

**PRELIMINARY SKIRMISHING BETWEEN "SHAMROCK" AND "COLUMBIA."**

In the late eighties there sailed from Fairlie, Scotland, bound for America, a saucy little deep-keel cutter, yclept the "Minerva," which was designed to afford more genuine yachting excitement and right royal sport than any craft of her type and nationality before or since. She was a cutter pure and simple, with certain individualities, somewhat novel then, but familiar the world over now, which entitled her to be known as "a Fife boat." American yachtsmen of that day were having no end of fun with sloops of the 40-foot class, and a whole fleet of these vessels, most of them centerboards and all of them "fliers," was on hand to try their paces against the newcomer. "Minerva," under the skillful handling of Charlie Barr, the present skipper of "Columbia," set out to show the way around the course in her very first race, and she repeated the performance consistently throughout two whole yachting seasons; boat after boat was built for the avowed purpose of "downing" the doughty little champion, and it was only after her two seasons of sweeping victories that Burgess, of "Puritan" and "Volunteer" fame, succeeded in the effort.

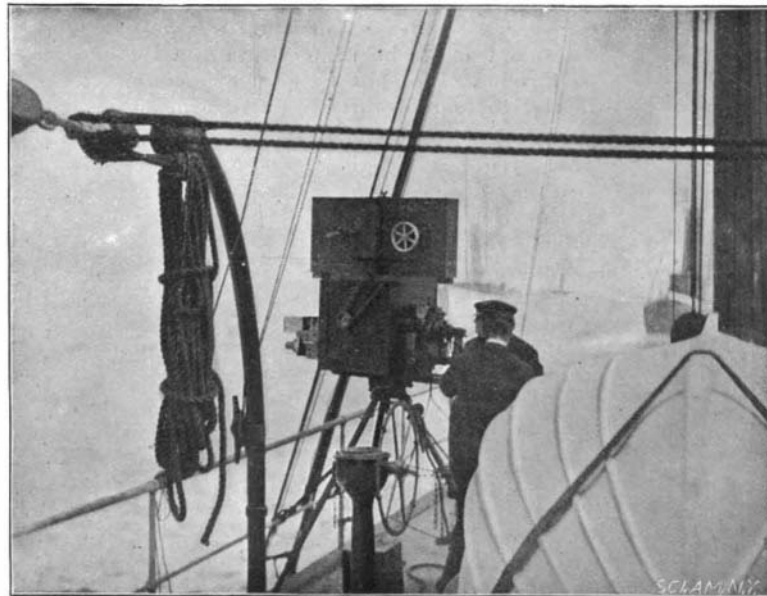
"Minerva" established the fame of William Fife, Jr., with American yachtsmen; and when it was learned that the new champion for the "America" cup was to come from the board of this talented designer, the knowing ones thought upon "Minerva," and predicted that matters would be decidedly interesting off Sandy Hook in the early days of October, 1899.

They are. In the three incompleated races that have been sailed, "Shamrock" has so far fulfilled the predictions of Mr. Iselin that she would be dangerous in light weather, as to lead a high authority who was intimately concerned in the construction of "Columbia," to say that any race that was sailed in over four hours' time was likely to be won by "Shamrock." The same person is authority for the statement that in a wind of sufficient strength to enable the course to be covered in less than four hours, "Columbia" would win.

So we were all wrong it seems; not even excluding the owners, managers, and skippers of the "Shamrock," and our own "yachting sharps," who noted the easy way in which "Defender" held the 1899 champion when there was any weight in the wind. It was to be "Columbia" in light weather and "Shamrock" in a blow. Now it seems we have to turn our ideas quite upside down and petition for those blustering winds that were to have wafted the green boat to victory.

For our own part we have to confess that after watching the three attempted races with the closest attention we fail to see that the contest is settled be-

fore it is begun. The only point of sailing on which "Shamrock" has established a decided superiority is in going to windward. On this point of sailing she is certainly superb, at least in the light winds that have prevailed. In running she is no faster than "Columbia"; and whenever the two boats have been on a reach in the same weight of wind, "Columbia" has more than held her own. Of course, we are aware that on a windward and leeward course it is the windward work that wins the race. But five times out of six, the extraordinarily fickle winds off Sandy Hook have a way of shifting so as to make the course a reach both ways. On a triangular course "Columbia's" fine reaching qualities should bring her home with a slight margin to spare.



THE BIOGRAPH CAMERA SET UP ON THE COMMITTEE BOAT "LUCKENBACH."

With all due deference to the popular impression that "Shamrock" is most dangerous in light weather, we feel bound to record our conviction, formed after a study of both boats in the dry dock, and of their recorded performances in tuning-up trials, that "Shamrock" will prove to be most dangerous in good, whole-sail breezes. She has logged 30 miles in a 16-knot wind, at the rate of 13 knots an hour; 15 miles out being sailed on a broad reach and the return journey on a close reach. She has also worked dead to windward at the rate of  $7\frac{1}{4}$  knots an hour, to do which she must have been making over  $11\frac{1}{2}$  knots close hauled. These timings were made and carefully checked by yachting experts on the press tugboat in the preliminary trials. "Columbia" may have made similar or even better speeds than these; but if so, they have never been recorded or made public.

The accompanying illustrations, representing the third

attempted race, were taken by the American Mutoscope and Biograph Company on board the committee boat "Luckenbach" of the New York Yacht Club. In view of the possibility of a foul when the yachts approach each other in their manœuvres, the committee determined to be prepared to take moving pictures which would accurately portray the relative positions of the yachts for periods of times extending to as much as twenty minutes. The records so made were to be considered as absolutely official, and put in as evidence, should any dispute arise. Accordingly a biograph camera was set up on the deck of the "Luckenbach," as shown in the accompanying illustration. In the first three pictures the imaginary starting line is drawn from the committee boat on which the photographs were taken to the Sandy Hook lightship. The yachts are sailing away from the committee boat and parallel with the line. At the gun "Columbia" squares away, setting her balloon jib-topsail, while "Shamrock" luffs up to get to windward. About half way to the outer mark, fifteen miles away, "Shamrock" forged ahead, gaining a lead of about a third of a mile; but shortly before reaching the mark "Columbia" drew up and was lapping the stern of "Shamrock" as they rounded the stake.

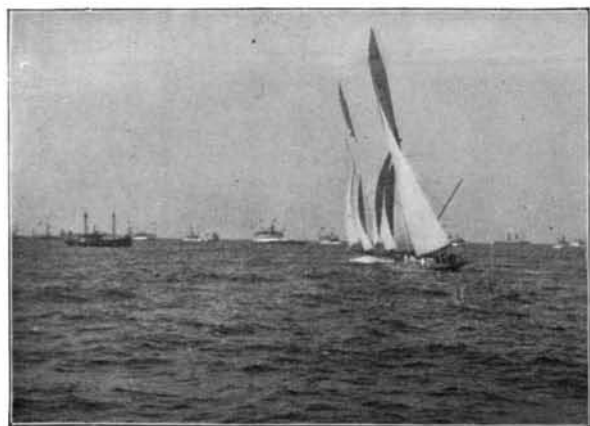
Our thanks are due to the American Mutoscope and Biograph Company for the opportunity to present these interesting and unique photographs to our readers.

**The Reproduction of Pompeii.**

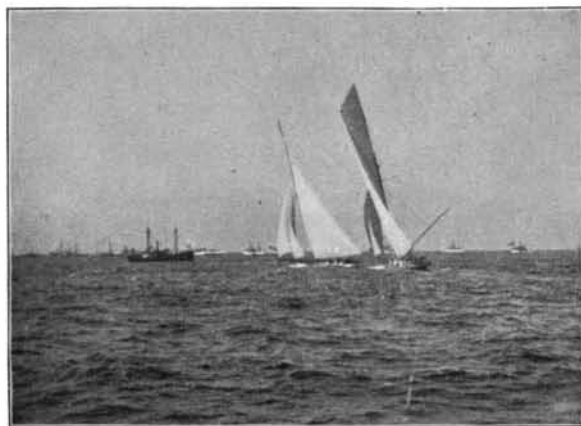
The amusement side of the Paris Exposition will certainly not be neglected, and the scheme of Chevalier Pesce to reproduce the life of Pompeii is rapidly coming into concrete form. The project has been under consideration for some time, and in a few months the visitor to Paris will behold once more the vanished city, which the excavation, of recent times have brought to life.

The life of the Forum, the camp, the gladiators, the Temple of Isis, the theater bordering on the Forum, the numerous shops and public baths, and all those houses, squares and open spaces in which were formerly concentrated the life, activity, the pleasures and the celebrations of public spectacles which made this watering place by the Mediterranean one of the most attractive spots in the Italian peninsula will be rendered very real. Numerous actors in costumes archæologically accurate will give to the city its former animation.

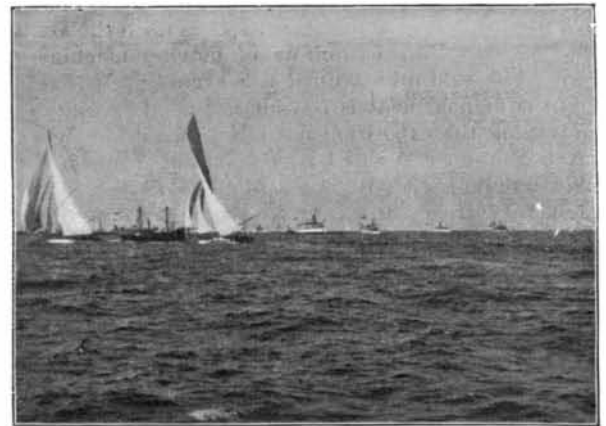
BRIGADIER-GENERAL A. W. GREELY who is Honorary Vice-President of the International Geographical Congress, by special permission of the Emperor was allowed to ascend in a military kite balloon at Potsdam. This balloon was the invention of Percival Siegfeld. General Greely has purchased a similar balloon for the use of the United States government.



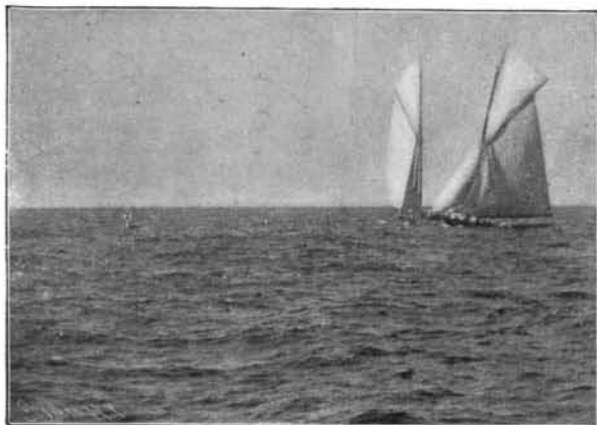
1.—Manœuvring for the start from the Sandy Hook lightship.



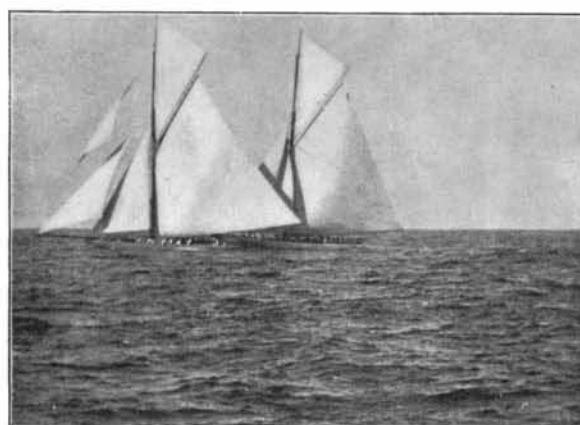
2.—Nearing the line; "Columbia" ahead, "Shamrock" lowering her spinnaker pole to starboard.



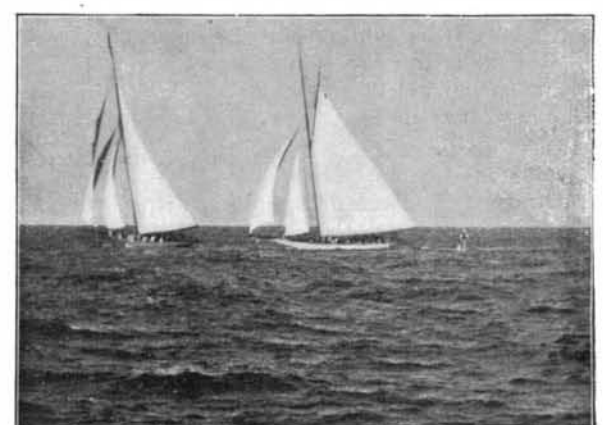
3.—Crossing the line; "Columbia" 17 seconds in the lead sets balloon jib-topsail, and "Shamrock" luffs up into the weather position.



4.—Nearing the outer mark; "Shamrock" in the lead with boom to port, "Columbia" overhauling her, with boom to starboard.



5.—Rounding the mark, "Shamrock" 9 seconds in the lead. "Columbia" establishes an overlap and rounds between "Shamrock" and the stake.



6.—The stake rounded and the yachts close-hauled on the starboard tack.

OFFICIAL BIOGRAPH PICTURES OF THE YACHT RACE, TAKEN FROM THE COMMITTEE BOAT.