

The Chatham Daily Planet.

VOL. X

CHATHAM, ONT., SATURDAY, AUGUST 10, 1901

NO. 217

Ladies' Skirt Sale To-night and Monday

Monday being Civic Holiday this store will be closed all day. For to-night and Tuesday we make the greatest skirt offerings ever seen in this city.

- 1-Ladies' Plain White Duck Skirts made with full flare and of best material, regular price \$1.50 each, on sale TO-NIGHT and TUESDAY for **75c**
- 2-Ladies' White Duck Skirts with corded flounce, regular price \$2.75 each, on sale TO-NIGHT and TUESDAY for **\$1.50**
- 3-Ladies' Black Lustre Skirts, well lined and made with flare, trimmed with black satin bands, regular price \$3.50 each, on sale TO-NIGHT and MONDAY for **\$1.75**
- 4-Ladies' Dark Oxford Gray Tweed Skirts, unlined, made with flare, liberally stitched and banded with black satin material all wool, regular price \$3.75, on sale for **\$1.98**
- 5-Ladies' Mercerised Satin Underskirts, full flounced, frilled and corded, in colors navy, cadet and helio, regular price \$2.85 and \$3.50 each, on sale for **\$1.75**

THOMAS STONE & SON

AUGUST Shoe Sale

IF YOU WISH BARGAINS IN SHOES, Turrill's is the place you can get them. We have decided to make a Slaughter Sale on all SUMMER FOOTWEAR. These goods must go REGARDLESS OF COST.

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|---|---------------|
| Men's Tan Bals., calf Goodyear Welt, coin toe, size 10 and 11, regular price \$3.50, for | \$1.50 |
| Men's Black Vici Kid Bals., Goodyear Welt, coin toe, size 10, regular price \$3.50, for | \$1.50 |
| Men's Black Vici Kid Bals., Goodyear Welt, bull dog toe, sizes 6 to 10, regular price \$3.50, for | \$2.50 |
| Men's Tan Vici Kid Bals., Goodyear Welt, plain London toe, sizes 6 to 10, regular price \$3.50, for | \$2.50 |
| Men's Tan Vici Kid Bals., round toe, 6 to 10, regular \$2.50 for | \$2.00 |
| Ladies' Tan Vici Kid Bals., cloth or kid top, hand turn nice round toe, regular up-to-date shoe, regular price \$3.50, sale price | \$2.00 |

**These are
Genuine Bargains**

- | | |
|--|---------------|
| Ladies' Black Vici Kid Bals., nice round toe, regular \$2.50 for | \$2.00 |
| Ladies' Black Kid Bals., coin toe, regular \$1.50 and \$1.25, all sizes, for | \$1.00 |
| Ladies' Tan and Black Oxfords, coin toe, turn sole, sizes 3 to 5, regular \$2.50 for | \$1.00 |
| Misses Tan Bals., coin toe, regular \$1.50 goods, all sizes, sale price | \$1.00 |
| Boys' Tan Kid and Pebble Bals., all sizes, a good smart shoe, regular \$1.50 and \$1.25, for | \$1.00 |
| Children's Tan Vici Kid Bals and Button, regular \$1.25 shoe for | 75c |

These are only a few of the lines we are offering. ALL MUST GO to make room for our fall goods.

TURRILL'S 93 King St.

GOOD YACHT OUTLAW IN A FINE FINISH

Fleet White-Winged Craft
Contest Erieau Supremacy

Magnificent Race Between Outlaw And The
Baden-Powell For Flag of Victory---
Progress of The Competition
---Incidents That Figured in the Event.



THE RESULT.

Chairman Jones, of Committee of Judges---It was a splendid race with honors very even. Both yachts deserve credit.

Commodore C. E. Beaton, of the yacht Outlaw---It was a clean well won race, highly satisfactory in every particular. We never doubted victory, but the B. P. really surprised us and did remarkably well.

Commodore W. R. Phillimore, of the yacht Baden-Powell---The contest was good and clean. The victory was fairly won. We have no excuse for defeat, but we don't think the result would always be the same.

Baden-Powell, Aug. 9, 1901.
Race between Outlaw and Baden-Powell.

First gun--3.10.30.
Second gun--3.15.30.
Outlaw crossed line 3.15.11.
Baden-Powell crossed line 3.16.10.
Baden-Powell, 29 seconds behind Outlaw.

FIRST ROUND.
Outlaw turns first buoy 3.27.21, second 3.37.30; 3rd, 4.04.5.
Baden-Powell turns first buoy 3.28.20; 2nd, 3.39.30; 3rd, 4.24.5.

SECOND ROUND.
Outlaw turns first buoy 4.13.30; second, 4.24.25; finish, 4.46.20.
Baden-Powell turns first buoy at 4.14.30; second, 4.25.40; finish, 4.47.30.

The race was twice around a triangular course, the buoys were passed to port. The lengths of the several legs of the triangle, were as follows: First leg, 11-8 miles, second 11-4 miles, third, 11-2 miles, 37-8 miles around the triangle, making a total of 73-4 miles for the race. The wind was about due east, and blew about twelve miles an hour at the start, dying away to about 8 miles at finish.

Outlaw actual time of sailing twice around course, 1h. 3m. 39sec.

Baden-Powell, actual time, twice around, 1h. 31m. 20 sec.

The first leg was a broad reach, the second before the wind, third a beat to windward. The B. P. seemed to have the best of it in windward work and the Outlaw slightly better at reaching. The boats appear to be very evenly matched, as the Outlaw won by only the narrow margin of 41 seconds.

E. T. JONES, Chatham.
A. E. JONES, Chatham.
THOS. A. REID, Saginaw.

Thus do the judges officially describe the magnificent yacht race of yesterday in which the two fine boats---the Outlaw and Baden-Powell---with their capable crews battled for supremacy on the waters of Erieau. All morning the coming contest was the only topic on conversation. The

decision of Captain Fellows not to race the Enterprise narrowed the battle down to the seasoned old warrior of the Eau waters and the promising and speedy more recent arrival. Opinion appeared to be evenly divided and the result showed that there was really very little to pick upon.

The course was marked out early. The first leg was n. by n. w. 10 degrees west, the second leg w. by s. w. 10 degrees south; and the third leg, e. by s. e. 20 degrees south. The wind at the start was blowing about 12 miles an hour.

Shortly before three o'clock the two yachts sailed slowly to the starting point. They were both greeted enthusiastically. Skipper Beaton sat in the stern of the Outlaw, and with him were S. B. Arnold, Chas. Dunn, George Merritt, J. C. Kerr, and W. Reid. At the tiller of the Baden-Powell was Skipper Phillimore and the crew were W. E. Campbell, Arch Park, Ed. R. Smith, W. H. Brackin and H. S. Northwood.

The judges were E. T. Jones, and A. E. Jones, Chatham, and Thomas A. Reid, of Saginaw, Michigan.

At the final gun the Outlaw got away first and immediately set top sails both reaching and going before the wind. The Baden-Powell followed briskly a few seconds later and used a large reaching jib. The B. P. did not use such canvas.

At the second buoy the B. P. set her balloon jib going before the wind, and the distance between the boats diminished.

Outlaw took in topsails and B. P. took in the balloon jib for windward work. It was a beat to windward for the home buoy.

The course was a travelled twice and the finish was most exciting one. The B. P. made every effort to catch the fleeing Outlaw, and as close was she that spectators at times believed that the Baden-Powell and the Outlaw had attained a luv'ly end. Skipper Beaton, however, succeeded in retaining his brief lead and went over the line 41 seconds to the good. Both yachts were given a rousing reception at the conclusion of the contest.

Planet, Skipper Beaton said the crew of the Outlaw never doubted the result.

"What did surprise us, though," he added, "was the splendid showing of Baden-Powell and the close rub she gave us. She was well sailed and has nothing to be ashamed of in the result. Our victory was well and cleanly won."

Skipper Phillimore takes the result philosophically and is in no way discouraged.

"We were beaten fairly and squarely," he told The Planet, "and we have no excuses to offer. It was a good

clean race throughout and the Outlaw earned her victory. But we of the Baden-Powell don't begin to think that she could do it every time, and we hope to have another brush some day."

The Planet interviewed the judges and they all were of the opinion: upon yesterday's showing, that there was little choice between the boats. "I wouldn't bet a cent on another race," said one of them, "until, at least, I saw how the wind was. I believe a heavy wind would assist the Outlaw."

TACKS TAKEN.
Archie Park says he thinks he'll sail a few more races before putting up that \$50.

Abie Seaman George B. of the Outlaw, says the victory of that boat was due to the intrinsic "Merritt" in her.

The presence of the genial Charles on the Outlaw affords him ample opportunity to explain how it was "Dunn."

The crew of the Outlaw indignantly deny that it was the massive proportions of Arnold that shut off all the breeze.

Beaton to Merritt---I say there. I'll trade you the Winona for the Outlaw. What say you?
Merritt to Beaton---Nit. Not on your life.

Mrs. Kerr explains that Jack's appetite is very erratic on racing days. "He couldn't eat anything at dinner," the lady explained, "while at tea he couldn't leave anything."

Now if Phillimore had given his boat a coat of that famous lubricating oil the battle would have been won. W. R. must remember it's neglecting the small things that does the damage.

The mainmast of the B. P. is said to be tender and contain a decayed spot near the jaws of the gaff. Some were afraid it would break, but E. R. Smith took out one of his accident policies. "If you take one of those risks," says Ed., "nothing will ever happen."

Now, if Will Campbell had only brought along that fanning mill he promised to have on deck, there would have been a different result when the wind fell. The crew of the B. P. blame their defeat on his neglect in this particular.

MONDAY'S RACES.
On Monday, Civic Holiday, the yacht races at Erieau will commence at 1 p. m. sharp. They are---
First race, for yachts 30 feet and over, twice around a triangular course. First prize, handsome flag.

Second race---for yachts of 18 foot class, twice round triangular course. First and second prizes, two flags.

Third Race---for yachts under 18 feet over all, once around triangular course. First and second prizes, two flags.

All of the above prizes are donated by the L. R. & D. R. R.

All yachtsmen are requested to meet at the slip dock at 12.30 sharp, to select judges and make final arrangements.

HE'LL SETTLE

If the Collector Will Only Call on A. I. McCall all Cos's will be Avoided.

A. I. McCall, Chatham's popular druggist, was at the Eau yesterday, and it is rumored he caught a small bass. Mr. McCall, however, positively refuses to say whether he did or not.

Some joke-loving friend caught on to the story and thought he would have a laugh at A. I.'s expense. He therefore procured one of Dr. E. Collins' Collecting agency blanks and filled it out thus:

NOTICE.
Chatham, August 9, '01.
A. I. McCall, Esq.,
Dear Sir---In looking over our books, we find that we have an overdue account against you amounting to \$58.00 for bass (pink eyes) and as we have a chance to sell this to the O. E. Collins Collecting Agency, of Toronto, and do not wish to do so, please call and settle on or before the 12th or, we shall be obliged to sell them.

Yours truly,
CARETAKER OF EAU.
J. A. Chinnery, Mgr.

Mr. McCall received this letter out of the postoffice yesterday and as he is anxious to avoid any litigation in the matter he says he would be greatly obliged if Chinnery would call and receive his payment.

The steel framework of the McKinnon Dash Company's building at St. Catharines collapsed, and two men employed on the building, Messrs. Cunningham and Armstrong, were very severely injured.

OH, THOSE 'BURG GIRLS.

Wallaceburg Herald-Record.
A young man of Chatham says that when a Wallaceburg girl pins a flower on a young man's coat she always lifts her chin up and looks at it sideways, and "he fellow who doesn't tumble 'hen had better stay in doors when a funeral is passing for fear of being run over by the hearse."

THE BEAVER AND EAGLE

Invader and Cadillac Commence the Great International Cup Race.

The First Struggle to-day--Both Yachts in Splendid Trim.

Chicago, Ill., August 9---Everything is in readiness for the cup races. The last halyard has been rove; the last coil of pot lead has been used; the last block has been carefully oiled, and to-night the crews of the two flyers that to-morrow begin the contest for supremacy are resting before the fray.

Americans are confident and say there is little doubt that the Cadillac will save the cup, and many of the visiting Canadian yachtsmen evidently believe it, for while they are willing to wager their money on the Invader they want to put it up at the rate of 2 to 5---a suggestion which but few Cadillac admirers have accepted. American enthusiasts are willing to bet 2 to 1 on the Detroit boat, but the Canadians are holding out for greater odds and there have been but few large bets made to-night. One Chicago yachtsman wagered \$500 to \$250 that the Cadillac would win, a number of Toronto yachtsmen taking the small end of the bet. The city is entertaining more yachtsmen than ever attended a fresh water race before. Two or three hundred Canadians are here to root for their boat and the Yankee yachtsmen far outnumber them.

At the Chicago Athletic Club there has not been a room vacant for three days and one or two of the large hotels report the same condition.

CANADIANS HAVE A GOOD CREW.
Commodore Amelias Jarvis, the man to whom the Canadians look to win the cup, is confident that he will win, apparently, in spite of the wonderful showing of the Detroit boat. "You have a splendid boat in the Cadillac," he said to the Free Press representative to-night, "but there was just the slightest smile playing about the corners of his mouth as he added, 'I have a very fine crew.'"

This is where the Canadians have their one chance of victory. For the Cadillac's crew, good as it is, is sadly in need of drill. At 10 o'clock to-night Capt. Thompson could not name his crew and they have never been together in the boat, and one of them has never sailed on her. The Canadians have been sailing every day for more than three weeks, and Commodore Jarvis says he has the finest crew that ever stepped into a Canadian cup racer. The crew of the Invader were in bed at 9.30 to-night. Both crews had a hard day's work today. The racers were docked in a floating drydock late last night and at dawn this morning the Detroit members of the Cadillac crew went to work on their boat, while a number of shipbuilders and finishers took charge of the Invader.

CADILLACS HULL SANDPAPERED.
Capt. Arthur Pettie, Sidney Russell and Frank Senter spent the entire day in sandpapering the hull, and after this had been done put on several coats of put lead so that to-night her underbody looked like a newly polished cook stove. The Chicago members of the crew spent the day on the club house veranda.

The Invader was different. In spite of the work done the hull was uneven, and in many places very rough. When the boats were exposed to view to-day they presented a strange contrast. The Cadillac looked short, stocky and heavy; while the long, slender, closely cutaway body of the challenger made the contrast very noticeable. The Invader presented much the prettier picture. She looked in the dock as though she could sail in circles around the Detroit boat, but people who go much on looks will probably be greatly disappointed.

CHALLENGER IS WEAK.
The challenger is weak, lamentably weak, is the verdict of Americans. As stated in the despatches last week she is very tender. When the dock was pumped out to-day several long bronze plates extending on each side of the hull up for about eight inches were exposed. They had been screwed on to strengthen the lower construction and from the fact that three or four long strips extend down on the fin it looks very much as though she had more lead there than her keel can hold. The fin is not put on well. The blocks to which it is fastened don't fit together smoothly and in many parts of the hull this same thing is apparent.

The boats were towed to their moorings at 7 o'clock to-night with Continued on Fourth Page.