

VALKYRIE QUITS

Defender Covers the Course Alone.

DUNRAVEN'S EXPLANATION.

He Wanted the Committee to Guarantee a Clear Way.

WE KEEP THE MUG.

Disappointed Excursionists Hoot and Jeer Valkyrie.

Harsh Criticism of Lord Dunraven's Action by Representative American Yachtsmen.—Ex-Commodore James D. Smith Says that the Conduct of the Head of the British Syndicate Was Unjustifiable; that the Cup Committee's Action and Decisions Were Eminent Fair.—Mr. Herbert C. Leeds Deems the Conduct of Lord Dunraven an Insult Not Only to the Regatta Committee, but to the American People.—He Declares that the Irish Earl Is No Sportsman.—Lord Dunraven Says He Took Valkyrie to the Lightship for Two Purposes: to Await an Answer from the Committee to His Question in Regard to a Clear Course, and to Cross the Line on the Defender's Night Win and the Contest Be Settled.

The British cutter, Valkyrie III, that came to this country as a challenger for the America's Cup and the Yankee ship Defender, chosen by the America's Cup Committee of the New York Yacht Club to defend the cup, have now met three times, and we have had as a result a fiasco, a foul, and a fizzle. We had the fizzle yesterday, when the Valkyrie, after the firing of the gun on the Regatta Committee's boat to start the race, sailed over the line half clothed and then turned about and abandoned the race.

To properly place this extraordinary, in fact, unprecedented, act of Lord Dunraven before the people who are interested in international yacht races, it is necessary to introduce here two letters which the owner of the Valkyrie sent to the Cup Committee during the past few days, together with the reply he received from the committee and a talk which he had with a SUN reporter last night.

In the first place, it appears that on Tuesday night, after the fouled race, Lord Dunraven sent a letter to the Cup Committee protesting against the interference of the excursion fleet. This letter was as follows:

"GENTLEMEN: It is with great reluctance that I write to inform you that I decline to sail the Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons:

"First—To attempt to start two such large vessels in such confined space and among morning steamboats and tugboats is, in my opinion, exceedingly dangerous, and I will no further risk the lives of my men or the ship.

"Second—At the start of the first race the crowding was so great that we could not see the mark boat, and could not tell when we were near the line and were much hampered by steamboats, especially on the race home.

"Today, on the race home eight or nine steamboats were to the windward of me, and, what was worse, a block of steamboats were making it very difficult to clear under any lee. I sailed nearly the whole distance in turbulent, broken water, in the heavy wash of these steamboats.

"To race under these conditions is, in my opinion, absurd, and I decline to submit myself to them again.

"I would remind your committee that, foregoing the possibility of a foul, I urged upon them the desirability of starting the Defender or some locality other than New York Bay, and they refused to do so. At the same time I would testify to my full belief that your committee have done everything in their power to prevent overcrowding.

"The fact is that when a contest between the representatives of two yacht clubs excites so much popular interest and attracts such crowds of people, if the races are sailed in the immediate neighborhood of a great city and the dates of the races and times of starting are known and advertised, it is impossible to keep a course free from causes of exceptional danger and clear enough to assure the probability that the result of a match will be decided according to the relative merits of the competing vessels.

"I have the honor to remain your obedient servant,
DUNRAVEN.

"The America's Cup Committee."

NO SCARCITY OF BULLETINS.

There was some hitch in the delivery of this letter, as it appears further on, and Lord Dunraven, not knowing of the delay, felt irritated when he did not receive immediately a written reply to the letter. The extent of the irritation does not appear in evidence, but it was probably not great. In any event Dunraven and the committee got together on Wednesday night and talked the matter over very fully, and the result of the conference was the oral offer of the committee to postpone the race that was set for yesterday (Thursday) for such a length of time as should be necessary to clear the sea of excursion boats in order to give the racers a fair chance for a start, and there the conference closed.

That the committee did so postpone the race and that their patrol boats did clear the field is known to all who went to the course to see the race.

However, on returning to his temporary home on Fifth Avenue Wednesday night, Lord Dunraven sat down and wrote another letter to the committee, and this was posted on the bulletin board of the yacht club last night. It is as follows:

"429 FIFTH AVENUE, Sept. 11, 1895.
DEAR MR. CANFIELD: I have just received your letter. I regret to have been engaged at the time you and Mr. Busk were kind enough to call on me at Waldorf. I could not then give a decided answer to the proposition made in your short conversation.

"I have since considered the matter carefully. My proposal to postpone the start until we were sufficient from means only one out of more serious difficulties mentioned in my letter of the 10th, and if no solution can be found to those difficulties I must adhere to my decision. My only basis of decision is this:—

"I am convinced that the committee have done and would do to-morrow, all in their power to keep a clear course, but under existing conditions they are powerless. As I said last night, I would testify to my full belief that your committee have done everything in their power to prevent overcrowding.

were interfered with by steamers and tugboats. I regret that you are unable to agree to that. I regret also that the race fixed for to-morrow could not be postponed, in order to give the committee ample time to consider my former letter, and I am sorry my letter was not delivered to you sooner.

"As I explained to you, I was under the impression that the Cup Committee heard the protest, and, pending a decision, I did not think it right to place the letter in their hands.

"When I heard this morning that the Cup Committee had nothing to do with the protest, I requested Mr. Kersey, to whom I had intrusted the letter, to hand it to you.

"In case you do not receive this to-night, I shall take Valkyrie to Sandy Hook Lightship to-morrow morning, and will cross the line to give Defender a start.

view of his position as stated in his letter to the Cup Committee.

"I understand that there has been some criticism of Lord Dunraven's action in flying the New York Yacht Club's pennant after withdrawing from the race, but the action was prompted only by courtesy to the club.

"Having withdrawn from the race, and being in the home waters of the club of which he is a member, Lord Dunraven believed it the most courteous thing to fly the club's flag.

"As to Gen. Taylor's offer, Lord Dunraven can only say now that he considers it a most generous and sportsmanlike one, and that he will give it careful consideration. He has not had time yet to give it the consideration which it demands, but will do so at the earliest possible opportunity.

"Would Lord Dunraven race the Valkyrie in

test for the cup because of the proximity to the racers of the great excursion fleet. He does not complain of the decision of the committee in awarding the race to Tuesday to the Defender on the ground that the Valkyrie fouled the Yankee. He simply wouldn't race in the presence of the excursion fleet, and his determination in this matter was reached, he says, before he knew what that decision would be.

Having given Lord Dunraven the full benefit of all that he has written, and of all that his intimate friend has said at his request and in his presence, it is now worth saying that Lord Dunraven could not complain of the decision of the committee in giving Tuesday's race to the Defender because Mr. Iselin, after the decision had been made in his favor, wrote to Lord Dunraven and offered to waive his right under the decision and sail the

would be laid off Sandy Hook, and that the fleet would be there. He knew how much or how little it would retard his boat. Having gone on with his second challenge, knowing all this and having arranged the details of these three races after his arrival here knowing that the fleet would be there, can his Lordship now with perfect grace abandon the race because of the fleet?

And it must be kept steadily in mind that while the presence of excursion boats led, in a way, to the unfortunate accident on Tuesday (the Defender would have been very much too far in advance for any such fouling had she not been cut off by an excursion boat), the interference of the fleet on the whole has been less this year than it was two years ago, and less than when Mr. Watson's Thistle came seeking the cup.

race on a foul, and one fizzle. The Defender sailed over the course alone yesterday, but when ready to cross the line at the end Mr. Iselin declined to do so until he had asked if the committee wanted him to cross, in order that the committee might have a chance to call the race off if any reason for doing so had arisen during the sail over the course.

With all the facts in hand, sportsmen everywhere will be able to decide for themselves if there be any blame anywhere for the fiasco of yesterday, and where the blame, if any, lies.

STORY OF THE FIZZLE.
A Light Air and a Clear Sky When the Valkyrie Drove Out—The Watkover. Among the thousands who went down to the sea in ships yesterday to see a race there was

mingled with the more aristocratic but less useful craft.

Running through the channel on the bar Tom Stur's tug was saluted by the tug Starbuck, and afterward a crowd on the big lighter Lizzie M. Conklin were in like fashion cordial. The Conklin had a big sheet of canvas spread across the pilot house, and on this was painted a very excellent picture of a yellow dog with the dates 1851-1895 at opposite ends of the canvas, the whole being a very appropriate recognition of the services of the yellow pup which has been such an efficient member of the Defender's crew.

When the SUN's tug ranged up alongside the Valkyrie in crossing the line, the Englishman had only mainsail and jib spread, but his staysail was up in stops. The fact of the staysail being up in stops was a reminder of the great change that has been made in the handling of the sails of English boats since the days when the Generals and Galates came here setting their jibs flying instead of on a stay, and scrambling to send up canvas in stops. Even the Valkyrie that was beaten by the Vigilant set her spinnaker in the memorable run home in the last race without first stretching it in stops, and so lost the sail and the race.

THE WIND DYING OUT.
It was not encouraging to the yachtsmen at this point to notice that the breeze that had promised so well was dying out. The huge mainsail of the Valkyrie flopped about like the skirts of a dress as she nodded over the low dead swell that is always found on the bar, and not a spoonful of foam could be seen on the crests of the wrinkling waves save only as the steamers ruptured them. Certainly here was a third day of gentle breezes such as Mr. Watson had expected to find when he was designing his challenger. It seemed to be luck for Mr. Watson, but not pleasant for those who had hoped for one live race.

The Defender was found reaching to and fro near the old red lightship with everything set except her jib topsail. She had aloft the filmy white topsail that had excited the admiration of the yachtsmen in previous races, and she would have been a perfect picture of nautical grace but for the puffers in the mainsail just above the sheet blocks. However, when the gallant old salt saw the ship's charming mascot, Mrs. Iselin, in a sailor hat, a pink waist, and a white skirt on the quarter deck, they forgot all about the mainsail. Besides, the sail was good enough.

Meantime the committee tug had been cruising around with a signal set to indicate that the course would be straight away for fifteen miles and back. A little later the signals giving the course as east by south were sent up. Later still she was anchored at the usual distance and north by west of the red lightship. It appeared that the wind was west by north, and the yachts were to be sent away before it, and further that it had hauled north while it had been growing lighter.

Meantime the big excursion boats had begun to arrive—the three-story floating tenements, with all three stories crowded as full as a sweet shop. They found the tugs and yachts that had come before them scattered about at wide intervals and at long distances, as a rule, from the line. So they, too, have to a long way off and at 10:50 o'clock there was an open field for a start such as has not been seen in recent yachting contests. Not only was the water immediately behind (west of) the line free, but there was a plenty of open water north and south of the space immediately behind the line.

However, the start was not made then. Both racers were at that time cruising about east of the line, but by no means close together. The Valkyrie was keeping well down to the south of the old lightship and the Defender well to the north of the committee tug.

CHALLENGER SEEMS INDIFFERENT.
But while the Defender was dressed for a nautical reception, the Valkyrie was still loafing about with no more than corset and skirts on, so to speak.

In the opinion of the yachtsmen who had read Lord Dunraven's statement that he would not race without a perfectly clear field, the starting ground was not yet in a condition to meet the views of his lordship. The committee and the skippers of the patrol yachts seemed to interpret the dress of the Valkyrie in like manner, too, for the patrols were sent dashing about to snub even the least obtrusive of those who had come to see a race. The snubbing was taken in the utmost good nature. Bells to reverse or go ahead were heard in about every steamer present—and there were at least a hundred there by 11 o'clock—and in five minutes or so the clear space for jockeying was widened twofold. Even in the first meet of the Defender and the Vigilant such free water was not seen for the preliminary work.

At length, at 10:55, a gun was fired on the committee boat and Old Glory was run up to the fore truck. This was the signal to announce the postponing of the starting time. The committee had determined to give the patrols plenty of time to accomplish their work, and there was still more snubbing done. Bells to reverse or go ahead were heard in about every steamer present—and there were at least a hundred there by 11 o'clock—and in five minutes or so the clear space for jockeying was widened twofold. Even in the first meet of the Defender and the Vigilant such free water was not seen for the preliminary work.

About this time the Defender came about and reached back toward the line, and the Valkyrie did the same. Both boats sailed along very beautifully, and the spectators concluded that the Englishman was at last satisfied, and would now get up his topsail and make a try. The people on the Defender seemed to think so, too, for she was sent well up to the west and her staysail was taken down, as if to substitute a balloon.

YACHTSMEN DISGUSTED.
But no sooner had the Valkyrie got behind the starting line than she turned about and in her scant clothes again ran out to sea. The yachtsmen said then they were no longer mystified, they were disgusted. Her lordship was sulking.

However, at 11:10 the gun on the committee boat was fired, and the usual red ball and blue peter were sent aloft to warn the yachts that the starting time would expire in just ten minutes from the gun.

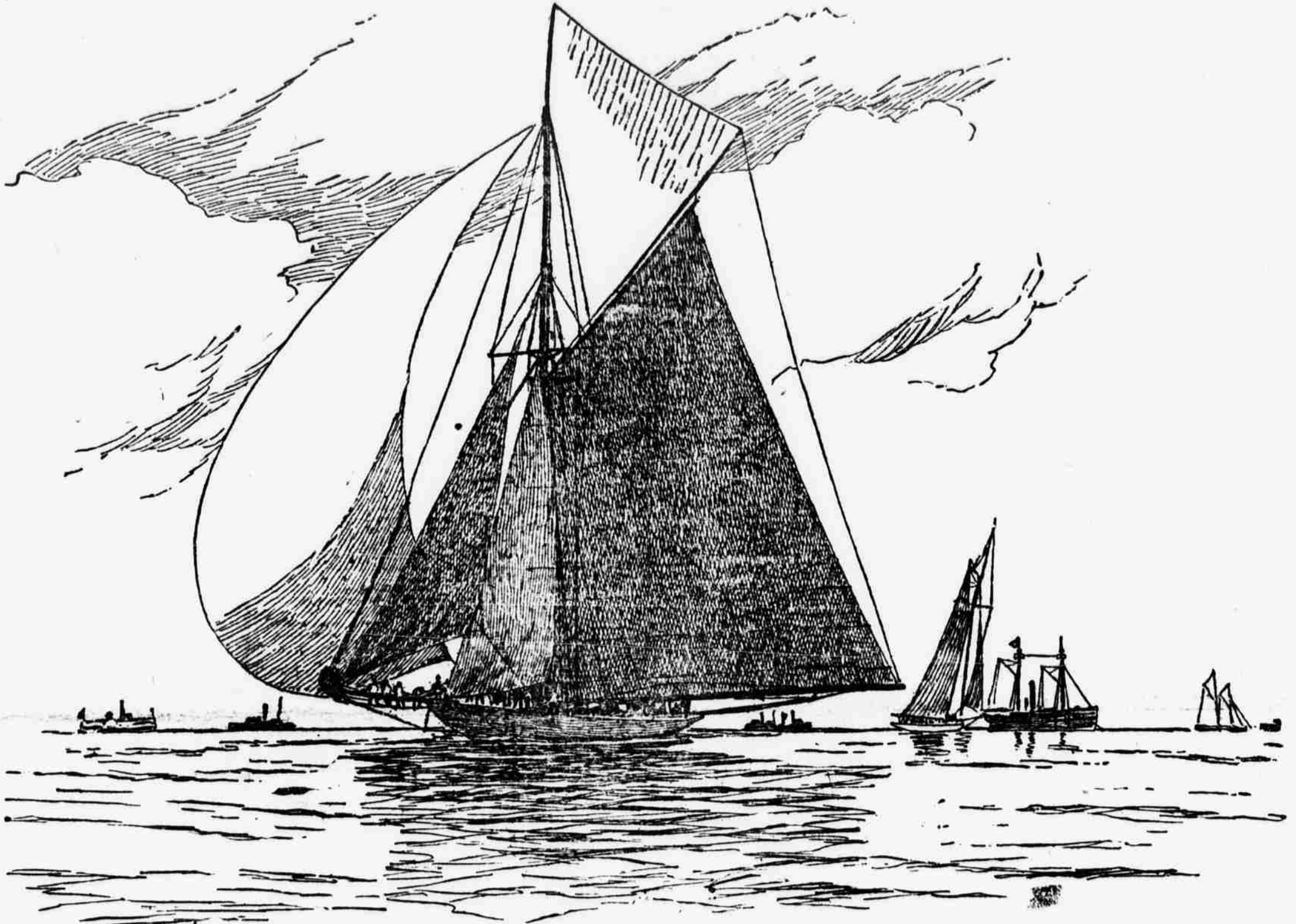
The Defender was at this time well over to the northwest from the line, and merely hanging in the wind, while the Valkyrie was out beyond the red lightship. The Defender came around, after the gun, and running down to within a quarter of a mile of the line headed to the south, dropped her spinnaker boom and sent up her spinnaker in stops.

The Valkyrie, as soon as the gun was fired, ran out to sea again, and for five minutes of the preparatory interval reached along without adding anything to her canvas. That settled the matter in the minds of the old hands. There was not enough time left to get up her topsail and come around to make a start. However, she spread her staysail at about that time and reached back to the weather side of the line and there hung in the wind until two minutes before the expiration of the ten minutes' interval and with billowing sails she squared away.

The Valkyrie eased slowly off. Then the gun boomed for the cruising, and twenty-four sea oats after the Defender floated away across the line with grace and beauty in every move. The Valkyrie slowly followed, and just one second before the expiration of the two-minute limit, she drifted over the line.

Passing the lightship, she rounded to on the starboard tack, with her head to the south, and then came back to the weather side of the lightship. She had given up the race.

As her tiller was shoved over to throw her out of the race the skipper of a steamer that had a siren whistling threw open the valve.



WHEN THE VALKYRIE ABANDONED THE RACE.

"I enclose copy of a letter I have written to Mr. Iselin, and addressed to the New York Yacht Club. Yours very truly, "DUNRAVEN."

THE COMMITTEE REPLIES.
Immediately below this letter was posted a reply of the committee, giving their position in the matter, and this was as follows:

"All the propositions of the above letter were discussed between Lord Dunraven and the members of the Cup Committee at 9 o'clock last Wednesday evening. The answer given to these conditions was as follows:

"First—That it was impossible at so short a notice to postpone the race fixed for to-day, Sept. 12.

"Second—That the race would not be started until a clear space for manoeuvring was secured.

"Third—That the committee could not assume the responsibility of agreeing to declare the race void if either vessel suffered from the accompanying steamers.

"The committee regret that they were unable to send an answer this morning.

"However, as their reply would have been the same as that conveyed verbally last night, the fact of no answer having been made is unimportant.

Signed for the committee:
"JAS. D. SMITH,
Chairman.
"A. GARR CANFIELD,
Secretary."

Lord Dunraven dined last evening at the Regatta Club with Mr. H. Mainland Kersey, Lord Dunraven preferred to speak to this SUN reporter through Mr. Kersey, who said:

"The withdrawal of Valkyrie from further racing for the America's Cup was in no way due to the protest made by Mr. Iselin or the action of the committee upon it. It was due solely to the interference of the excursion boats and steamers following the race, and to the impossibility of securing a fair race under such conditions.

"Lord Dunraven's letter to the Cup Committee explains his position thoroughly. That letter was written Tuesday night long before the protest was decided or before there had been any hearing on it.

"Up to the time of starting the race to-day we had received no reply from the committee nor no assurance of non-interference that we might have a fair race.

"We went to the lightship this morning with two purposes in mind. One was to await any reply from the committee; the other was to start in the race and then withdraw, so that Defender might win and the cup contests be settled.

other matches with the Defender? Does he wish for any more racing?" was asked.

"I cannot say definitely now," replied Mr. Kersey.

Although he would not say so distinctly, Mr. Kersey gave the impression that his lordship would be much governed in his future movements by matters now under consideration by the Cup Committee.

THE CASE SUMMED UP.
The whole case can be stated in a few words: Lord Dunraven says he withdrew from the contest.

Feasibly You Already Smoke It.
Admiral cigarette is pure and healthy.—Adm.

Keep, careful, clever, crisp. The New York Press. Only one cost.—Adm.

Patrons: home industries. Wear Knox hats, made by American workmen.—Adm.

race over, but Lord Dunraven declined to accept the proposition.

As to the position he took in regard to the excursion fleet, it is necessary to a full understanding of the matter that the reader recall the fact that this is not Lord Dunraven's first visit to America as a challenger for the America's

The fleet never did keep so far away as on Tuesday after the race was started, while at the time the gun sounded for the start yesterday the field for the preliminary manoeuvres was the clearest ever seen even in trial races for choosing a defender. On this point we have the testimony of Dunraven's friend, Mr. Glennie,

for once, when the throngs got together along the water-front streets, as they sat in the water-front restaurants eating hasty breakfasts, as they gathered on the ends of piers and beneath the fluttering bunting that covered with gorgeous streamers the huge passenger-carrying steamers, the people with one voice regretted that the proper interpretation of the rules had not permitted the awarding of the race of Tuesday to the Valkyrie.

The SUN reporters were at some pains to learn what people were saying on the subject, and it is a fact that even the "Vaughncrofters," loitering about the piers with balshooks in their belts, were saying that Valkyrie should at least have a chance for another race of it, if only for the pleasure it would give the jingoes to see her licked again.

But when all this had been said again and again the sailormen of the crowds turned to take a severe look around at the weather, and as they did so something was struck upon the heart of the most persistent growler. The thick mask of haze that brooded over land and water was frayed out above until only the thinnest of cirrus clouds could be seen in the zenith. And through the murk below came a southerly breeze that roughened rather than wrinkled the surface of the bay, and where a smart tug was seen ploughing end on into it one could almost become enthusiastic over the picture.

Certainly on neither of the preceding days had so fair a promise of a fine day been made to the spectators who were crowding on board the great excursion fleet lying at the piers. And when the leaders of this fleet got away and the wider view afforded by the lower bay was reached, the conditions of air and water were simply beyond criticism. The breeze had a fair show there, and it didn't merely wrinkle or roughen the water; it hurried and lashed it till the waves up and fell again, only to have their crests torn off and tossed away in tiny splashes of foam—oyster and fishing sloops and schooners and Jersey pilot boat 2—went skurrying along like racers. Moreover, it was an off shore breeze. There was nothing in it to kick up a sea that would retard the giant sloops that were to meet, as every one believed, for their final contest.

RETIRING OUTWARD THIS.
The swiftest portions of the excursion fleet—the steam yachts—followed close after the newspaper 5:3 in the run down, and when the point of the Hook came in sight a great flock of gulls sailing yachts could be seen reaching out to the starting point in the wake of the Valkyrie, which, with jib up and boom well off to port, was driving along at a pace to make the old-timer smile. Even the handsome Machina brigantine Ascot, with everything from forestal to royal rascal and smooth, was turning a neat white bow over and over in her jaws as she

Mr. Glennie was asked if Lord Dunraven had not found the course clear at the start. He replied: "Certainly; but how about all the rest of the race and the finish? We did not want to go and sail over the course. It is not fair for one boat or the other."

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As said, we have had one race to a finish, one

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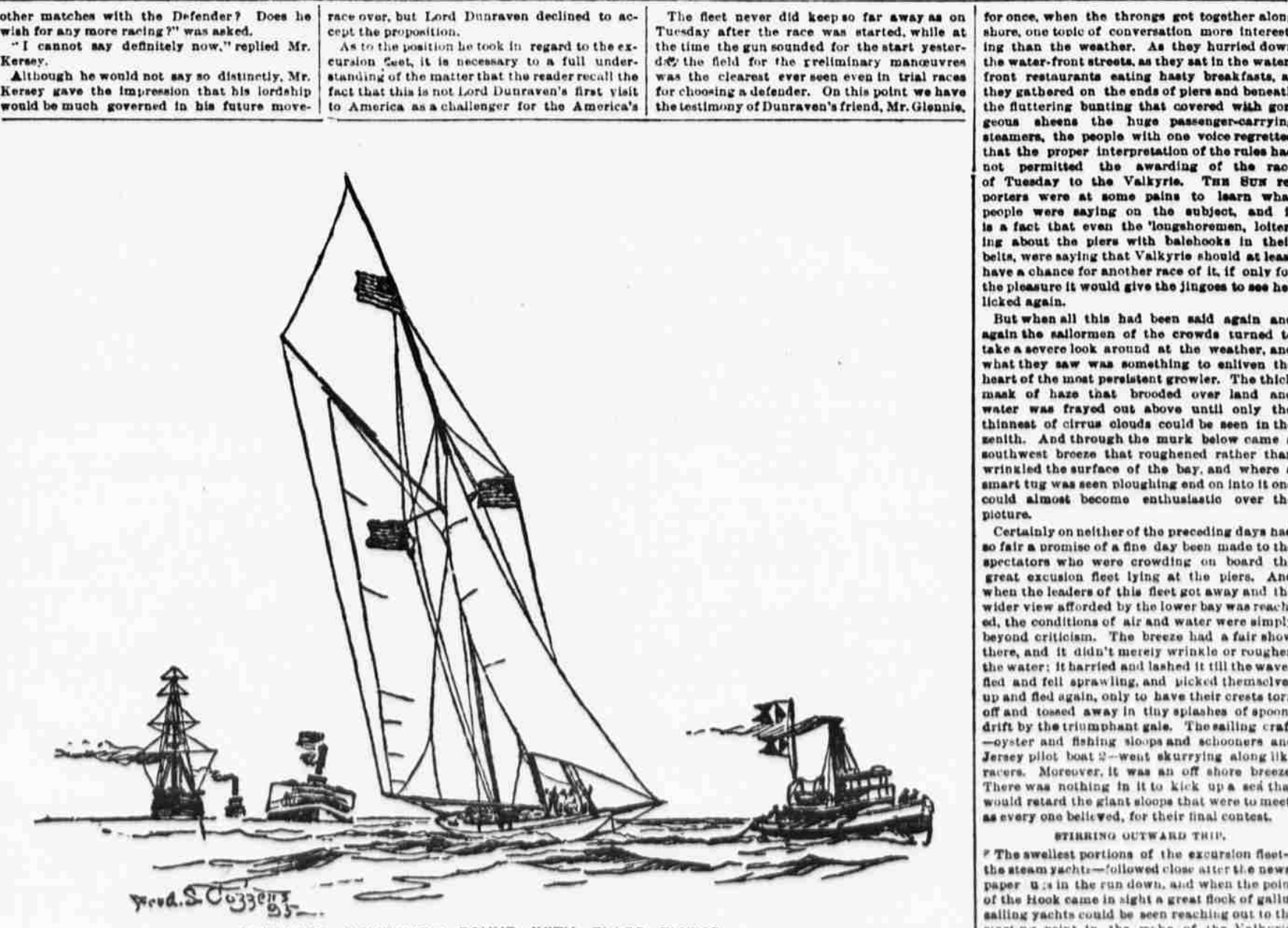
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DEFENDER HOMEWARD BOUND WITH FLAGS FLYING.

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