is a double insulated wire wound upon a reel and equal in length with the cable which holds the balloon. It is connected with the wires of the Postal Telegraph Company in the northern tower of the twin light-houses, and from there directly with "The Evening World's" office.

At 10 o'clock considerable progress had been made in the inflation of "The Evening World's" airship. The crowd about the gas generator when Prof. Myers and his two assistants, Tracy Fiddell and Del Dare, were hard at work, had grown so large that a rope had to be stretched around the operating ground to keep them out of danger.

Several parties of ladies and gentlemen from the hotels and cottages at Seabright and Normandy-by-the-Sea came up to watch the progress of the work. Capt. C. E. Thompson, the chief light-keeper here, and his assistants were active in aiding the aeronauts and affording them every facility for making the balloon ready.

A little cleared space of ground, just in the rear of the light-house grounds, was used for the purpose, although Commander Snow, the General Inspector of the district, had kindly given "The Evening World" permission to use the Government inclosure, but it was not found necessary.

Generated Gas on the Grounds. Prof. Myers had arranged his four big casks, which served as retorts, under a big spreading oak tree. These were about two-thirds full of water and each contained about 500 pounds iron filings and the contents of two carboys of sulphuric acid. In the centre of this quartet was a tube about four feet in diameter, filled with lime water and great chunks of ice, into which the pipes from the four casks led.

The gas, as it was generated in the retorts, passed through the pipes into the balloon, where it was cooled and collected in another receiver, and then it was conveyed in oilcloth pipes to the balloon, which was spread upon the grass about twenty feet away. The gas had to be cooled and the moisture contracted from it before it could enter the balloon, and the progress was very slow at first. When the gas comes from the casks it is heated to boiling point and contains a large proportion of moisture.

A balloon ascension is not such a rare occurrence in these days, but "The Evening World" has accomplished something never before even dreamed of. For the first time in the history of the electric telegraph, an instrument has been worked in the upper air.

At 1:35 o'clock the balloon landed astery near the point from which it started and "The Evening World" reporter was assisted from the netting.

1:30 P. M.—One of Prof. Myers' assistants, known as "Del Dare," stepped into the basket and sailed majestically away. The assistant being about fifty pounds lighter than "The Evening World" reporter, the balloon ascended to a height of 500 feet, but did not succeed in maintaining that altitude. The big airship swayed gracefully from side to side and every now and then takes a slow dip of 100 feet or so, then again rising.

12:35 P. M.—The ascension of "The Evening World" balloon has been delayed by the slowness of the process of making the hydrogen gas. This has been the result of the poor quality of the iron brought iron filings purchased for the purpose in New York City.

The delay is only temporary. The big balloon is bellying out in grand style and is more than three-fourths full.

The top of the big golden globe is now on a line with the tree tops, and Prof. Myers thinks that the ascension will be made in forty or forty-five minutes.

Preparing for the ascent. Crowds gather and watch the generating of the gas for the balloon.

The necessary work preparatory to sending up "The Evening World's" observation balloon, from which an effort is to be made to give the story of the race as seen from a point 1,500 feet in midair by an "Evening World" reporter, was begun yesterday.

It was an undertaking of no small difficulty, for the big casks and tube and several tons of iron and chemicals had to be transported all the way from the station at Highland Beach, up the steep hill 200 feet, to the little plot of open ground just behind the light-house.

Prof. Carl Myers, who is in charge, was busy nearly all night, assisted by a force of seven men in getting his apparatus in order, and this preliminary work was not completed until after 8 o'clock this morning