RACERS ACCOMPANIED BY BIG FLEET OF EXCURSION BOATS AND STEAM YACHTS

Steam Craft Race Back to the City After the Fluke Had Been Announced.

THE MONMOUTH IS A WINNER

Defeats Old Time Rival, the Richard Peck, in a Rattling Run In from the Hook.

with the Reliance in the way of holding her," said H. P. Merriam, of the Baltimore Yacht Club.

"Captain Wringe had the best of the start, and till the rain shut out our view the Reliance had not gained an inch on the Shamrock's lead. Then the wind became fluky and it was merely a question of luck."—Commodore Penchen, of the Royal Canadian Yacht Club.

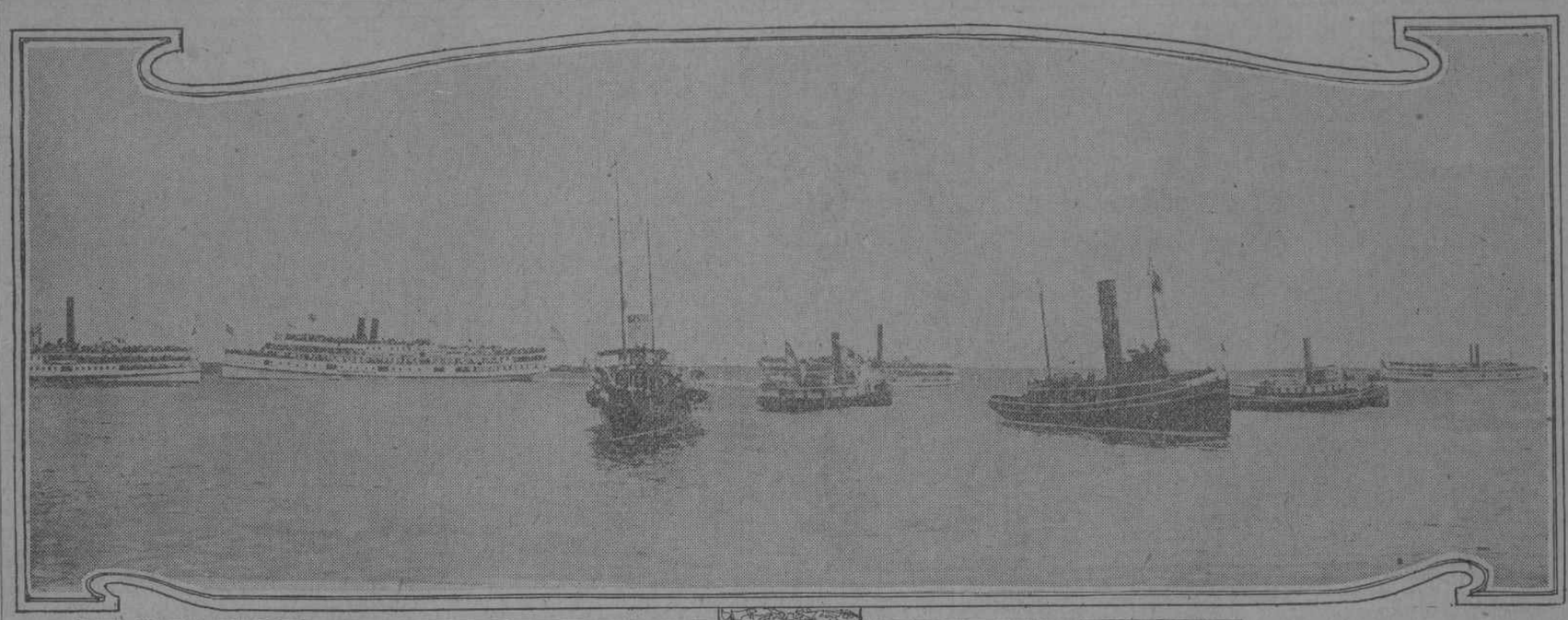
"I still have confidence in our boat. A calm gave the Reliance an advantage during the fog, and after that there was no wind at all to speak of. No comparison of the yachts is possible, as the American sailors had the better luck, as they always have had."—Captain Matthews, of the Erin.

"It was not a test of the racing qualities of the two boats. I have no hesitation in saying that I sincerely hope the Shamrock will win."—Timothy L. Woodruff.

"Talk about your Clyde flukes. Sandy Hook beats them all. I never have seen such a fluky race. In a steady breeze against such a roll as prevailed to-day the narrower bow of the Shamrock would have told to her advantage. Her high sail plan helped the Reliance, for light airs are usually aloft. There was no chance to compare the two boats, and we still have the same confidence in the Shamrock and will continue to have until we are beaten."—Colonel D. F. Neill, of the Royal Clyde Yacht Club.

"There was no possible chance to draw a line from to-day's race. The Shamrock did not show her true form, and will do much better, though the Reliance may win."—Rear Commodore John H. Flagler, of the Atlantic Yacht Club.

"The test was not a fair one, so far as I could see."—John H. Arbuckle.



PART OF THE EXCURSION FLEET WAITING FOR THE RELIANCE TO TURN OUTER MARK

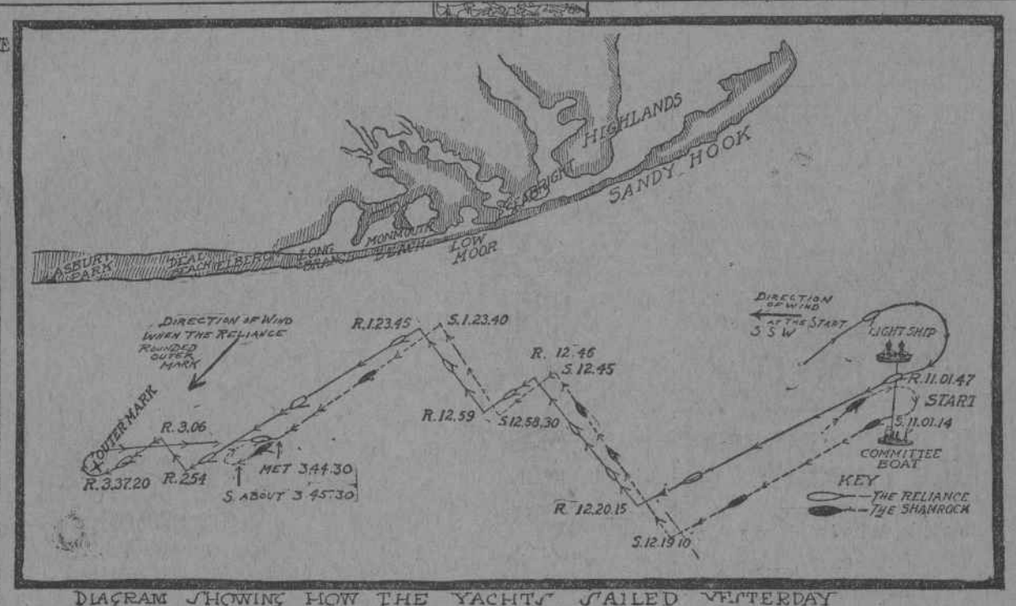


DIAGRAM SHOWING HOW THE YACHTS SAILED YESTERDAY

VIEW OF THE ACCOMPANYINC FLEET AND THE COURSE.

WITH SIR THOMAS UPON THE ERIN

"This Is No Test at All," He Tells His Guests, Who Share His Confidence.

So far from discouraged is Sir Thomas Lipton at the performance of his latest cup challenger yesterday that he declared himself more than ever confident of lifting the cup as he bade his guests farewell after the race had been called off and the yacht had returned to her anchorage at Sandy Hook.

From the moment when he greeted them as they stepped on board until they had departed—even during the last hour of the drifting match, when the stoutest heart might not be ashamed to quail—his enthusiasm and confidence never faltered, or if he had any lingering doubts he concealed them most successfully from those about him. When some of his friends were inclined to commiserate with him he would have none of their sympathy.

"This is no test at all," he told them, and pointed out how well the challenger had held her lead at the start. So warm was the feeling of all on board for Sir Thomas that their wishes may have controlled their judgment, but many of them agreed heartily with his estimate of the yachts' comparative speed.

Warm as has been Sir Thomas' hospitality on previous occasions, guests were never entertained by him more genially than when he took a party of one hundred and fifty to sea in the Erin yesterday. Leaving pier A North River at twenty minutes to eight o'clock in the morning on the William Fletcher, breakfast was served on the sail down the bay. On board the Erin luncheon was served at one o'clock, and at four Sir Thomas presided over afternoon tea. At all times he was most solicitous for the welfare of his guests, whether scanning the drifting of the yachts from the bridge with the Earl of Shaftesbury, moving from group to group on the forward deck or dropping into the smoking room for a chat with Colonel Henry Watterson, General Corbin, or whoever happened to be there.

Gift from a Japanese.

Not even the rain could dampen the spirits of the party. Driven from the deck for a time into the main saloon, the strains of "Mr. Dooley" were ground out by a mechanical piano, the roll having been carried on board and presented to Sir Thomas by Lieutenant Commander Isam Takeshita, of the Japanese navy, naval attaché to the Japanese Legation at Washington.

One of the most amusing incidents of the day was when Sir Thomas took personal charge of Commander Takeshita, whose gallantry was the cause of his getting a thorough wetting when the rain suddenly poured down and he devoted himself to seeing that the ladies and their wraps were hurried to shelter. Taking the Commander by the arm, Sir Thomas hurried him below, and when the couple emerged a few minutes later the attache was clother in oilskins and rubber boots, the whole, however, surmounted by a jaunty yachting cap. Pinning a spray of shamrock on the Commander's coat, Sir Thomas proudly led him forth "a full fledged Irishman," as he declared, and "Japan's advancement is now complete."

In the smoking saloon there was no cessation of the volley of chaff that was hurled from one to another, and even Sir Thomas could not escape. With his most serious demeanor Colonel Waterson begged the baronet to become the democratic candidate for President.

"As an American and as a journalist," declared the Colonel, "God grant that you have the better boat. A victory by you will make for true sport, for harmonious international relations and for Sir Thomas Lipton, whom we all adore. Come and share your fortunes with us. Lead us out of the wilderness. Be our candidate for President."

"And truly they say, what's the constitution between friends," commented General Bates.

"Come in, Mr. Arbuckle. How is the coffee market?" was one of Sir Thomas' thrusts.

Bet on Sir Thomas' Birth.

Although there was no talk of wagers on the result of the races on board the Erin, there was a bet of a thousand to one made and lost, and just because Lord Trimblestown was certain beyond peradventure that Sir Thomas was born in Ireland. Colonel Burbank, of the United States army, was equally sure that Glasgow is the baronet's birthplace, and it is. By birth Sir Thomas Lipton is a Scotchman, though his parents were both Irish.

"Yes, I was born in Glasgow," he said, when called upon to decide the wager. "My parents, on their way to better their fortunes in America, went to Scotland, and there I first saw the light."

"Of course that settles it," admitted Lord Trimblestown, "but you are going back on Burke's Peerage when you say so."

Most exciting of the moments on board the Erin—except, perhaps, at the luncheon, when the heavy rolls of the boat threatened to slide plates and cups into the ladies' laps, and in a few instances succeeded—was soon after the start, when the Shamrock came about, while, for a minute, the Reliance held on her course.

Could the challenger cross the defender's bows? To Sir Thomas and his friends it appeared possible viewed from the angle at which the Erin lay. His eyes glued to a pair of glasses, Sir Thomas' face was wreathed in smiles, which gradually faded as his yacht fell back. Soon afterward the storm hid the racers from sight, and thereafter interest in the contest gradually relaxed, as it was apparent that there would probably be no finish.

Remained on the Erin.

Sir Thomas, with a party of a dozen friends, including the Earl and Countess of Shaftesbury, remained last night on board the Erin. Among his guests yesterday, besides those named, were Colonel Sharman Crawford, Mrs. Sharman Crawford, H. M. McGildowney, the Hon. Charles Russell, Colonel D. F. Neill, J. C. Wilson, Jr.; Charles E. Adams, Baron de Brabant, Mlle. de Brabant, Mr. and Mrs. Thomas Barrett and the Misses Barrett, E. P. Benjamin, Philip P. Barton, superintendent of the Niagara Falls Power Company, where Sir Thomas was entertained; Colonel J. C. Calhoun and Miss Calhoun, John D. Crimmins and the Misses Crimmins, Mr. and Mrs. J. H. Flagler, Mr. and Mrs. Daniel O'Day, Miss McClenahar, Mr. and Mrs. Henry Siegel, former Senator W. J. La Roche, Leighton McCarthy, K. C., M. P.; Mr. and Mrs. Parker Newton, Commander Duncan Mc-Pherson, Commander A. G. Penchon, Senator and Mrs. Kearns, of Utah; Commodore and Mrs. Price, Mr. and Mrs. and Miss Revell, Frederick Ranken, former Lieutenant Governor Timothy L. Woodruff, Captain Valentine Webster and others.

ATLANTIC CLUB ON THE BIG TAURUS

Also Members of the New York Canoe and Crescent on Board the Vessel.

When the big iron steamboat Taurus left the end of pier 1 North River at nine o'clock there were on board about five hundred members of the Atlantic Yacht Club and their friends. The Taurus also took members of the New York Canoe Club and the Crescent Club.

Not only did the Taurus leave from pier 1, but the steamboat Key West also took out a large party. There was a very large crowd on the pier and from half-past seven o'clock to half-past nine, when the Key West left, a constant stream of persons poured down the pier. The Taurus was in charge of former Commodore P. G. Sanford and Fred Vilmar, of the Regatta Committee.

The steamer Gayhead, which had been chartered by the Seawanhaka-Corinthian Yacht Club, left pier No. 50, West Twelfth street, with a party of about four hundred on board. The club had as guests members of the Corinthian Yacht Club of Philadelphia, the Eastern Yacht Club of Massachusetts and the Beverly Yacht Club of Massachusetts.

Society, on Fast Steam Yachts, Sails Down the Bay

Fashionable Folk Enjoy the Day Outside the Hook, Despite the Fact That the Contest They Went to See Was Declared a Fluke, the Big Flyers Being Becalmed.

Long before the sun had dissipated the murky clouds the New York Yacht Club station, at the foot of East Twenty-third street, was the busiest spot along the water front. Naphtha and electric launches disputed the way with smart gigs bent upon making quick trips between the glistening steamers in midstream and the rolling float moored just south of the old receiving ship Vermont. Quantities of wine, baskets of flowers, small groups of musicians and late perishable stores were hustled aboard before the handsoms and automobiles began to deposit the scores of men and women who had been bidden to join the owners of the fleet of pleasure craft.

Mr. Cornelius Vanderbilt's yacht, the Mirage, gathered a host of guests, who were taken down to Bay Ridge to meet his larger craft, the North Star. Mr. C. K. G. Billings, of Chicago and this city, was one of the early ones to get away, escorting a large party on his vessel, the Surf. The big launch of the Niagara made a dozen trips between Mr. Howard Gould's yacht and the shore, conveying guests, cut roses, white and red, and taking aboard a small orchestra.

General Wheeler There.

Mr. R. A. C. Smith waited at the New York Yacht Club station until the last minute before going aboard the Privateer, for he had invited a good many friends from out of town to join him for the day, and he feared the fog and rain had delayed them, but he counted the following on his launch before he waved goodby:—General "Joe" Wheeler, Captain Walter S. Johns, Mr. Daniel Conkling, of Baltimore; Mr. H. M. Francis, the treasurer of the Morton Trust Company, and Mrs. Francis, Colonel A. B. Proal, Mr. J. Travis Day, of Utica; Mr. and Mrs. E. T. Holmes, Captain Johnston, Colonel Jerome and Lieutenant Miles, U. S. A.; Mr. Alfred G. Smith, Mr. A. W. Preston, president of the United Fruit Company of Boston, and Miss Marion Heath.

Mr. William P. Eno had as his guests on the Aquilio Rear Admiral and Mrs. Winfield Scott Schley, Mr. and Mrs. Samuel A. Taylor and Miss Rose.

Mr. Julius Fleischmann, the Mayor of Cincinnati, had on board his yacht, the Hiawatha, Miss Anna Fleischmann, Mr. R. A. Foster and Dr. and Mrs. Christian Holmes.

On the Satellite Mr. Perry Belmont and Mr. August Belmont were accompanied by Mrs. Keene, Mr. Sidney Dillon Ripley, Mr. Delancey Nicoll, Mr. Raymond Belmont, Mr. August Belmont, Jr., and Mr. and Mrs. Van Rennsalaer Kennedy.

With Commodore Bourne.

Commodore Frederick G. Bourne, of the New York Yacht Club, acted as host for the following party, who enjoyed the hospitalities of his yacht, the Delaware:—Mrs. Paul A. Armitage, Mr. and Mrs. Ernest Flagg, Mr. and Mrs. Robert Coykendall, Mr. Arthur Henderson, Mr. H. H. Hollister, Jr.; Mr. Buell Hollister, Mr. and Mrs. Richard Forrest, Mr. Montague L. Montagne, Mr. Richard Wharton, Mr. Hanson Duval, Miss Daisy Nicholas, Mr. Grosvenor Nicholas, Mr. Francis Stevens, Mr. William Baylis, Mr. William Sloane, Mr. Maxwell Stevenson, Mr. and Mrs. Lorimer Worden, Mr. Douglas Alexander, Mr. J. Laird Busk, Mr. and Mrs. F. E. Ballard, General T. A. Watson, Mr. Philip Alexander, Mr. and Mrs. J. G. Beresford and Captain and Mrs. W. H. Brownson.

Mr. Isaac Stern had a large party on board the Virginia. His guests included Mr. Benjamin Stern, Mr. John J. Sinclair, Mr. E. R. Kennedy, Mr. George H. Robinson, Mr. William Schickel, Mr. A. H. Wiggin, Mr. J. Edward Studley, Mr. George L. Shepley, Mr. Emile Lorsch, Mr. T. J. Hayward, Mr. Ludwig Dreyfuss, Mr. W. A. Nash and Mr. Richard Leo.

Mr. James J. Hill, president of the Great Northern Railway, had his daughter, Miss Clara Hill, Mr. J. M. Hill, Mr. Baird, of St. Paul, and several friends on board his yacht, the Wacouta.

Mr. John T. Williams took a launchful of friends out to his craft, the Emila, and Miss Elpise L. Breese, one of the three women members of the New York Yacht Club, also had a gay party on her yacht, the Elsa. The Felicia, formerly owned by the late Mr. E. W. Bliss, of Owl's Head, Bay Ridge, was crowded with guests as she steamed away from the landing.

On the Oneida.

Mr. E. C. Benedict was not at the landing, but the Oneida's launch carried several parties to the yacht.

Mr. James H. Metcalf, of Providence, had a group of his fellow townspeople standing on the after deck of the Endion as she whirled away from the yacht club station. Alongside of her was Mr. Henry T. Sloane's yacht Idler, and the Colonia, which Commodore Frederick G. Bourne, of the New York Yacht Club, has leased to Mr. Clarence Mackay, was next in line, with Mr. Edwin D. Trowbridge's Altair and Mr. Edward Eyre's yacht Viva further outside, all awaiting guests.

Mr. Isaac A. Emerson, of Baltimore, and his party got away on his yacht, the Margaret, while Mr. Henry Walters' guests, who included Mrs. Elisha Dyer, Jr.; Mr. Joseph Harriman, Mr. Louis Q. Jones, Mr. Edward Bulkeley and several others were awaiting their launch. Others who arrived in good season were Mr. Colgate Hoyt, Commodore Elbridge T. Gerry's family and several friends, bound for the Electra, and a few guests invited to join former Commodore Lewis Cass Ledyard's party on the Rambler.

Mr. Rogers in Charge.

Mr. Henry H. Rogers is the club officer in charge of the New York Yacht Club's station at the foot of East Twenty-third street, and he has seen to it that the police were informed of the crowd that would be expected and arrangements were made to facilitate the departure of the yachtsmen and their guests that expedited matters greatly.

Mr. and Mrs. Rogers had as their guests on the speedy Kanawha Mr. and Mrs. Urban H. Broughton, Mr. and Mrs. William R. Coe, Mr. and Mrs. William E. Benjamin, Mark Twain, Mr. and Mrs. John D. Archbold, Miss Marion Rogers, Mr. and Mrs. M. Vanburen, Mr. F. Q. Barstow and Mr. J. A. Moffett.

Colonel and Mrs. John Jacob Astor entertained, among others, Miss Anna Sands, Miss Evelyn Burden, Miss Alice Blight, Mr. Francis J. Otis, Mr. Ogden Mills and the Count von Hochberg.

Mr. John M. Robins has a good many friends on board his yacht, the Seminole. The party included Mr. Arthur H. Clark, Mr. E. C. Potter, Mr. L. B. Stoddart, Mr. A. McLean Wall and Mr. Sinclair Stewart.

Mr. Lloyd Phoenix had Messrs. Schuyler Crosby, Theodore Zerega, David Haight and Mr. J. Beaver Webb, a well known yacht designer, on board the Intrepid.

Commodore Arthur Curtis James, of the Seawanhaka Corinthian Yacht Club, escorted a jolly party on the auxiliary brigantine Aloha, and former Commodore Lewis Cass Ledyard, of the New York Yacht Club, was in the midst of a merry group on board the Rambler. Another flyer with a goodly number on board was the Varuna. Mr. Eugene Higgins' yacht, just home from a long trip abroad, Rutherfurd Stuyvesant, William A. Haines, E. S. Renwick, Edmund J. Scheider, E. S. Renwick, Frederic Gallatin and Albert Gallatin.

Walter Trimble, Daniel T. Worden, Charles R. Flint, Clarence M. Whitman, Tracy Dows, Seymour L. Husted, Jr.; J. Fred Pierson, Harold W. Brooks, Louis Fitzgerald, Jr.; Alexander M. Orr, Jr.; Ernest Brooks, Ernest Lorillard, Howard Willets, Thomas W. Pearsall, Clarence L. Collins, Percy S. Hoyt, M. T. Cox, Jr.; William Allen Butler, 3d; Albert M. Day, Robert S. Church, R. R. Morgan, C. Frederick Kohl, John E. Dwight, Lowell Lincoln, Jr.; James H. Morgan, F. V. Alexandre, Frank E. Peabody, William Porter Allen, George D. Barron, C. Clive Bayley, A. Wendell Jackson, E. I. Du Vivier, H. H. Landon, Mahew W. Bronson and Sidney Chubb.

Edward M. Brown, Vernon H. Brown, M. H. Abbott, Harold P. Brown, John H. Sanderson, William Tod Wilcox, William Dutcher, A. W. S. Cochrane, Reginald S. Jaffray, Dudley Olcott, of Albany; William Du Pont, Wilfred North, John H. Cockburn, T. C. Prince, J. C. O'Conor, Philip H. Adee, J. B. Mills, John M. McCurdy, James H. Breslin, Robert E. Robinson, Otis F. Wood, F. W. Duryea, Clifford W. Hartridge, C. Fabyan Monroe, John W. Auchincloss, Charles Este, J. B. Wheeler, Conrad L. Peters, Bayard F. Foulke, J. William Beekman, Frank D. Hyde, Commissioner Woodbury, S. H. G. Stewart, Henry W. Lamb, F. L. Rodewald, George D. Cross, Robert B. Seward, Henry T. Brown, William McDonald, B. B. Tilt, William H. Buckler, L. Murray Roe and H. R. Burt.

Henry W. J. Bucknall, Edward S. Coll, A. T. Sullivan, Rowland McClave, Austen Colgate, R. W. Hawkesworth, F. Gilbert Hinsdale, Manton B. Metcalf, Herbert Barber, Hugh L. Willoughby, Otto Fisher, R. Floyd Clarke, J. H. Poor, Bayard S. Litchfield, Edward H. Litchfield, Edwin J. Keane, George Stanton Floyd-Jones, Herbert C. Sadler, F. W. Sherman, General McCoskry Butt, J. Arden Harriman, Russell Landale, Lemuel C. Benedict, Cecil Landale, William Tracy, Evelyn B. Baldwin, Seymour J. Hyde, Arthur P. Howard, R. W. Comstock, Barclay Ward, Clark A. Miller, Edmund Fish, R. M. S. Putnam, W. A. Taylor, B. Drake Smith, J. Chatillon, R. M. Woods, Dr. Robert H. Greene, George Thompson, Jacob F. Brown, A. B. Seeley, Thomas F. Taft, J. G. N. Whitaker, Charles Greer, F. M. Hoyt, Albert M. Day, Robert L. Forrest and J. Murray Mitchell.

Reginald W. Rives, A. Palmer Coombe, Evans R. Dick, J. D. Goin, Richard Kalish, Willis Fowler, W. H. Wingate, Louis S. Brush, Horace Binney, Lawrence E. Embree, Ernest Staples, Gordon Dexter, Robert E. Andrews, Robert W. Smith, of Providence; H. F. Hadden, Jr.; Thomas A. Bronson, Charles P. Eaton, F. G. Landon, Henry Sampson, A. O. Jennings and E. W. Weed.

Ashton C. Clarkson, J. A. Burnham, Jr.; R. H. Hooper, Charles M. Scholt, Jr.; W. H. McCord, John H. Sanderson, H. F. Wells, W. R. Whitner, Maturin Ballou, Clarence S. Day, Harold V. Cleaves, W. A. Hadden, Tarrant Putnam, E. V. N. Harwood, L. D. Shepard, Jr.; Ernest La Montagne, E. Kirk Greene, F. D. Ware, William H. Osgood, Samuel B. Potter, James Laughlin, Jr.; Ross Carpenter, Henry M. Wyckes, William La Montagne, Leonard Jacob, Jr.; Morgan La Montagne, A. Blakely Smith, of Boston; Edward Winslow and Charles Crompton.

J. E. Manix, Durbin Horne, E. Nott Anable, Vincent C. King, Mortimer B. Fuller, F. D. Ketcham, J. M. Lasell, George T. Pearsons, C. S. Barton, Frederick Herreshoff and Francis L. Herreshoff, nephews of the yacht designer; G. L. Duval, Clarence Moore, Theodore C. Zerega, H. Balfour, Frank Macomber, W. D. Dickey, C. H. Pope, William E. Tunis, W. H. Hampton, Jessie Metcalf, George W. Scott, N. D. Lawton, Benjamin Falk, Warren R. Fales, W. R. Garrison, Arthur Ingraham, J. McKim Minton, James S. Ingles, L. W. Gibbons, F. J. Stevens, Nelson Macy, Brent Good, Michael Coleman and George H. Miflin.

Prominent Guests on the Monmouth

New York Yacht Club Members Sing in Honor of Their Commodore and Vigorously Cheer the Reliance in Passing.

Gray skies and a trace of rain in the air greeted the members of the New York Yacht Club and their guests who to the number of eighty and a few more repaired to the foot of Rector street yesterday morning to board the fleet steamboat Monmouth of the Sandy Hook Route. All the old and devoted yachtsmen who for years have witnessed the Cup contests from the club steamer were on hand, including such veterans as William Emmet, Albert Gallatin, Roosevelt Schuyler, Murray Mitchell, John Bucken, Lawrence Embree, John Bird and Charles A. Minton. The club had also as distinguished guests Rear Admirals Clarke, Sigsbee, Bancroft and Gherardi.

The Club Committee which had charge of the arrangements was made up of George A. Freeman, chairman; H. Sampson, Jr.; J. V. S. Oddie, and J. Searle Barclay. Nearly all of the steam yachts out at some time of the day steamed alongside the Monmouth, and their guests exchanged greetings with friends on the club steamer.

When the Monmouth ran alongside the Reliance, on her way home after the race had been declared off, her passengers crowded her rails and cheered and cheered again, while the band played "Hail Columbia" and "Yankee Doodle."

During the luncheon many members of the club, led by Mr. Putnam, sang a song in honor of Commodore Frederick Bourne, composed by Mr. Edward A. Sumner, a member, to the tune of "Mr. Dooley." The chorus was as follows:—

Oh, Mr. Fred Bourne! oh, Mr. Fred Bourne!
You are our dandy, dandy Commodore.
We love you well, sir.
We shout and yell, sir,
For you when you're afloat or on the shore.

Among the members and guests of the club on board the Monmouth were General McCoskry Butt, Mr. and Mrs. George Wolcott Hubbell, Mr. and Mrs. Roland, John C. O'Conor, T. J. O. Rhinelander, Harry Hamlin, of Buffalo; Gerard Bement, Mr. and Mrs. George Freeman, Mr. and Mrs. Devereux Emmet, Dr. Este and Captain Wheeler, of Philadelphia; Norman Johnson, Elisha Walker, P. G. Thebaud, Charles R. Flint, Edward Twining, Charles Whitman, Stephen Palmer, T. Burnett Baldwin, Baron Rosenkrantz and Mme. Seygard.

State rooms were engaged for the day by Mr. and Mrs. Paul Gibert Thebaud, whose guests were Mr. and Mrs. George D. F. Leith, Mr. Frederick A. Russell, Mr. Frank Carley and Mr. Charles L. Tappin; Mr. and Mrs. John P. Haines, who had as their guests Rear Admiral Charles D. Sigsbee, U.S.N., and Mr. George W. Swett, of Philadelphia; Mr. and Mrs. George Albree Freeman, who entertained Count Hoyos, of the Austrian Legation, in Washington; Miss Dorothy Bunker, the fiancee of Mr. J. Van Schaick Oddie, and Mr. Richard F. Ely.

Former Commodore Edward M. Brown had as guests Mrs. Brown, Miss Emily Louise Brown and her fiance, Mr. Eugene Southack; Mr. and Mrs. Robert M. Thompson, whose guests were their son-in-law and daughter, Mr. and Mrs. Stephen H. P. Pell, and Messrs. C. H. Dale, Bexley Holcombe, William P. Danforth, F. A. Guild, A. C. Harrison, H. A. Wise Wood, Philip E. Dodge, Harry E. Converse, E. R. Walker, A. P. Sullivan, J. P. Gibbons, Stewart Shillito and Henry H. Hendricks.

Some of the other passengers were Mr. and Mrs. Richard T. Wainwright, Mr. and Mrs. W. Ruloff Kip, Mrs. Louis Fitzgerald, Mr. and Mrs. William Kent, Mr. and Mrs. George H. Mairs, Miss Nellie Grant, Mr. Jesse Grant, Mrs. George Pearsons, Mr. and Mrs. J. Morgan Wing, Mr. and Mrs. H. R. Sutphen, Mr. and Mrs. Clinton Gilbert, Mr. and Mrs. Albert Symington, Mrs. J. Bloomfield Wetherill, Mr. and Mrs. George A. Adee, Mr. and Mrs. E. Fairbairn Darrell, Mr. and Mrs. William J. Emmet, Mrs. Arthur Murray Sherwood, Miss Emmet, Mr. and Mrs. W. H. Dickinson, Miss Dickinson, Mr. and Mrs. Eugene Lentilhon, Mr. and Mrs. G. R. Crossley, Mr. and Mrs. M. T. McAnerny, Mr. and Mrs. C. E. Finley, Mr. and Mrs. Arthur Clayburgh, Mrs. B. M. Higgins and Mrs. J. M. Mayfield.

Mr. and Mrs. Frederick Church, Mr. and Mrs. Thornton, N. Motley, Mr. and Mrs. George W. McGill, Mr. and Mrs. Charles L. Poor, Mr. and Mrs. R. L. Lippitt, the Misses Castleman, Alice Brandon, Fannie Brandon, A. P. E. Washburn, S. H. Washburn, Florence James, Mary Dutcher, S. A. Cox, E. C. Church, Beatrice Bennett, C. E. Savage, Maxine Carpenter, Nellie Gray Higbee, Adeline Trask, Eytinge, Hunter and M. Wait.

Also Surgeon Morris, U. S. N.; Commander Alexander Boutakoff, Naval Attaché of the Russian Legation at Washington; Captain Thomas Perry, U. S. N.; Major Charles Hall, of England; Captain J. L. Bertie, Captain Wait, Dr. G. M. Hammond, Dr. F. H. Bosworth, Dr. J. C. Ayer, the Rev. J. J. Morris, the Rev. Dennis O'Donovan, the Rev. Father Doroughty, of Mount Loretto, S. I.; the Rev. Dr. C. C. Tiffany, Dr. W. Whitehead Gilfillan, Dr. W. G. Dobson, Messrs. T. Burnett Baldwin, William Titcomb, of Boston;

MANY FOREIGNERS SEE THE YACHTS

Titled Visitors from Abroad Attracted to This Contest as Never Before.

No previous international cup contest has attracted so many visitors from abroad. Among those who have come over to see the Shamrock III. race are the Duke of Roxburghe, Lord Strathcona and Mount Royal, Lady Strathcona, the Earl and Countess of Shaftesbury, who christened Sir Thomas Lipton's latest challenger; Colonel Sharman-Crawford, the vice commodore of the Royal Ulster Yacht Club, and Mrs. Sharman-Crawford; Mr. H. M. McGildowney, of the same club; Baron de Brabant, Mlle. de Brabant, the Marquise de Mores, M. Louis de Mores and the Count von Hochberg.

Colonel Neill W. Fife, John T. Donaldson, of Edinburgh; Captain Henry Campbell, of the Royal Navy; Sir Henry Tozer, Captain R. Valentine Webster, Leighton McCarty, K. C., M. P.; Lady Sweatenham, Lord Trimblestone, Lieutenant Commander Takashita, the Marquis de Torre Hermasa, the Hon. Thomas Allnutt Brassey, Lay Brassey, Mr. Harold Brassey, of the yacht Sunbeam; Sir William Holland, M. P.; Mr. Frederick J. K. Atkins, of London, who is the guest of Count Elliot Zborowski's widow; Mr. Harold von Linstrom, Prince Troubetskoy and the Comtesse de Laugier-Villars.

N. Y. Y. C. MEMBERS WELL SATISFIED

They Do Not Boast, but Inwardly They Feel the Flagon Is Safe.

Down in the ship's cabin of the New York Yacht clubhouse, in West Forty-fourth street, there was many a toast drunk to the Reliance and her skipper last night. At every round table a merry party sat and all over the building there was an air of confidence. The showing of the two yachts, while not admitted to be absolutely conclusive, was satisfying to the members of the club which is the proud custodian of the America's Cup.

It was felt that it would be unseemly to boast at this early stage of the contest, and with several yachtsmen from abroad as guests of the members no ungracious remarks were made, but yesterday was a day when the light airs, supposedly favorable to the challenger, obtained, and yet it was pointed out over and over again by the skippers at the club house last night that the defender seemed to be doing the better work.

The way the Reliance kept to windward and crept up on the Shamrock was especially gratifying under these conditions. There seemed to be no disposition at this juncture to say that Sir Thomas Lipton had made his third venture again in vain, but nobody wanted to wager cash on the Shamrock's chances, no matter how tempting the odds.

Secretary Cormack was complimented upon the way the New York Yacht Club's guest boat the Monmouth, was handled, and former Commodore S. Nicholson Kane had his hand shaken frequently by members who wanted to express their feelings toward the efficient Regatta Committee. Mr. R. A. C. Smith, Mr. Charles A. Gould, Vice Commodore Henry Walters, Mr. Lloyd Phoenix and others merely declared that the day had been quite satisfactory, although it was admitted that the failure to make a race was a disappointment to every spectator.

YACHTING DINNERS PROVE FASHIONABLE

Hotels and Restaurants Serve Many Parties After the Trip to See the Big Boats.

Society, which had been afloat morning and afternoon, returned last night to the city to dine and to talk over the incidents of the day. There were some enthusiasts who remained on board their yachts, yet the great hotels and the fashionable restaurants had their quota of impromptu dinner parties. The yacht races had brought to New York many persons from other cities, and the number of strangers who were seen in the public dining rooms showed that the marine contest interests the whole country.

From Newport and from Bar Harbor and from county places up the State, on Long Island and out in New Jersey came those who were last evening seen at Sherry's, at the Waldorf-Astoria and at Delmonico's. There were decorations in these places appropriate to the occasion. Pictures of sloops appeared on the menu cards, and the favors and souvenirs were papier maché America's cups and Shamrocks and Reliances, ballasted with Roman punch and water ices.

Sherry's large dining room presented an animated scene, for there everybody seemed to be talking of the races, and among those who were there were those whose devotion to the sea is well known.

Among those in the large dining room were Mrs. Royal Phelps Carroll, Mrs. Ogden Mills, Miss Anna Sands, Mr. C. D. Wetmore, Mr. J. Arden Harriman, Mrs. Gouverneur Kortright, Miss Evelyn Burden, Mrs. James A. Burden, Jr.; Mr. T. Suffern Tailer, Mrs. Belmont Tiffany, Mr. and Mrs. W. B. Leeds, Mrs. Sidney Dillon Ripley, Alphonse de Navarro, Mrs. E. R. Thomas, Mr. and Mrs. Jules Vatable, Miss Pomeroy, Mr. Charles Lanier and Mr. Frederick W. Hull.

Nearly two thousand persons dined last night at the Waldorf-Astoria, for the races have brought seven hundred persons to the hotel within the last day or so.

There were no private dinner parties, although there were many companies in the public restaurants. Mr. E. D. Morgan, formerly a commodore of the New York Yacht Club, entertained several guests, as did also Mr. and Mrs. Lewis Cass Ledyard.

Others who dined at the Waldorf-Astoria were Mr. and Mrs. O. H. P. Belmont, Mr. Richard Mortimer, Mr. Stanley Mortimer, General Joseph Wheeler, Mr. Stanford White and Mr. H. K. Bloodgood.

Delmonico's was thronged early in the evening by persons well known in the city, and there was also a large representation of strangers who had journeyed to the city especially to see the races.

Among the well known New Yorkers were Mr. Elihu Root, Miss Root, Mr. John E. Cowdin, Mr. and Mrs. George G. Haven, Jr., Mr. and Mrs. O. H. Gruner and Mrs. Siegfried Gruner.

THOUSANDS GO ON THE BIG STEAMERS

Excursionists Flock to the Vessels Scheduled to Carry Sightseers to the Race.

Excursionists crowded all the piers early in the day awaiting the departure of the various vessels scheduled to carry sightseers down the bay. The thousands were all good-natured and gay, and chatted over the prospects for a race while patiently, but eagerly, looking forward to the start for the Hook.

The steamer City of Savannah, of the Ocean Steamship Company, which has been taken off her regular schedule of trips between here and Savannah to go to the yacht races, left the pier at Spring street, North River, in charge of Captain Daggett. The steamship was loaded to her full capacity of passengers, who numbered 1,500. A big crowd tried to purchase tickets on the pier, but were unable to do so. All the tickets, the agents of the line said, were sold, and about three hundred requests had to be refused.

Many firms in the city and outside had purchased accommodations for large parties. Among them were the Indian Harbor Yacht Club, of Greenwich, Conn., 125 persons; Manning, Maxwell & Moore, 215 persons; American Silk Company, 30 persons; Babcock & Wilcox Company, 175 persons; the Pintsch Gas Light Company, 30 persons, and the Patterson-Sargent Company, 30 persons.

The steamers Grand Republic and Cepheus left the pier at West Twenty-second street on schedule time. It is estimated that there were about six thousand persons on board the two boats. Many of the excursionists evidently came from hotels and were visitors. Many who went to the boats did not sail. They were ready for the trip, but kept watching the skies, looking for a break in the clouds. As the weather seemed so doubtful many went away again.

The big passenger steamer Shinnecock took nine hundred persons from the foot of Wall street to witness the race. The steamer was advertised to sail at a quarter-past nine, and the number of tickets was limited to nine hundred, just half her licensed capacity. By half-past eight this number of tickets was sold, and between that and sailing time fully five hundred persons were turned away.

Some of these late arrivals were clamorous for a chance to board the boat, and one man offered $20 for two tickets, so that friends could accompany him on the Shinnecock.

The steamer Richard Peck, of the Fall River line, carried a large party from pier 19 North River, Captain Hardy being in command.

The Fall River line steamer Plymouth also carried a party of excursionists, sailing at nine o'clock from pier 18 North River, under command of Captain George F. Chase. Included among the passengers was a party from the Larchmont Yacht Club.

At pier 32, the Manhattan, of the Maine Steamship line, started to take on her freight of excursionists at eight o'clock. By nine o'clock the boat was filled to almost her full capacity, three hundred and fifty passengers.

At the foot of Beekman street the John Sylvester took aboard about one hundred and fifty excursionists, then put out at half-past nine for the Battery, where she got the remainder of the eight hundred passengers she was allowed to take. As the Sylvester was towed out to midstream an automobile hansom containing three young women made its way through the swarm of longshoremen who were handling the fish from the fishing smacks alongside and rushed down to the end of the pier. The occupants gazed at the boat out in the stream and one of them, who had occupied a seat on the floor of the hansom, just behind the dashboard, burst into tears.

As guests of R. S. Critchell, lieutenant commander of the Chicago Naval brigade, and his son, R. M. Critchell, a party of thirty, mostly from Chicago and the West, left the foot of Rector street for the race on the tug E. S. Atwood.

The General Putnam, of the Greenwich and New York line, which accommodates seven hundred passengers, limited the number that she would carry to the races to two hundred and fifty. She left pier 36 East River with fully that number.

Steam Craft Race Back to the City

Spirited Brushes Between the Monmouth and the Richard Peck and the Kanawha and the Noma—Other Flyers Rush In.

Failing a race between cup contestants, many impromptu ones sprung up between the speedy steam craft which had gone out to witness the event.

There was no set time or distance; for that matter, there was not set anything between any one—a general go-as-you-please and get there first. The scramble began with the turning back of the Shamrock III., a signal that that other race was off and that it was an open field for all contestants.

There were numerous fast goers in that fleet which had wallowed out to sea with the challenger and defender, and soon there were some creaming wakes and straight flying rolls of smoke.

Through the lines of the excursion craft there bore three steamers which never lose a chance to show their speed in competition. The presence of such flyers as the Richard Peck, the Monmouth and the Plymouth in a fleet always means an appeal to the power of steam.

The Richard Peck has claimed the championship of the Sound and the Monmouth has acted as pacemaker for every swift yacht which has appeared in New York Harbor. The three craft hung back for a few minutes and then made a sweep through the mass of steamers which had been following the Reliance and the Shamrock.

The Peck started to show a clean pair of heels to the whole fleet, but the speed of the Monmouth was more than she could equal.

The passengers of the other craft craned their necks over the rails to watch the three racers from the funnels of which trailed columns of heavy smoke. Marine glasses were focused, and those who had wagered on the Shamrock and Reliance were moved to venture their money on one of the three steamers.

On the craft which were nearest to the head of theline there was much enthusiasm. The Sandy Hook boat was the favorite, although the Richard Peck had a large following. The Monmouth, leaving behind her a w