

Lipton Has Now Resumed His Effort to Lift Cup

Held by U.S. Yachtsmen

PEACE may have been won, but Sir Thomas Lipton is still on the warpath, and for him there will be no cessation of hostilities until he lifts the famous America's Cup, held these many years by the yachtsmen of the United States. His challenge for another race was received in New York a few days ago, and the America yachtsman have offered to have the international race in 1920. As to the prospects of the Shamrock IV, winning the race, this is a matter for sporting experts to discuss, or it may be that the demobilized war prophets will have a shy at it. In the past the prospects have always seemed good, but inevitably they have been disappointed. At least the latest challenge can do no worse than her predecessors. To win the America's Cup a challenger has to face more formidable obstacles than in any other modern sport. In fact, with the present rules it may be said to be almost impossible that the challenger should succeed. It is this that makes Sir Thomas Lipton, Bart., without a peer as a sporting man,



SIR THOMAS LIPTON.

and that has made real sport lovers of the United States ready to cheer his victory more heartily than they would cheer the success of their own defenders.

The first race for the cup that has come in the past fifty years to be the most coveted prize in the world of sport took place on Aug. 22, 1851, when the British Royal Yacht Squadron offered a cup for the sailing boat that was first round the Isle of Wight. The winner turned up in the schooner-yacht America, designed for a New York syndicate. It was in honor of this yacht that the mug has been called ever since the America's Cup. With the cup, in American hands rules were drawn up for its defence, and since the America had crossed the Atlantic under her own sail, it was provided that challengers thereafter should also cross the Atlantic under their own canvas. It is this condition which has helped save the cup for the United States these many years past, and which constitutes the obstacle that makes its winning almost an impossibility.

In the days when the America won the cup, a racing yacht was simply a fast sailing boat, differing from other boats as one star differs from another in magnitude, or as one greyhound differs from another in speed. In these later days a racing yacht has come to differ from a sailing boat as a bulldog differs from a greyhound. That is to say, a yacht capable of crossing the Atlantic under her own sail has to have some bulldog qualities of staunchness and seaworthiness, whereas when she entered the race she would be confronted with the pure greyhound breed, and the contest was a race not a catch-as-can affair. This condition, which leading American sportsmen have denounced as unfair, in that it imposed tasks upon the challenger from which the defender was exempt, prevented the earlier challenges from having a ghost of a chance. Indeed, the first return match the British challenger had to compete against all the New York Yacht Club boats that wanted to sail, because the America had to compete against the whole English squadron. This term was later abandoned.

There is another condition, however, which makes the task of the challenger more difficult, and which will make its final victory, should it come, all the more glorious. That is the fact that the New York Yacht Club, the custodian of the cup, is permitted to build as many defending yachts as it pleases or as its members desire. The yachts then hold elimination contests, and the very fastest of them is chosen to defend the cup. Presumably the British yachtsmen have the same privilege.

Lord Dunraven made several attempts and then gave up, having come to the conclusion that he had about as much chance of lifting the cup as he would have of lifting a red-hot stove, and entertaining opinions of American sportsmanship which were only equalled by American popular opinion of Dunraven. Then Sir Thomas entered the field. He sent over three Shamrocks. All of them were defeated. Shortly before the war began the Royal Ulster Yacht Club, in Sir Lipton's name, issued another challenge, which was accepted. The Shamrock IV crossed the ocean, fulfilling the initial conditions, and preparations for the race were going forward when war broke out. The challenger was then laid up in South Brooklyn, and there she has remained ever since.

TINY SHOPS IN PARIS.

Quaint Stores Do Business on the Quays.

The Paris quays extend for miles and for many of those miles on both sides of the river the ingenious coter has set up his shop. A desk-like box, higher behind than in front and with a lid which can at night be shut down and locked, is fastened by iron clamps to the top of the stone parapet and filled with second-hand books, prints, music, medals, even with "objects d'art" such as small statuettes or glass vases, sometimes even with bits of old brasswork, shells and other miscellaneous produce. But books predominate, second-hand books, sometimes quite swaggy, well-bound editions running into francs, but more usually paper-covered mixed heaps of books thrown together in their boxes, according to price. All here twopenny, or threepenny, or sixpenny, as the case may be, and torn, dirty, coverless popular novels will lie side by side with well-bound, perfectly clean, even uncut scientific or literary works that, because they are foreign, or for some other reason, have had no sale.

To wander along the quays was an absorbing occupation, not only for the sake of the joy of the find when it came, but to me for the queer little bits of reading that I got by the way. Scenes from forgotten novels, three verses of a poem, quaint little bits from books that only figure in histories of literature, odd facts from all the sciences, excerpts from school class books, and amid the drab of text-books, the sudden color of a page from the "Felibres," the modern writers of the modern "langue d'oc," redolent with the sunshine and the scents of the "midi," which I would have to spell out slowly as a strange new tongue.

And all the while the curve of the river, between the long gray quays the dark dome of the institute, the towers of Notre Dame in their human strength, the sharpened point of the Cite beyond its green trees where the breakwater runs like a boom out into the river, the round Conquistador tower of the Conde de Flanders, or perhaps the wonderful eastern end of the island, with, as the French say, the "ship" of the church thrust out a very proud upon the water, the needle steeple of the Sainte Chapelle, the great decorated mass of the Louvre, the "grand siecle" in bloom, the trees of the Tuileries, all the sights of Paris making pictures as I read.

Always there were people round the boxes, for they seemed to draw like a magnet certain elements from the passing crowd. No matter whether the crowd was the comparatively well-dressed one of the Quai Malaquais, or the commercial jostle of the Megisserie, or the shabby half-furtive passerby of the quays above the island, the open boxes on the parapets with their tumbled heaps of discolored books drew them always to itself. And it drew us.

How many hours we have spent wandering happily down the quays intent on turning over and over the discarded books of others' libraries, in search of what we wanted and could at all afford for our own, and all the time unconsciously the silhouettes of riverside Paris were sinking deep, the qualities of its wide boulevard quays, the sound of its traffic on the bridges. The quays drew us from the most unlikely quarters, so drew us that we learned to avoid them of set purpose going out for fear we should never get away from them. So drew us that coming back, however tired or hungry or late, we would agree to stop "just a minute" and awake presently to find it was an hour.—From "Paris Through an Attic," by A. Herbage Edwards.

His Six Uninjured Sons.

Germany has been through four years and more of deplorable war—but the Kaiser has six uninjured sons.

Germany has surrendered unconditionally to the allied armies—but the Kaiser has six uninjured sons.

German military experts are at an embarrassing stage, wondering to explain why certain things on the western front happened—but the Kaiser has six uninjured sons.

The German Imperial Government has involved the German people in a debt of \$30,000,000,000 to keep the Hohenzollerns on the throne—but the Kaiser has six uninjured sons.

A member of the German Reichstag said a few months ago that Germany had lost 3,000,000 men in killed, wounded and prisoners up to that time—but the Kaiser has six uninjured sons.

The German Government has drained the German people of their gold, even their jewels and heirlooms—but the Kaiser has six uninjured sons.

Every German community will be marked for decades with pitiable cripples, sacrificed to maintain imperial dynasty—but the Kaiser may still have six uninjured sons.

To Save Horse Feed.

A shield has been designed for horses' feed bags which prevents all spilling of grain while an animal is eating—a loss which sometimes amounts to 25 per cent. The device consists of a funnel-shaped apron of cloth, with a sufficiently large opening at the bottom, which fits inside the bag, being attached to the upper edge and extending about half way down into the container. The lower end is gathered by means of a coiled spring and fits snugly about the horse's nose so that no matter how much the animal tosses its head, no grain is lost.—Popular Mechanics.

10,000 Feet Above Sea Level.

In the Alps there is one letter box at an elevation of nearly 10,000 feet above the sea level from which there are collections four times a day. There are several letter receptacles at an elevation of between 6,000 and 7,000 feet.

X-ray apparatus has been invented for killing the tiny parasites that eat small holes in leaf tobacco.

Social Chaos in Russia

HOW does the Bolshevik system work? Is Russia becoming a land with a large immigration and a small emigration? Is it making Russia a country in which it is delightful to live? Logical Lenin in his program address, recognized the validity of these tests.

Complete news from Russia is lacking. Newspapers, unwilling to be minstrels for Bolshevism, do not seem to be welcome there. Various groups have been tumbled out their departure quickened by bayonet pricks. Refugees with dreadful tales arrive in Sweden. Their hair is often white, and they say they are glad to be alive. Famine has reduced Petrograd in a little more than a year from a city of two million to one of five hundred thousand. Russia is a land whose population is 80 per cent agricultural, and thus but 20 per cent. fail to produce their own food. Yet there is not enough surplus to supply the cities. The Bolshevik soldiers seize enough grain from the peasants to supply the Red Army, but the working masses, with no goods to carry on barter because of the closed factories, seem on the verge of starvation. There is general flight to the country, workmen finding their way to peasant relatives.

When the factories first closed down the Bolsheviks shouted that it was a foul trick of the infamous bourgeoisie, who were seeking to establish a basis for a counter-revolution. Committees of employees took over plants, exhorting them to work them. But except under exceptional conditions they have failed. Not wholly through personal incapacity, but because of lack of raw materials. The printing presses of Moscow were kept busy turning out paper rubles, but a possessor of real wealth will not willingly exchange his property for bits of paper. Even though supported by subventions from Bolshevik headquarters, the committees have discovered trade is barter and that you cannot get goods unless you have goods to offer. Wages in Russia have nominally gone up tenfold, but of what use is a 100 rubles a week if the rubles have no purchasing power? The so-called socialist republic is producing general misery for reasons long foreseen. Socialism has so devoted itself to the study of the evils of distribution as to ignore the greater problem of production. If he produces more it is veiled in the clouds of the future. The world is in some trepidation because of Bolshevism. But the experience the Russian masses are enduring is calculated to lift the apprehension. What counts is that the system, bad as it is for the bourgeoisie, is worse for the masses, for the very percentage idle is likely to increase.

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After Four Years of War

The Railway Situation as Viewed by President E. W. Beatty of the C.P.R.

"FOUR years of active participation in the war and intimate association with the problems which the emergency produced must, I think, have had such a pronounced effect on the thought and spirit of the Canadian people, as will enable them to grasp and overcome the after-war problems with confidence and ease.

"No record of Canada's share in the war—military, commercial, fiscal or economic, but adds to our pride in Canadians and Canadian institutions and stimulates confidence in our future. The problems ahead of us are indeed serious, but so was the war. Same optimism as to our future is justified.

"From a transportation standpoint the Canadian people have, I think, every reason to be satisfied. The efforts of the companies, both on land and sea during the period of the war, have been eminently successful, especially from the public point of view. In spite of weather conditions unprecedentedly severe, at no time was there an approach to a physical breakdown. At no time was any disposition shown by any company to refuse assistance to any other company temporarily or permanently, and locally embarrassed as to equipment or facilities. At first by the companies themselves and later under the aegis of the Canadian Railway War Board a continuous effort was maintained. The efforts of the railways were co-ordinated in such a way as to accomplish the maximum result and still not destroy or even injure the legitimate business of any one company. The results were highly satisfactory and reflect great credit not only on the directors of the companies and the War Board, but also on the officers and men of the companies, whose loyalty, self-sacrifice and efficiency made Canada's great transportation record possible.

"While periodic attempts are made to the permanent solution of the so-called railway problem—though so far as efficiency and rates are concerned, there is no problem that I can see—it must be admitted that next to the war itself no question so important in its effect upon the earning power and prosperity of Canadians, as this question of further Government ownership of railways, have ever faced us. It is too important to be decided merely upon the view of extremists on either side. It can only be properly determined by careful consideration on the part of the people after having obtained some knowledge of the principles underlying efficient railroad service, the facts of our railroad policy now—a policy which would be difficult to reverse—would carry with it consequences much more disastrous to the country than those of our previous railway miscalculations, for the reason that the systems involved are so much larger. It should be remembered too that mistakes in railway policies have been made in other countries besides Canada, and that the opportunity to observe the efforts, for example, of the United States, in attempting to correct their errors, is invaluable to us, the more so since this particular example of the United States comes nearer to paralleling



Canadian conditions—though the parallel is far from perfect—than any other that could possibly be chosen.

"The desire of everyone is that Canada should have to-day a railway system or systems so administered that the best service to the public will be obtained at the lowest rates consistent with fair wages, both for labor and capital. I say fair wages, because without them efficiency, loyalty and enterprise cannot be obtained, and without these things the quality of work which ensures efficient operation and low rates, cannot be secured. The question therefore is: Will Government ownership bring about this result? The question sounds simple but is in reality complex. Theoretically much may be said in favor of Government ownership. Will those theories stand the test of practice? If these theories prove a failure initially, but correct themselves, as their exponents may urge, in course of time—how long a time can Canadian people afford to pay the losses on demoralized railroad service? Do they wish to launch out on the experiment now? Or wait until their near neighbors, the United States, have worked out their experiment a little more satisfactorily? The cost of our experiment could not fail to be great, a cost certain to be collected directly or indirectly from the pockets of the Canadian people. Railway men have an admirable slogan which I feel inclined to commend to the attention of the people of Canada at this moment, namely, "Stop, look and listen."

"I have my own view on public ownership of railways, but they are not unalterable. I am undoubtedly prejudiced by an association with one company. The company has slowly developed to a point of efficiency and successful operation. Looking back over that history one is amazed at the importance of the part played by men whose enterprise, resourcefulness and tenacity of purpose could not, I think, have been stimulated and given rein in any civil service. It has taken more than thirty odd years to make the C. P. R. as efficient as it is to-day. It was not easy. Even when accomplished this degree of efficiency can be quickly lost. The consciousness that it is so easily shattered is largely responsible for the constant and intense ambition on the part of officers and men to maintain and even improve on the tradi-

"This much may, it seems to me, be said with confidence now, namely, that we do not know enough that is encouraging about Government operation of large railway systems to justify any further excursions into that field at this time. To argue from the experience of old countries where civil service obtains a much better share of the ambitious young men than in Canada, or to argue from the alleged success of comparatively local affairs, or Government organizations dominated by exceptional personalities, is unfair not to the railways but to the country which has so much at stake in this issue. We can well afford to wait, to study dispassionately our own situation and the experiment of the United States before committing our country to serious changes in policy. The solution finally adopted in the United States will be of inestimable value to Canada. Meantime, too, the experience which Canada will now have of the present newly organized Government system will demonstrate many things. It will indicate very largely the general nature of the results we may hope to secure from an extension of the system.

"When we know more about Government operation in Canada and in the United States we may modify or entirely alter the present arrangements. We shall be justified then in reconsidering our permanent policies. But to do so without the advantage of this information—information available in due time—in fact, without the knowledge essential to the determination of the problem would be to my mind, the height of folly.

"Even though a Government co-ordination of Canadian railways rather than the present voluntary co-ordination through the Canadian Railway War Board should show an immediate saving to the people of Canada—and the experience of Government co-ordination of United States railways holds out little hope for any such saving—the sum involved would be a drop in the bucket compared to the larger ultimate losses which in the event of the failure of such policy must inevitably result, and which could not be corrected. If I may be permitted to parody the old proverb, I should say "Nationalize in haste, repent at leisure."

—From the Montreal "Gazette."

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