

STEAMER CITY OF ERIE WINS 100-MILE RACE

Defeats Detroit's Crack Craft, the Tashmoo, by Forty-five Seconds.

More Than \$100,000 Wagered on Test of Speed of Rival Passenger Steamers of Lake Erie.

CLEVELAND, Ohio, June 4.—The hundred-mile race from Cleveland to Erie today between the Cleveland passenger steamer City of Erie, Capt. Hugh McAlpine, owned by the Cleveland and Buffalo Transit Company and the Tashmoo, Detroit's crack passenger boat, Capt. B. S. Baker, owned by the White Star Company, was in many respects the most noteworthy contest ever sailed on fresh water.

The Erie covered the distance in four hours nineteen minutes and nine seconds, passing the stake boat at Erie one minute and thirty-five seconds ahead of the Tashmoo, beating the latter by forty-five seconds elapsed time. Aside from winning the speed championship of the great lakes, the Erie won about \$100,000 for those who bet on her.

The conditions were ideal. There was a fair sky and a sea as calm as a millpond. These conditions were more essential to the Tashmoo, as she is a light draught river boat, and would have been severely hampered by wind and sea, while the Erie was built to travel fast under all conditions. The course was lined from start to finish with excursion boats, and the shores were crowded with sightseers. The noise of the departure of the boats at Cleveland was duplicated at the finish. Whistles tooted, and people cheered both victor and vanquished. Both boats were stripped to fighting trim. The decks were cleared of everything that would catch the wind on board the Erie, even the lifeboats having been stowed away. The limited number of spectators carried on each boat were confined to the cabins, and none was allowed on the decks. Both racers were made as light as possible.

The Erie unloaded her freight after coming in from her Buffalo run in the morning. The Tashmoo had been scraped thoroughly, and everything had been done to facilitate her speed. From the start the result was in doubt until within a few miles of the finish. The race demonstrated that the boats were evenly matched. They approximately made nearly twenty-three miles an hour.

It was neck and neck from the starting point until just about Fairport, where the Erie encountered shoal water and fell three lengths behind her rival. From Fairport to Ashtabula she made no perceptible gain, but finally picked up and passed her rival. The Tashmoo sailed by spurts, getting ahead for a while, then falling back, while the Erie maintained a steady gait.

When the victorious craft entered the Cleveland Harbor this evening on her return from Erie hundreds of steam whistles along the lake front and river blew continuously for nearly half an hour, while thousands of people crowded along the docks and wildly cheered.

Steamboat men from many lake ports had gathered to see the contest. Special excursion boats from Cleveland, Toledo, Erie, Buffalo, and smaller ports took large loads of passengers to points along the course. Throngs of curious people also gathered along the lake shore to catch a glimpse of the racers.

The day dawned bright and clear, with a light southeasterly breeze stirring a gentle swell. Long before starting time Cleveland harbor was alive with craft and the wharves were black with people. Whistles blew, bells rang, and the din was deafening as the two racers, glistening in the sunlight, steamed up to the stake boat. The patrol boats were busied in keeping the course clear.

The Erie is 324 feet over all and 78 feet beam, against the Tashmoo's 320 feet length and 70 feet width. The Erie was built to make fast time between Cleveland and Buffalo under all conditions and has twice the power of her rival. The Tashmoo was made for river work, draws much less water than the Erie, and is cigar-shaped, with a sharp, tapering prow.

The Cleveland and Buffalo Transit Company posted \$1,000 on the Erie against a similar amount put up on the Tashmoo by the White Star people. Just before the start the wind veered around to the north and the racers had a seven-mile breeze against their quarter bows. When the starter gave the signal the two vessels were at a dead stop and on even terms. Much to the surprise of the spectators, the Erie was first to gain headway, and crossed the stake boat line fully two lengths ahead of the Tashmoo. The Detroit boat, however, gradually drew up on the Erie, and as they disappeared in the haze three or four miles eastward, the Tashmoo had overtaken the Cleveland steamer.