

## Two Million Dollars Will be Spent to Decide Who Holds The Blue Ribbon of the Seas

One of the Most Important Events in the Sporting World Will Be the International Yacht Race for the America's Cup, Challenged by Lipton

New York, June 26.—It is an undisputed fact that one of the most important events in the world of sports is an international yacht race for the America's cup. There may be world series in baseball, international polo matches, tennis contests for the Davis cup and other forms of sports, but few of these events create more interest than is centered in a race for the "blue ribbon of the seas." What creates the enthusiasm on the part of millions of people who do not know a boom from a gaff is now one of the wonders of the sporting world. Still it is the case and must therefore be accepted without comment.

The only solution to the mystery lies in the fact that the lay mind is astonished by the tremendous sum that has been spent in races for the America's cup. That men are willing to spend a million dollars to defend a battered piece of silver that originally was worth only 100 guineas appeals to the popular fancy. To make the situation even more unique, the money is gone forever. Not one penny comes back in the way of "gate receipts." Again, once the series is ended, the yachts that raced are only worth what they will bring in junk. Nothing is more useless than an America's cup boat when the series is ended.

When Commodore Stevens and his associates originally gave the "100 guineas cup" to the New York Yacht Club to be a perpetual trophy for international racing, they never dreamed that a race for the bit of silver would cost a fortune. The ever increasing cost is just the result of circumstances. That a cup race was too much for one man to finance first became apparent after Canada had tried unsuccessfully to capture the cup with the ship *Albatross*.

**Cost of Defending Trophy.**  
It was in the fall of 1881, after that unsuccessful attempt, that the officials of the New York Yacht Club first began to take account of the cost of defending the trophy. It was the first time that a yacht had been built for the special purpose of defending the cup, although the new craft, *Pocomtunk*, proved to be a failure and was not used for the purpose. The boat was built by the first officers of the club, and the cost of construction, added to the cost of running her during the trial period and with the incidental expenses to the club of managing the contest, made a total of \$20,000.

This, in the eyes of the racing officials, was rather a large sum to pay for the purpose, and they concluded that something would have to be done to reduce the cost of the cup races. Something was done, in the way of amending the deed of gift in such a manner as to prevent small Canadian boats from challenging thereafter.

At present the cost of defending the cup in one contest is considerable more than twenty times the \$20,000 of a generation ago and more than 100 times the cost of earlier races. When James Ashbury came over in 1876 with his schooner *Cambris* he merely varied his summer programme of cruising and incurred a comparatively small outlay for some extra fittings and a slightly enlarged crew. If he had not come to America to race for the cup, Mr. Ashbury probably would have taken a cruise in European waters of about the same duration.

Mr. Ashbury built the schooner *Livonia*, with which he challenged in 1872. Possibly he might not have built a new boat that year, if he had not contemplated challenging, but undoubtedly he would have built one within a year or two in any event, as it was generally known that he wanted something a little better than *Cambris*.

Major Gifford, in whose behalf the Royal Canadian Yacht Club issued a challenge in 1876, was the first to build a boat especially to race for the cup. She was the schooner *Countess of Dufferin*. She cost probably not less than \$25,000 and not more than \$35,000 to build and race. It was the beginning of the building of specially designed craft for America's Cup races.

Both the *Genesta* and the *Galatea* were built especially to race for the cup. The former came in 1885, and in that year, the heavy expense of defense began, although the beginning was a matter of small importance compared with the expense of today. The cost of the building of *Puritan* in 1895 added to the cost of her management for the season figured up to about \$35,000. It cost almost as much for the building and operating of *Priscilla*, *Puritan's* unsuccessful rival.

Mayflower cost about \$42,000 to race in 1898. The club's expense and the management of the race was about \$2,000 more. There was a second boat built in 1896 by a syndicate of members of the Atlantic Yacht Club at the probable cost of not less than \$30,000. This boat was called the *Atlantic* and subsequently was sold to a yachtman for a considerable portion of her cost. Still it was "found money" for her original owners.

Thistle, the Scotch challenger and the American defender *Vesper* "set back" their respective owners about \$50,000 each when they raced in 1897. The New York Yacht Club had an expense of nearly \$3,000 in the management of that series of races.

**The Dunraven Challenge.**  
The real heavy expense of defending the cup began in 1898, the year Lord Dunraven issued his first challenge. In that year, four candidates for the honor of defending the trophy were built. Vigilant cost something like \$150,000 to build and race. This sum was reduced to possibly \$100,000 through the sale of the yacht, after the races, to George and Howard Gould. *Colonial*, *Jubilee* and *Pilgrim*, the other three American boats, cost about \$250,000, making an overhead cost of at least \$850,000 for the defense of the cup that year.

In 1899 the New York Yacht Club spent \$200,000 to build and race the

## SOME RAILROAD MEN NOT SATISFIED

Philadelphia, June 26.—Despite the labor board's announcement of an early adjustment of the railway employees' grievances and that the decision would be retroactive to May 1, Pennsylvania Railroad shopmen in this city were reported early today to have voted to join the walkout of the yardmen. The company employs about 1,200 men at its local shops and strike leaders announced that virtually all of them attended the meeting and that the vote to strike was nearly unanimous.

## ERECT HOUSES OF CLAY AND STRAW

Regina, Sask., June 24.—A dent will be put in the high cost of building on the prairies if a project undertaken by members of a local architect's firm carries out successfully. The project consists in the erection of dwellings out of clay and straw in blocks. With a view to demonstrating the feasibility of the scheme construction of a dwelling out of this material has been commenced.

Motor drivers have paid \$777,276 in fines in the four years of the New York Traffic Court's existence.

If it will not cost close to a million dollars for Sir Thomas to have another try for the cup, then some of the best judges of yachting are wrong.

It is safe to say that before the races are decided, \$2,000,000 will be spent by the challenger and the defender of the America's cup.

Shamrock II, cost Sir Thomas \$450,000. Constitution was built that year at the cost of \$250,000 to defend the trophy. Commodore Morgan, who was then the sole owner of the Columbia, put her into commission as a trial boat. She finally was selected to defend that trophy. For that honor Commodore Morgan paid close to \$100,000. The club spent a good \$50,000 on the series, making a grand total of more than \$400,000 for the race. By that time, the contest had become a million dollar affair.

In 1903, Sir Thomas built the third Shamrock. He also brought the first Shamrock over as a trial boat. That year the Irish baronet had his first big arms anchored. An American, waters, besides the racing yachts, he had a steamship, tugboats, steam launches and a steam yacht. When his trial boat home his bank account was shy \$600,000. The cost of the defense that year was equally as much. The Reliance was the defender and was built and raced at a cost of \$455,000. Both the Columbia and the Constitution were put into commission as trial yachts. To maintain these another \$100,000 was spent. The race itself cost the club \$25,000. The total outlay for the defense therefore figured up to \$650,000. That race saw the million dollar mark passed by a good margin.

At the end of the 1902 series, all hands agreed that an America's Cup race was too costly. Even Sir Thomas found that he could not afford it and there was no challenge for several years. Finally, the Irish yachtsman got the "bee" again and after sending several impossible challenges, a race was arranged during the winter of 1913. Remembering the cost of the 1902 race, both Sir Thomas and the New York Yacht Club were willing to race with smaller boats than the big 90 footers, with which the Irishman formerly sailed for the cup.

It was decided that the yachts had to be limited to 75 feet on the waterline. All believed that the move would bring down the cost of the race. Unfortunately, the best laid plans of mice and men often go astray. The race, that promised to be less expensive than those of former years, has already cost more than any other contest and it has not as yet been sailed. The delay, caused by the "war" of course, is the principal reason why the fourth attempt of Sir Thomas has proved to be so expensive.

**Expensive Proposition.**  
Regardless of the size of the yachts, the race would have been a fairly expensive proposition had it been held when originally scheduled in 1914. First, three yachts were built in the United States for the honor of defending the trophy. Resolute originally cost \$120,000. Another \$100,000 has been spent on the craft since she was first launched. *Defiance* and *Vanitie*, the other yachts built in 1914, did not cost so much. Possibly each was built for \$100,000. *Defiance* was withdrawn after a few races, a failure. *Vanitie* still is in the game and since she first was built, it is safe to say that almost another \$100,000 has been spent on the craft.

The figures do not include the sums that have been spent to race these yachts in 1914-15 and so far this season. Also when one adds on the storage bills that have been paid to keep the craft since built, to say nothing of the expense that the New York Yacht Club will have to meet to hold the race in July with ocean-going tugs worth \$500 a day, against \$75 and \$100 a few years ago, it is evident that more than \$1,000,000 will be spent by American yachtsmen in the present defense of the trophy.

Sir Thomas Lipton also will spend close to \$1,000,000 in his present effort to lift the cup. First, there was the original cost of the *Shamrock II*, which can be put down as \$100,000. Then came the trip across the Atlantic under convoy by the *Erin*. When she reached this country, the yacht was stored away in Brooklyn. This also cost a tidy sum. Then came the rebuilding of the craft, a matter that probably cost the Irishman back another \$50,000.

Now comes the 23-meter *Shamrock* to race against the other yacht. In round figures, it costs at least \$2,000 a day to keep the two yachts in commission. In addition, Sir Thomas has a houseboat, a steam yacht, a tug, and a motorboat all under charter.

## MURDOCK DEFIES ROBSON TO SUE

Toronto, June 26.—In an interview here last evening, James Murdock, who has resigned from the Board of Commerce, said with reference to a veto threat from Judge Robson, former chairman of the Board, that he would "follow the matter up further" as to Mr. Murdock's charges against the Judge, declaring:

"Let him go as far as he likes. He dare not follow it any further, if following it any further means suing for libel."

**WEDDINGS.**  
Merrithew-Brewer.

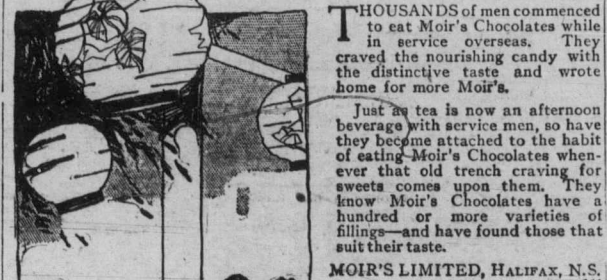
Frank Merrithew, of Brewer's Mills, and Florence A. Brewer, of Zealand Station, were married on June 23 by Rev. James Spencer. The ceremony was performed on the lawn at the home of the bride in the presence of many friends. Many presents, gifts of friends, were given to the bride. A large company sat down to supper. They resided at Brewer's Mills.

**CARPENTER WORK.**  
Carpenter, etc. All kinds of property repairs and alterations.

W. PASSEY  
Phone 358 578 King Street

**TEA AND SALE.**  
A Tea and Fancy Sale will be held in the Public Hall, Lower Macgillville, on June 28th, under the auspices of the W. A. of the Church of England. A running supper will be served from 6 to 7:30. Also side lunches by a score of young ladies. Ice Cream, Home Made Candy. All sorts of attractions. Remember the time, place, cause.

## MOIR'S Chocolates



THOUSANDS of men commenced to eat Moir's Chocolates while in service overseas. They craved the nourishing candy with the distinctive taste and wrote home for more Moir's.

Just as tea is now an afternoon beverage with service men, so have they become attached to the habit of eating Moir's Chocolates whenever that old trench craving for sweets comes upon them. They know Moir's Chocolates have a hundred or more varieties of fillings—and have found those that suit their taste.

MOIR'S LIMITED, HALIFAX, N.S.

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Honest advertising, simply put, brings honest returns.

## IRONS IRONS IRONS

Saturday, June 26th

Will be the last day that you will be able to get an iron for \$4.50

Get yours now and save money. Estimates free on wiring. A complete line of Fixtures and Appliances.

—At—  
J. E. KEARMAN  
87 Regent Street Fredericton

## PICNIC AT NASHWAAKSIS

DOMINION DAY, JULY 1ST

Under the auspices of L. O. L. No. 32.

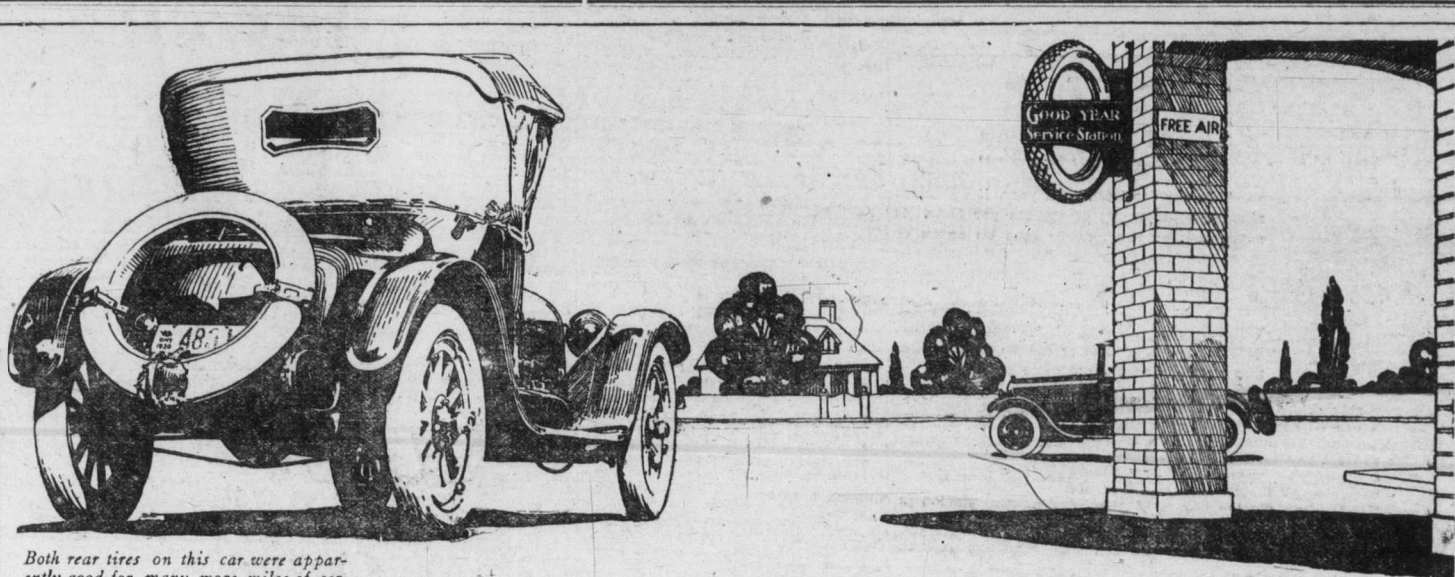
GAMES AMUSEMENTS  
REFRESHMENTS  
Supper served on the grounds. Dancing in the evening. Come and enjoy yourself. Good time assured.

**Antique Furniture**  
Repaired and Refinished by an expert.

W. E. MONTFORD  
Cabinet Maker  
Campbell Street Below Regent

**NOTICE**  
We are now in a position to repair your wheels, gramophones, etc. Lawn mowers ground. Call 479-11 and we call and return mower—price 50c.

MURRAY'S CYCLE SHOP  
110 Westmorland Street.



Both rear tires on this car were apparently good for many more miles of service. Yet both had been injured by hard driving. One was repaired with a Good-year Adjustable Blowout Patch, and gave 1,000 miles more service than the tire which was replaced.

## This Takes Miles Out of Tires

Iron W. Maxwell, 879 YORK STREET, opposite C. P. R. Station.

Every road of life. But the greatest neglect, or the part of the tire user.

To enable the motorist to get the last possible mile out of his tires, we have established over 1,500 Goodyear Service Stations in Canada. To supplement their work we have produced Goodyear Tire Savers.

Inside breaks may be accidentally caused by hitting stones, ruts or bumps while driving at high speed. If such breaks be neglected a blowout may result.

Watch for such inside breaks when you change your tires. Cement over them a Goodyear Adjustable Blowout Patch to

## This is the Goodyear Cure

prevent them growing. If they are already large, see your Goodyear Service Station Dealer about a Goodyear Reliner or a vulcanized repair.

And when you talk to the Goodyear Service Station Dealer about fabric breaks, let him tell you of the other Goodyear Tire Savers and of the other things he will gladly do to help you cut down tire-cost-per-mile.

His basis of doing business with us is a basis of winning friends by giving service.

He, and the thousands of other Goodyear Service Stations, have helped in this way to build up the largest tire business in the world.

The Goodyear Tire & Rubber Co. of Canada, Limited

