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Time Allowance Deprived Challenger of Victory.

Shamrock Crossed Finish Line First, But Lost Race.

Sandy Hook, July 21.—American yachtsmen who followed the trim craft through the four hours, three minutes and six seconds of racing time, thought back over many years of racing without being able to compare with to-day's spectacle. It was a real race from the start, and it provided a finish rivalling in closeness that of a neck-and-neck horse race. Resolute had taken the lead early in her favorite 15 mile beat to windward, and rounding the stake with about a quarter of a mile lead, slipped swiftly down the wind with spinnaker and balloon jib topsail billowing superbly.

But Shamrock IV, with her greater spread of canvas, was not to be deterred and slowly, but steadily ate up the intervening distance, until, with little more than a mile to go, her bowprit reached, then slowly began to creep past the Resolute's stern.

Thrills at the Finish.

Inch by inch, as the spectators watched breathlessly Shamrock IV move up and up. A mile from the stake they were running neck-and-neck through the fluffy little whitecaps turned up by the breeze. They appeared so close together from the sea boats that it seemed as if a man might have jumped from challenger to defender. Actually the distance was several boat lengths. Shamrock IV kept the steady crawl lead until, at the half mile mark from the line, she was nearly a full boat length ahead.

Then Resolute caught a tiny extra puff of wind from somewhere, and raining like a thoroughbred under a leash crept up slowly—almost imperceptibly. She got her bow about even with Shamrock's towering mast when a puff of steam from the committee boat's whistle registered Shamrock's finish.

The little fleet of spectator craft, though smaller by far than that which had gone out to previous races, first into a veritable bedlam of shrieking whistles and sirens as the contenders swept over the line and fought their spinnakers and balloons fluttering down.

But the finish did not provide all the thrills of the race. Shamrock IV, seeking for position, seemed to have taken the advantage on the start, and started on a starboard tack in the

weather berth. Captain Adams, of Resolute, offered little opposition, electing to wait for the port tack, which came within a few minutes.

Here he took the windward berth and pointed Resolute high up into the stretch until Shamrock IV, filled this gap with a little triangular jib. This seemed to help her immensely and she began to close up the interval until she had passed the defender.

The crews on both boats—35 on Resolute and 40 on Shamrock IV, including skippers and observers—had an easy time of it on the home stretch with no sails to shift and they crouched aft apparently "pulling" for their sloops to win.

When they had crossed the finish, both yachts hoisted the "O" flag that indicated unwillingness to race tomorrow and it was announced the next start would be Friday. Later, it was announced, Shamrock was to be placed in drydock tomorrow, presumably for cleaning and polishing of her hull.

Start of the Race.

The regatta committee waited an hour for the breeze, and then finding that the faint air from a little south of west gave promise of increasing later in the day, set signals for a fifteen-mile beat to a point 13 miles off the Jersey coast at Asbury Park. The struggle for place at the start was not as exciting as usual, for Captain Adams seemingly allowed Shamrock to gain the weather berth and made no effort to work his boat out of the leeward position.

The two yachts crossed the line on the starboard tack with Shamrock leading by 19 seconds. Captain Burton tacked immediately to port and headed for the shore. Resolute followed leisurely, and the yachts had not sailed ten minutes when it was seen that the defender was up to her old tricks of beating out to windward, leaving Shamrock to outfoot her but drop away.

For the first hour Shamrock seemed to be making more by footing faster than she was losing by falling off to leeward, and at 2 o'clock it looked as if she might cross Resolute if she tacked off-shore. However, Shamrock held in-shore until she was almost in shoal water. When she tacked it was seen at once that she had no chance to weather Resolute.

The defender awaited until assured

that she held the weather berth and then tacked almost on top of Shamrock. This practically settled the race.

Twelve Knot Breeze.

Captain Burton tried every possible sea trick to squirm out from under Resolute. He made four or five fake tacks, throwing his boat up into the wind to get Resolute to follow and then falling back again in the old tack in the hope of leaving Resolute in irons. But Captain Adams was not to be caught napping. In fact, Resolute gained a few hundred yards by these fake tacks of Shamrock.

The yachts made more than 20 tacks between the Highlands and Long Beach, all of them within two miles of the beach, still Shamrock could not gain the weather berth.

Finally Resolute refused to continue the short hitches and stood for the mark on a long six-mile board-off-shore. Shamrock soon followed, and for more than half an hour, the yachts ploughed through the waves, for the breeze increased to nearly 12 knots and at times knocked the boats down until the water was rushing over the lee rails.

The last mile was made with slight start sheets and on this point of sailing Shamrock proved herself a trifle faster than Resolute. In fact, the last mile was quite significant in view of the fact that the next race will be over a triangular course with two legs on broad reaches.

If Shamrock can out-reach Resolute in the two ten-mile legs on Friday by eight or ten minutes she may make up for the loss of a minute or two in the ten-mile beat to windward, which would give her the third and deciding race. The last mile, therefore, on the windward leg to-day, which was in the nature of a reach, caused considerable discussion among the experts.

Resolute rushed around the mark in a very narrow circle and had her spinnaker blossoming out one minute and thirty-five seconds later. Shamrock made a wider turn and took half a minute in putting her spinnaker.

Shamrock Cut Down Lead.

It was a straight-away slide down to the finish, with Shamrock getting the better wind astern, the breeze softening as the yachts ran along. Half way to the finish Shamrock had cut Resolute's lead in half. Three miles from the line it had been brought to 200 yards, and half a mile from the lights the two yachts were sailing side by side.

The Shamrock passed Resolute to leeward and soon slipped out ahead and dashed for the line, reaching it 19 seconds before the white boat. As this race was exactly her lead at the start, the two yachts were found to be on even terms, boat for boat, for the first time in the history of cup races.

Resolute, with her time allowance, 7 minutes and 1 second, used it to win by that margin, so the series to-night stands 2 to 1 in favor of Shamrock. As the yacht crossed the line, the committee asked the skippers whether they wished to race tomorrow and both replied in the negative.

London Elated.

LONDON, July 21.—Shamrock's success in obtaining two legs on the America's cup comes as a cheering surprise to most people here. Sir Thomas Lipton's past failures having inclined the public to believe there was little or no chance for the cup ever to be seen in England. It is recalled that experts here after the last defeat proclaimed the virtual impossibility of any English yacht winning under the stringent regulations imposed by the deed of gift. While it is realized that the trophy by no means is yet won, yesterday's result encouraged much hope.

The morning newspapers displayed prominently the reports of the race, but the result was received too late for much comment.

The Daily Telegraph thinks the victory all the more remarkable "because the Resolute showed superior to anything ever sailed in American waters and because the weather was of the type which wrecked the fortunes of every previous challenger."

Cup Winners and Losers.

Following is a list of the races and the yachts contending since the victory of America in 1851:

1851	America	won against a fleet.
1870	Magic beat Caribria and 7 others.	
1871	Columbia	Livonia
1871	Sapho	Livonia
1876	Madeleine	Dufferin
1881	Mischief	Atlanta
1885	Puritan	Genesta
1886	Mayflower	Galatea
1887	Volunteer	Thetis
1893	Vigilant	Valkyrie II.
1895	Defender	Valkyrie III.
1899	Columbia	Shamrock
1901	Columbia	Shamrock II.
1903	Reliance	Shamrock III.

A man in New York who has been making something like \$70 a day by just yelling for it has been stopped by the police. His method has been to ring the bell of one tenement after another in an apartment house and yell up the dumb waiter shaft that he wanted \$2.46 or \$3.17, or some other convincing sum, for the laundry, sometimes getting the exact amount and sometimes a \$5 bill to be changed.

Boys' Brown Canvas Boots, with rubber soles, only \$1.75 at Smallwood's Big Shoe Sale. July 22, 23.

Reprimanding the Great.

When the Prince of Wales was a "loot" in the Grenadiers, he was once cautioned for being late on early morning parade, and Prince Albert was also admonished on one occasion at Sandhurst for neglecting some small duty as N.C.O. It must be a trifle disconcerting to have to reprimand someone who is actually more notable than oneself, but in the Army and Navy these points do not matter, and more than one elderly private during the war was "shouted at" by his erstwhile office-boy.

Some years ago a stern sergeant in the Artists' Rifles reprimanded a humble private for wearing his watch-chain outside his tunic. The sergeant is known to-day as Sir J. Forbes-Robertson, and the private as Sir Victor Horsley.

LEAGUE FOOTBALL.—In the League football match played last evening between the Star and Feldians, the latter won by a score of 3 goals to 1.

Men's Black Canvas Shoes, rubber soles, only \$1.50 at Smallwood's Big Shoe Sale. July 22, 23.

HOUSEHOLD NECESSITY

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"GILLETT'S LYE EATS DIRT"
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Fashions and Fads.

The ribbon sash is holding its own. A fashionable green is a light jade called monaco.

Metal laces will enjoy another season's popularity. Colored leathers, perforated, are used for trimmings. Apple green and canary yellow are used for lingerie.

Some metal embroideries are outlined with black silk. Chinese blue, copper brown and mauve are fall colors.

Lace and tulle will drape many a formal evening gown. The jabot gumpie is worn much with the open sweater.

Small crystal and steel beads are combined in embroideries. Self-tone brocades in medium-sized designs are popular.

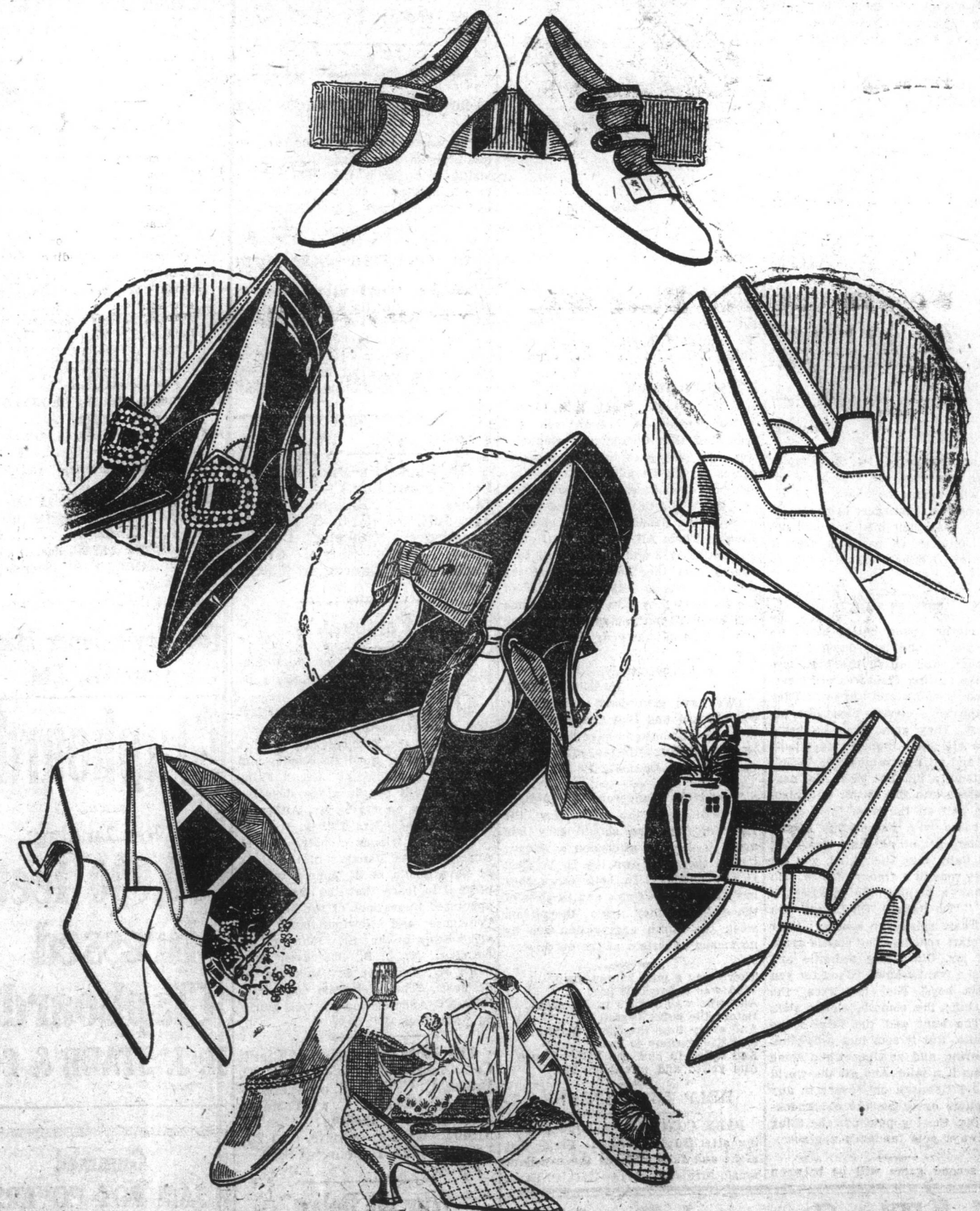
Light-colored dresses have wide sashes of black taffeta.

Men's Dark Tan Calf Laced Boots, worth \$15.00 per pair, only \$13.50 at Smallwood's Big Shoe Sale. July 22, 23.

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