

# WHAT THE VAMOOSSE CAN DO

## MR. HEARST'S STEAM YACHT LET OUT ON THE HUDSON.

SHE GIVES THE MARY POWELL A COLD  
SHOULDER TWICE, RUNS AWAY  
FROM THE NEW-YORK, AND HOLDS  
HER OWN WITH A PASSENGER TRAIN.

If the Vamoosse, the little steam racing yacht built by the Herreshoffs and owned by W. R. Hearst, the young San Francisco millionaire, is not the fastest craft afloat, then Norman L. Munroe's little Norwood must prove it. The Vamoosse yesterday ran all around the fast steamer Mary Powell, on the Hudson River, and ran alongside a passenger train on the New-York Central Railroad from Yonkers to Hastings. Her owner and her engineer now declare that she is the fastest boat in the world, and unless the Norwood is faster they are probably right.

The question is likely soon to be decided. Mr. Munroe has declared repeatedly in the course of the last week that he believed that the Norwood would beat the latest creation of the Herreshoffs, and has expressed every desire to arrange for a race with the Vamoosse. Mr. Hearst said last night that he would see Mr. Munroe and try to arrange such a contest.

The Vamoosse tested herself alongside the Powell a week ago last Monday. Unfavorable conditions did not make that test satisfactory. She beat the fast river boat, but it was only by running across corners. Yesterday she pitted herself against the Powell once more, and simply played with her.

Capt. Anderson of the Mary Powell had publicly stated that if the Vamoosse tried to get on a race with him she would get left. His steamer, he said, was a passenger boat, and not a racing machine, and he would not run her at a speed that was not perfectly safe. However that may be, it is said that when he saw the Vamoosse running away from him yesterday he gave such orders to the engineer as caused the black smoke to pour from the Mary Powell's smokestacks and the steamer to plow through the river at a speed that soon told her passengers that a race was on.

The little needle-like Vamoosse came from her dock in Brooklyn and tied up at the foot of Thirty-fifth Street. The party that was to go up on her got aboard. There was nobody but the crew, Mr. Hearst, Capt. Henry Stanwood, Chief Engineer Theodore Heilbron, and the newspaper men. She darted out into the stream at 3:14 o'clock. The splendid white squadron was just coming to an anchorage in the river. In and out among the ships of war the diminutive racing steamer glided. The jack tars aboard the ships of the squadron cheered her heartily and each of the ships dipped their colors in honor of the distinguished little craft that was visiting them.

It was at 3:34 that the steamer Mary Powell was seen to leave her dock at the foot of Twenty-second Street. Everything was then favorable for a brush. What little wind there was was blowing up the river. The tide was at the flood. Though there had been no announcement of a race between the big river steamer and the little steam yacht, the news that there was to be a brush had been noised about, and aboard the Powell there were scores of people who were there for no other reason than to see the contest. There were also a great many people on the docks along the water front who had got wind of the affair, and many private yachts were "loafing" about in the stream for the same reason.

The little Vamoosse kept zig-zagging across the river until Ninety-fourth Street was reached, in order that the Powell might catch up with her. The two were bow and bow at that point. The Vamoosse had started with about 220 pounds of steam pressure. With this she began to rapidly run away from the Powell. The steam pressure was run up to 240 pounds. Then the little racer fairly flew. At 3:50, three minutes after the race began, the Vamoosse was shooting ahead of the Powell, and five minutes later the big river steamer was fully 200 yards to the rear of her little competitor.

Then Millionaire Hearst and those in charge of his toy gave the people on board the Powell an exhibition of their nerve. With helm hard down the Vamoosse came about. She ran down the river and met the Powell. Coming about again she crossed the Powell's stern and then headed up the river. The Powell was about one-third of a mile up the river by the time that the Vamoosse was straightened on her course. In five minutes from that time the sharp little bow of the Vamoosse was overlapping the stern of the Powell, and the passengers aboard the big steamer gave their speedy little neighbor three rousing cheers.

It was at 4:01 that the Vamoosse thus caught up to the Powell. At 4:04 she was ahead of the big river boat, and at 4:05 the Powell was certainly seventy-five yards behind. Then the Vamoosse crossed her bows again, her little steam whistle shrieking saucily as she did so.

That was practically the end of the brush with the Mary Powell. The little Vamoosse gave her a parting salute, and then went scudding off toward Yonkers. When she got abreast of Yonkers a passenger train, headed north on the New-York Central Railroad, was seen pulling out of the station. It was not an express train, but was a fairly-fast local. The little Vamoosse was right on a line with the locomotive of the train. Mr. Hearst told his engineer to push her along and see what she would do.

The result was a surprise. The little craft went through the water like a knife. She kept right along with the locomotive of the train on the bank until Hastings was reached, four miles up the river. Then the train stopped. As the Vamoosse slowed down Engineer Heilbron said: "I will wager my life that this is the fastest steam craft in the world."

Just then the New-York, the fast steamer of the Albany Day Line, which many of the Hudson River steamboat captains say is even faster than the Mary Powell, was spied coming down the stream. The Vamoosse, of course, had to give her a brush. Tooting a challenge, which was acknowledged from the big steamer by the effort to put on more speed, as indicated by the black smoke from her smokestacks, the little Vamoosse steamed alongside her and then began to run ahead. This brush soon lost its interest, for the Vamoosse got so far ahead that the New-York was out of the race. The little racing machine then ran down to New-York and tied up.

There was not a time during yesterday's trial when there was not a reserve power of 10 pounds on the steam indicator of the Vamoosse, and generally there was from 20 to 30 pounds reserve. With 240 pounds of pressure her wheel made 390 revolutions. It is a 54-inch wheel. The engineer said that he could easily run her up to 410 revolutions a minute, and could keep the speed up for 80 miles.

Young Millionaire Hearst was very proud of the showing that his little craft made, and yet was very modest about it. Asked if he would race the Vamoosse against the Norwood, he said yes. He had only had the Vamoosse three weeks, and was anxious to find out what was in her before he entered her for competitions. He said he would see Mr. Munroe personally early next week, and if Mr. Munroe was willing to have a race over the course of the American Yacht Club or the New-York Yacht Club, 80 or 100 miles straightaway or with a turn, he thought it could easily be arranged.

He would like to have the contest take place in about two weeks from the day the arrangements were made. By that time he would receive and have put in the new three-bladed racing wheel which is now on the way from San Francisco. The present screw of the Vamoosse, he says, is only fit for cruising. It is a four-bladed Zeice, 54 inches in diameter. It hangs 72 inches below the keel. The new wheel is 72 inches in diameter and will hang 26 inches below the keel. The present wheel is capable of but 410 revolutions a minute, but Engineer Heilbron says that he will be able to get 420 out of the new wheel.

Mr. Hearst desires to correct a statement that was publicly credited to Mr. Munroe. Mr. Munroe was quoted as saying that if the Vamoosse was taken by Mr. Hearst to his San Francisco home without racing with the Norwood she would leave here with a record of no better than 19.6 nautical miles per hour, and that for a short distance only. Mr. Hearst says that over the Government course at Newport, with Government inspectors on board, the Vamoosse showed a nautical mile in 2:27 and maintained that speed for some time and met the terms of her contract, which called for twenty-five miles an hour.

## TELEGRAPHIC BREVITIES.

The Erie and Western strike at Lima, Ohio, is ended. Warrants for the arrest of strikers have been issued, but the men have fled.

A ten-year-old boy was run over yesterday by a car on the electric railroad in Troy, and was literally decapitated.

The Chickasaw Legislature has convened at Ardmore, Indian Territory, and received Gov. Ryrd's message.

Charles Chadwick committed suicide at Buffalo yesterday to avoid arrest for an unpaid board bill.

Jacob H. Shaffer and his daughter Ida were killed by a railroad train at Warren, Ohio, yesterday.

Eleven sophomores of Lafayette College at Easton, Penn., were suspended yesterday for hazing.

Henry O. Lyon of Auburn forged checks to the amount of \$1,700, got the money, and fled.

Henry A. Wyman has been appointed receiver for the Order of the Royal Ark at Boston.

Petroleum oil has been discovered at Colingo, Cal., 50 miles southwest of Fresno.

Mrs. Katherine Herrick committed suicide at Rotterdam, N. Y., last night.