

SATURDAY'S CUP RACES.

Time Limit Saved Shamrock--No Contest Decision.

Sandy Hook, July 18.—Yesterday's near race was run under conditions ideal in every particular except for absence of a stiff breeze.

A bright sun shone down on the glassy surface of the Atlantic from a sky almost devoid of clouds. The great armada of pleasure craft rode leisurely at rest, their brass work and varnish glistening in the sun and their flags and pennants flapping idly in the still air when the contenders came out from behind the Horseshoe of Sandy Hook for the start. A little fleet of airplanes and one lone silver-sided navy blimp dived overhead. Shamrock, towed by a tug—led Resolute to the starting point at Ambrose channel lightship. So still was the air that Shamrock IV had to call on her tug for air an hour after she had been cast off, and a few minutes before noon, when the race was scheduled to start the committee ordered a postponement. At 1.20 a breeze came in from the southwest and the committee hoisted the preliminary signal and ordered a beat southwest against the wind for the first leg, a reach, west-by-south for the second, and a run home before the wind, northeast-one-half-east, for the finish.

Captain Adams, of Resolute, again appeared to have out-manoeuvred Captain William P. Burton, of Sham-

rock IV, in the manoeuvres at the start and got Resolute off in the coveted weather berth nine seconds ahead of the challenger. The defender began a steady gain on Shamrock IV almost immediately, as the two sloops headed out to sea on a long port tack.

Declared No Contest.

Resolute steadily outpointed Shamrock IV, edging into the wind while her rival fell further and further to leeward. When Resolute made her first tack to starboard, after travelling about nine miles, and Shamrock IV followed her around, it was seen that Resolute had gained an advantage of nearly a mile. Enthusiasm ran high among the thousands of spectators, crawling along behind the racers in craft of every size from tiny power boats to sea-going steam yachts and passenger steamers.

Shamrock spurred ahead then, and was almost up with Resolute as they neared the first stake. But Captain Burton was caught in a calm and was not able to round the bobbing buoy until thirty-six minutes later. By this time Resolute, heading directly into the sun, was so far away that she looked like a faint black speck, rising at a slight angle from the shimmering sea.

The spectator craft broke formation here, many of the boats putting on speed to overtake the scurrying

Resolute, while a few lingered behind to watch Shamrock's effort to overcome the long lead.

Shamrock rewarded the lingerers by putting on more speed and cutting the lead down by about two miles. She was still far astern, however, when Resolute made the second stake, about five miles off Long Branch, N. J., and broke out her balloon jib for the run home.

But it had become obvious that she could not make the remaining ten miles within the allotted time, and the spectator craft, including the airplanes and blimp, began turning their noses homeward. A few minutes later, the committee boat hoisted the "no race" signal, and the yachts were taken in tow for the run back to the Hook.

Resolute Led From Start.

Resolute led from the start, just as she led on Thursday up to the time her accident put her out of commission in that race. Furthermore she held together, and it was the wind yesterday which cracked.

The wind was very light, but Resolute, as she did on Thursday soon began to beat to windward while Shamrock fell off. In half an hour it was clearly seen that the challenger was no match for the defender in going to windward in light air.

The first leg was very slow with Resolute drawing away constantly until a mile from the mark. Then the wind gave Shamrock a lift so that she drew up until she was only 100 yards to leeward of the defender. For a few minutes the race became exciting. In fact, it looked as if Shamrock might go through Resolute's weather. Then came a remarkable piece of wind chicanery. Both yachts tacked to starboard, three quarters of a mile from the mark, but although Shamrock was scarcely a biscuit toss away, it passed over her entirely, and left her practically becalmed. Resolute nearly fetched the mark on that starboard

tack and wore round it with another short hitch going quite fast. A mile away Shamrock lay flapping helplessly in the long swell.

Five times Burton sought to coax the green yacht up to the mark and each time she shied like a horse at the hurdle. He tried her with three jibs and two headsails, but the fickle breeze and head tide drove her back each time. In the sixth try she reached it nearly half an hour after Resolute.

The Second Leg.

The second leg was planned to be a reach, but Resolute, cut ahead, found it a close fetch, and finally it turned into the second heat of the race. Resolute was the first to be headed off and soon started on a long beat up to the second mark. This shift with the lightening breeze settled the event for the day so far as the race was concerned, for there was no hope of a finish.

Far astern Shamrock with still a whiff of air from the southeast drew up until she was within two miles of Resolute where she too began tacking up the breeze.

The time limit expired at 7.45 daylight time, and at 7 o'clock Resolute reached the second mark with 10 miles to go in 45 minutes. She sailed for a few miles under balloon jib topsail and then signalled for a tow line and started for her moorings in the Sandy Hook Horseshoe.

Shamrock reached the mark half an hour later and her tug immediately took her in tow.

The yachts will meet again on Tuesday over another triangular course.

SUMMARY:

Second Cup Race, not completed. Yacht Resolute, owner R. W. Emmons, 2nd, start 1.46:28.

First mark 4.33:49; second mark 7.01:29.

Yacht Shamrock IV., owner T. J. Lipton, start 1.46:37.

First mark 5.10:06; second mark 7.35:51.

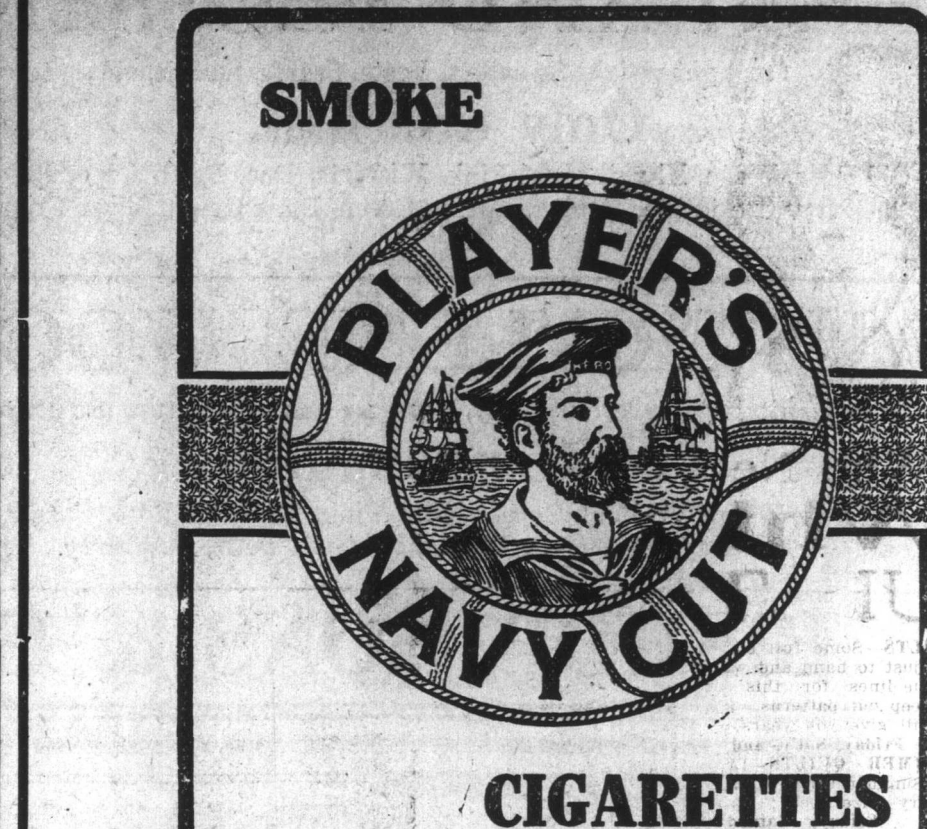
Elapsed time on two legs: First leg, Resolute, 2.47:14; Shamrock IV., 3.25:28.

C. of E. Educational Drive

At a meeting of the C. of E. Educational Committee held in the College Hall last night it was announced that during the past two days, subscriptions due from last year's drive had been collected to the amount of \$3,869. A considerable amount especially from the outports is yet to come in and is expected within a few days. During the evening addresses were given by Rev. Canon Bolt, Hon. W. B. Grieve, and Mr. Brian Dunfield, the Hon. Secretary.

Eight Girls Burned to Death.

A terrible fire, involving the loss of eight lives, all girls, and severe injuries to many others, was brought about by quite a simple cause in the "Danger Zone" of the City of London, on the evening of July 23, 1912. One of the boys employed on the premises of a firm of Christmas card manufacturers in Moor Lane, was with another boy, packing up celluloid cards in paper packets, when some lighted sealing-wax fell on the paper. There was a flare, and the boy attempted to throw the parcel out of the window, but the heat was too great, and the parcel fell and ignited some more celluloid articles. The works were on the top floor, and the flames spread with amazing rapidity so that the girls found escape by the stairs impossible. Panic-stricken, a number fled to the roof, where they were confronted with the well formed by a block of buildings. The flames were gaining on them, and some, with their clothes ablaze, leaped wildly into the air and fell through the glass roof of the ground floor 60 feet below. The agonised watchers across the "well" thrust out a plank, and two girls, badly injured, got across in safety, but the third, with all her clothes well alight, was too far gone when she set her foot on the plank, and dropped back into the flames behind her. In half an hour the whole shocking business was over, and the dead were being carried away in the canteen wagon. The firemen were by this time actually in the room where the fire had started.



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By Gene Byrnes

Not Her Hubby.



A married couple were looking into a shop window. A handsome tailor-made dress took the lady's fancy, and she left her husband's side to examine it more closely. Then she went back to where he had been standing and took his arm.

"You never look at anything I want you to look at," she exclaimed. "You don't care how I dress. You don't love me now. Why, you haven't kissed me for three weeks."

"Indeed, I am sorry; it is not my fault but my misfortune," said the man.

Turning round she looked at him and gave a shriek. She had taken the arm of the wrong man!

Buttermilk makes better bread, cornbread and muffins than sweet milk. It is also cheaper and healthier.