replied the messenger. This was true for the moment, but twenty minutes later the Aurora arrived at the stakeboat and was awarded second honors.

The America brought the cup home and Commodore Stevens afterward gave it to the N. Y. Yacht Club, where it has since remained. Some time after the race the America was purchased by an Englishman and flew the Union Jack instead of the Stars and Stripes, until the opening of the War Between the States, when a syndicate, tempted by her sailing qualities, purchased her for use as a blockade runner for the Confederacy.

As a blockade runner the America's rendezvous was among the Florida Keys, whence she made flying trips to Nassau and Bermuda. In March, 1862, she entered the St. Johns River while the Federal squadron was lying off the bar. An old resident who was an eye-witness to the occurrence published this account of it:

One moonlight night at Mayport, when the Federal gunboats were just far enough outside for their black hulls to be faintly visible, there came up out of the east on a wholesale sailing breeze a yacht with every stitch of canvas set and drawing. The foam was cut from her bows like a knife would do it and was thrown high over her deck and on her sails. There came a flash and a boom from a gunboat and a shot ricocheted across her bow, followed by more flashes and shots; but on the gallant craft came, spar and rigging untouched, heeling over now and then and righting herself gracefully. She passed inside the bar safely and when she went by the point (at Mayport) seemed to be flying. She went up to Jacksonville. There being no chance to run the gauntlet again the America was taken to Black Creek when the Federal gunboats entered the river, and was there scuttled, being thus saved from capture as a prize.

When the Federals occupied Jacksonville they soon discovered the situation of the America and utilizing the old St. Johns River steamboat Darlington, which they had previously captured at the drawbridge near Fernandina, raised her and towed her to Jacksonville. Temporary repairs were made upon the America and she was taken along when the Federal squadron left in April, 1862. She was afterward assigned as a training ship at Annapolis.

In 1870, there came from England Mr. Ashbury's challenge for the America's cup. It was the unanimous desire of the country that the America be allowed to compete for