

A DRIFTING MATCH.

Big Yachts Had a Slow Time in Tuesday's Trial.

BUT SHAMROCK'S BEAT OF THE YANKEE IN LIGHT WIND

Has Set Columbia's Friends Seriously Thinking.

New York, Oct. 2.—Yesterday's attempt to sail the second of the present series of international yacht races proved a dismal failure. Between 25,000 and 30,000 people who crowded the pleasure fleet off Sandy Hook Lightship in the hope of seeing a repetition of the thrilling sport of last Saturday, witnessed, instead, more of a drifting match than a race. The wind was exceedingly light and variable, at times falling so low that the gossamer pennants which are as light as thistle down, hung limp against the masts of the big single stickers.

At the end of four and a half hours the two yachts had covered less than one half of the prescribed course of 30 miles, and as there was no possibility of their finishing within the time limit the regatta committee declared the race off. When the gun was fired announcing this decision the challenger was about half a mile ahead of the defender and to that extent yesterday's trial was a victory for Shamrock II. But the fluke yesterday demonstrated little as to the question of supremacy between the two boats, except perhaps that Sir Thomas' new champion is more dangerous in light airs than was supposed after her two former meetings with the white flyer, to which the patriots are pinning their faith. In fluky winds of variable strength, shifting as they did yesterday, through six points of the compass, luck cuts almost as much figure as model and seamanship, and yesterday's fortune was unmistakably, with the foreigner.

The course was an equilateral triangle, ten miles to the leg, the first leg being a beat due east into the wind. The Yankee skipper at the start outgeneralled his adversary in a splendid piece of jockeying, crossing the line in the windward berth 12 seconds ahead of the Englishman. This advantage Columbia held for two hours while both yachts steered far off their course to the southward looking for a streak of wind that would profit them. Finally Barr declined longer to continue the vain quest. He put his helm down and headed inshore on the starboard tack. The Shamrock at this time, after both had been sailing in the same airs, was a beaten boat and her skipper could afford to take a gambler's chance with fortune. He held doggedly on, and fortune smiled upon him. Within five minutes he got a breeze out of the south which ruffled the crestless seas and wafted him like a ghost through the Columbia's weather.

But this was not his best piece of good fortune. After this reverse the Columbia slipping through the seas at an astonishing pace considering the lightness of the breeze, had worked out ahead of the Shamrock, but to leeward. When the two yachts were in this position about two miles from the first turn, a cant of the wind threatened to blanket Columbia and to avoid such a possibility Barr went under Shamrock's stern. Just as he did so the wind hauled around more to the south, knocking the Columbia's head off until to the astonished spectators she seemed headed almost back for the lightship at the starting line. The golden boat favored by the same breeze was headed in exactly the opposite direction. When the shifting wind backed again and Barr got the Columbia straightened out he was a third of a mile astern. In this position the two boats rounded the first mark, the Shamrock three minutes and eight seconds before Columbia, or a gain for Shamrock in the beat to windward, adding the twelve seconds which Columbia beat her over the line, of three minutes and 20 seconds.

During the next hour, in a close reach for the second mark, the yachts were able to cover about four and a half miles of the remaining 20, and as only 50 minutes then remained before the expiration of the time limit, the race was declared off.

Always optimistic, Sir Thomas Lipton, after the race yesterday, was in the best of spirits. He said: "I really don't see anything yet on which to base a definite opinion regarding the two boats. After the showing made thus far by both boats, I should not hesitate if I were a betting man to lay even money on the Shamrock. Both boats were handled today to the best ability of the best men each country could produce. I don't

think there is a better skipper in America than Captain Charlie Barr, of the Columbia."

Sir Thomas expressed himself as personally in favor of racing every day, provided any suggestion looking to that end should be made.

The next race takes place tomorrow.

MR. FAWCETT'S PRAISE.

Sackville Gentleman who Warmly Commends Our Exhibition and Its Managers.

To the Editor of the Herald:

Sir,—One of the most talked of subjects these days is the success of the Fredericton Exhibition. In any newspaper you may read from Halifax to the most western part of N. B. you read the same story of a good, clean successful show. Even many papers of the near by State of Maine are saying other fairs might take useful and profitable lessons from what was seen, and you might add, not seen at your late show.

Now Mr. Editor it was no wonder to me at all that your show was so successful, bright and clean, for in all my experience with exhibitions I never saw one so free from that which is objectionable and of a low character, but on the other hand all the amusements were of a high order and profitable to any who would give up business and homes cares for a while, and witness there on your show grounds how man can train his fellow man to such exactness and precision in all the various positions of a soldier, and also see the power of man to teach the various animals to obey him in such a marked degree. The management in its choice of amusements showed marked ability and is one cause for such commendation.

Then the arrangement of the various exhibits from one end to the other was about perfect, cleanliness, order, absence of liquor and swearing was the most marked of any exhibition I ever attended. With all the details so well looked after is it any wonder the multitude who attended were satisfied. Your president, Mr. Campbell, is a man of marked ability, found in the right place. Every day you could see his careful eye looking after the smallest detail. As an exhibitor I found in the secretaries, Messrs. Murray & Jago, gentlemen most obliging and willing to do everything in their power for your comfort and the success of the fair.

The chairman of the Transportation Committee, F. B. Edgecombe, and the Superintendent of the Canada Eastern, Mr. Hoben, are men who would make a success of anything by their kindness and attention to the smallest degree, and it is not the least wonder such crowds go over the Canada Eastern, for the politeness of its conductors, the able management shown and the general attention would commend the road to any one.

How could an exhibition held under the management of such men as the president and directors of your society be anything else but clean, up to date and successful, and all concerned are deserving of the hearty congratulations they are receiving from one end of the province to the other.

GEO. A. FAWCETT.

Upper Sackville, N. B., Sept. 30.

St. John Enthused.

Never in the musical history of St. John were the people so enthusiastic over a series of concerts as those of next week, when Scotland's great singer, Jessie MacLachlan, will sing three nights. The seat plan opened this morning and the rush for seats was tremendous, surpassing any previous occasion of the kind. Fredericton is fortunate enough to have a similar opportunity right at her door. The peerless Scotch singer will be heard in the City Hall next Thursday, the 10th inst. The plan opens at McMurray's book store, Queen St., Friday morning of this week at nine o'clock, and the rush for seats will duplicate that in St. John.—d.

Rev Father Carney has returned home from Fredericton Junction.

BROCKWAY.

(Special correspondence to the Herald.)

Sept. 29.—We are enjoying some mild weather again.

Mrs Mean and Mrs Budd of St Stephen were the guests of Mr and Mrs Wm Little, recently.

The repairs upon Upper Trout Brook bridge have been completed and Mr. Cunningham returned to Fredericton, last Wednesday.

Theo F Nutter is spending a few days with friends, in the Celestial.

Mr and Mrs Will Davis of Boston, are in Brockway for a few days rifle sport.

Our teacher attended the Teachers' Institute in St Stephen, last week.

The work on Lower Trout Brook bridge, will be concluded this week.

Vail & Thomas are out with their wood cutter and thresher, doing good business in the place.

Miss Agnes Moffatt and her brother Will and Miss Eva Seedy and her brother George spent Sunday with relatives in Brockway.

Mrs Robt Young returned from Fredericton Saturday with her little son Oscar, who has been under Dr Atherton's treatment for hip disease.

We are to have a series of extra meetings this week conducted by Rev. Mr. Steeves.

Mrs Mel Murphy, of Gorham, N. H., is the guest of her father, Geo. T. Vail.

Mrs. Martha Campbell and daughter Ida called upon old friends in Brockway one day recently.

Brockway young people had a pleasant evening at the home of Thomas Young last Friday. A good supper was served during the evening.

Mr. C. J. Simmons was in Brockway last Monday.

Don't Forget to Attend

the great remnant sale Thursday and Friday, October 3rd and 4th at M. Fickler & Co's, down town Departmental stores, sale begins 9.30 a. m. sharp.—d3i

New Biscuit.

Received today at G. T. Whelpley's, a large assortment of Kennedy's fancy biscuit. In the lot there are orange slices, coconut macarons, fluted coconut, vanilla cream, all fresh, dainty and delicious.—d.

G. T. WHELPLEY

Corn Meal!

In bags and barrels, received to-day.

Also a large stock of Bran and Middlings on hand.

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