

First Blood to "Shamrock."

Accident to "Resolute" Gave Victory to Lipton Yacht.

Sandy Hook, N.J., July 15.—Shamrock IV's victory was won in the face of what had seemed certain defeat. Resolute had taken the lead at the start and held it by an ever-widening margin until, as she swooped within half a mile of the turning mark 15 miles from the start, spectators on the great fleet of pleasure craft saw her great area of bellying canvas shiver and begin to sink, fluttering down her mast. A sudden gust had snapped her throat halyard and a second later the jaws of her gaff were shattered beyond repair.

Capt. Charles Francis Adams, 2nd, sent two men aloft to repair the damage while the stricken yacht limped slowly around the turning mark nearly five minutes ahead of Shamrock IV. A few moments later, the men descended, reported the extent of the damage and Captain Adams issued the order that furl Resolute's mainsail and gave the race to the Shamrock.

Shamrock Across the Line.

When Resolute was seen to be in trouble, a tug bearing Sir Thomas Lipton's colors drew swiftly up to the steam yacht Victoria from which Sir Thomas was following the progress of his challenger. Many yachtsmen believed Sir Thomas was ordering Shamrock IV to fall to cross the finish line, making it no race. A statement he issued later said this was his initial impulse, but that he had been persuaded by his companions to permit Shamrock IV to finish, as it was felt that construction and sturdiness of the contenders should be taken into consideration in determining the issue as well as comparative skill of the rival crews.

More than 100 craft, ranging in size from an ocean liner to tiny power boats that were almost lost in the maze, followed the contenders over the thirty mile course that started even with the Ambrose Lightship and took them fifteen miles southwest by south along the New Jersey coast and back.

Shamrock IV was given a mighty ovation of screaming whistles and sirens as she flashed across the line at 26 minutes, 26 seconds after four o'clock, having completed the course in four hours, twenty-five minutes, twelve seconds.

The weather was anything but satisfactory for a yacht race. The sky was heavily overcast and what little breeze was stirring, was fitful.

When the preliminary signal was blown at 11.45 there was just wind enough to give the two yachts steerage-way. The fight for position began at once, and for the first few minutes Captain Burton on Shamrock had his boat nicely berthed over Resolute. Then Captain Adams on the defender slipped out and by a quick twist, gained his favorite berth on the western end of the line near the lightship.

Burton seemed to ignore this and started for the line nearly a minute ahead of the gun. Finding that his calculation was wrong he endeavored to run along the line to piece out the time, but reached the committee boat ahead of the signal and was forced over. He tacked immediately under Resolute's stern and re-crossed 58 seconds after the defender, thereby giving the latter a commanding lead right at the start. It was undoubtedly the poorest start ever made

by a Royal Ulster yacht.

Shamrock's Bad Start.

Interest at once centred on the question whether after such a bad start, Shamrock could overtake Resolute, and this was answered in the negative in about ten minutes. Both yachts crossed the line on the starboard tack and Shamrock was the first to try the inshore hitch. Resolute followed immediately and it was seen at once that the latter was pointing higher and footing as fast.

Then a rain squall drenched the two yachts, killing the breeze for a time, and adding several hundred pounds weight to the sails.

When the squall cleared both yachts had worked inshore with Resolute gaining constantly. An hour after the start the wind hauled to the westward, giving Resolute a further advantage, and for nearly half an hour, the two yachts ran along the Jersey shore heading straight for the mark, under number 2 jib topsails.

Then the wind headed them off again, but still Resolute was able to hold her advantage.

Made Daring Move.

Finding his boat dropping behind, Burton made a daring move by splitting tacks and heading for the Jersey shore in the hope of picking up another favorable slant. He lost, and when he swung round, on the starboard tack again, he was nearly a mile behind.

Everything seemed to be going fine for the defender. She was gaining in the short tacks which both boats were making off Long Branch, and it looked as if she had the race securely nailed down. She was not only a full five minutes ahead, but had many minutes in time owing to her by Shamrock.

Half a mile from the turning buoy Resolute came round on the port tack and had the mark under her lee off-shore. Shamrock had held the starboard tack a trifle too long and overtook the mark. All preparations had been completed for the turn, and it was only a question of how much Resolute's lead would be.

Accident to Resolute.

The wind which was wafting Resolute along was blowing less than six miles an hour while off-shore Shamrock was getting it much stronger. There were no squalls, not even a puff, when suddenly the mainsail of Resolute shivered, and down came the jaws of the gaff. The club topsail sheet was parted and the yacht, with only part of her mainsail hoisted but peaked far up, was nearly helpless.

Still Adams kept her on and she limped around the mark at 2.52.54. For a time it looked as if the damage might be repaired. When it was found that Shamrock was nearly five minutes astern, it was hoped that Resolute might keep on and perhaps win by a short margin. Soon two of the head sails were taken in and when the sailors began furling the sail which had been hauled down with considerable difficulty, it was seen that the race was over as far as the defender was concerned.

In the meantime Shamrock had come up and made a wild sweeping turn entirely unnecessary and then passing Resolute headed for the finish 15 miles away. Shamrock turned the mark at 2.57.39.

Resolute's tender took her in tow and started for the Horsehoe. Shamrock called anything but a straight course for the finish and one time it seemed as if her commander did not intend to cross the line. He reached there in fairly good time and

was greeted with whistling applause as the first challenger to win a race in 49 years. Resolute will receive a new halyard to-morrow and should be ready for the second race on Saturday. The score to-night stands: Shamrock 1, Resolute 0.

SUMMARY:

Yacht.	Representing	Start.	Finish.	Elapsed Time
Shamrock—Royal Ulster Y. C.		12.01.38	4.26.36	4.25.12
Resolute—New York Y. C.		12.00.40	disabled	

Jarvis With Lipton.

New York, July 16.—(By Canadian Press.)—Commodore Aemilius Jarvis, the noted Canadian yachtsman, and Miss May Jarvis, equally known in the yachting world, were among the guests of Sir Thomas for the first day's racing, on board the steam yacht Victoria, formerly owned by the late Hon. James Dunsinuir, of Victoria, B.C. Commodore Jarvis was not only a guest of the noted British sportsman, but during the trials and tribulations of the race when the green-hulled challenger and her competitor, the defender, were endeavoring to make the best of decidedly unfavorable weather conditions, he was visibly the "right-hand" man of the great British yachtsman.

It was to Commodore Jarvis, that Sir Thomas first turned in his uncertainty when the accident befell the Resolute, put her out of commission. "I can't take that race," Sir Thomas told the reporters. "It is not Tom Lipton's way. Wait until I talk with Jarvis," he said.

"Jarvis tells me that I must take this race for the general good of the sport, but it makes me unhappy to do so," he said after a brief consultation. "Come to think of it though," Sir Thomas added, "it was at the last Derby that the seemingly winning horse stumbled and fell just before reaching the finish line, and the next horse was the winner."

Banger Rejoices.

Belfast, July 16.—News that the Shamrock IV, had won the first race against the Resolute in the series for the America's cup was received amidst joyous scenes at Bangor, Down, last night, because in the event of the ultimate victory of Sir Thomas Lipton's yacht, future races will occur there.

"Part of the Game."

New York, July 16.—(By Canadian

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All parties claiming to be creditors of, or who have any claims or demands upon or affecting the Estate of Dawe P. Osmond, late of Moreton's Harbour, in the Electoral District of Twillingate, Merchant, deceased, are required to send particulars of their claim, in writing, duly attested, to Clift & Pinsent, Law Chambers, Duckworth St., St. John's, Nfld., on or before the 3rd day of August next; after which date the said Executors will proceed to distribute the Estate having regard only to the claims of which they shall then have had notice.

CLIFT & PINSENT, Solicitors for the Executors.

Address: Law Chambers, Duckworth St., St. John's, Nfld. jly6,4,tu

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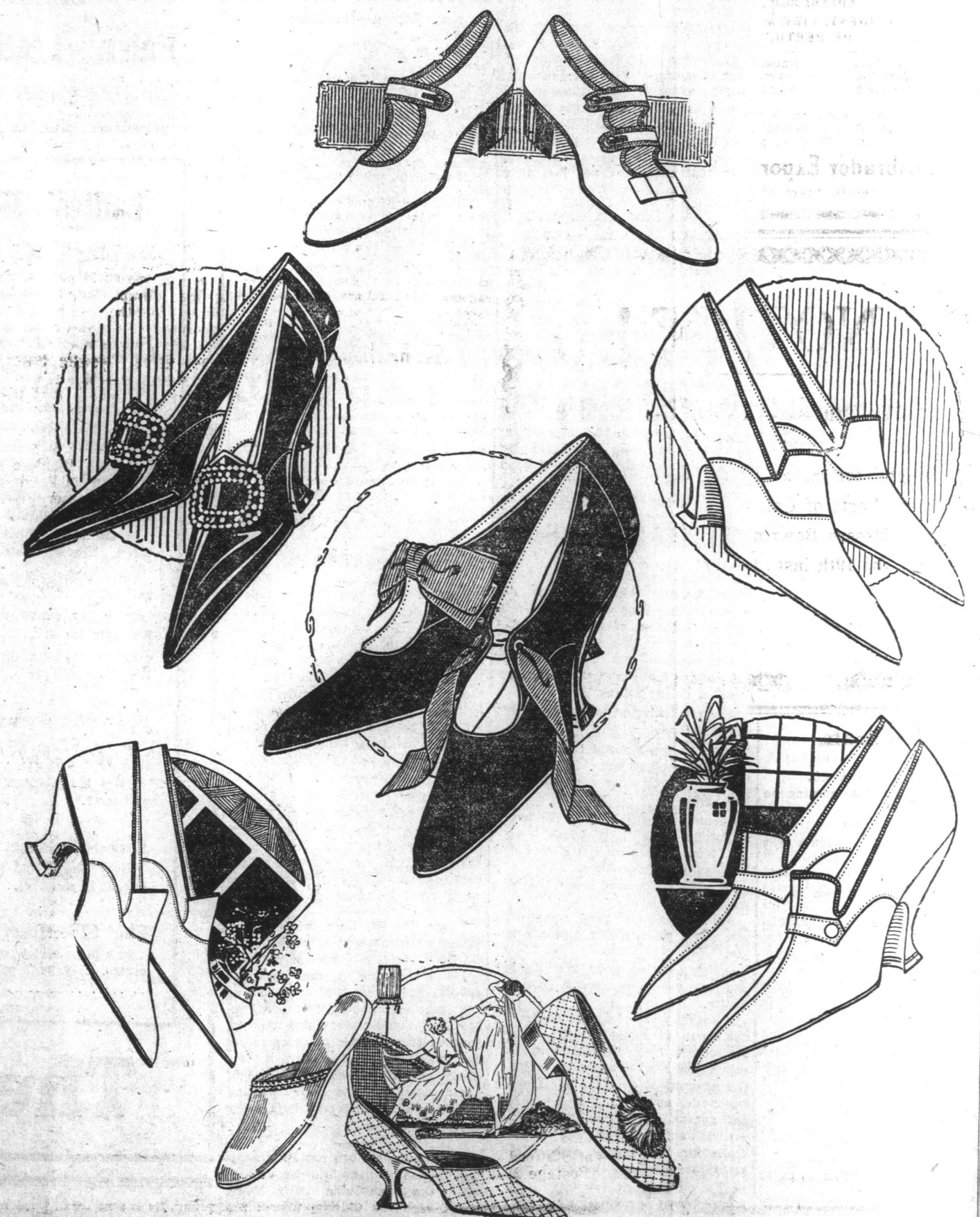
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NOTE OF THANKS.—Miss Elle Ryan and Miss May Ryan wish to thank the many kind friends who sent wreaths or in any way helped to lighten their sorrow in the loss of their dear mother: Dr. T. Mitchell, Mrs. K. Hynes, Miss B. Savage, Mr. T. Mokeier, Miss A. Sutton, Mr. D. McPherson, Capt. M. Picco, Miss M. Polard, Mrs. Agnes Keefe, Mrs. John Fahy, Mrs. John Rice, Mrs. Jos. Hobbs, Mr. and Mrs. Jas. McDonald, for their kind attendance to her during her long illness.—adv.

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