

THE CUP RACES

(Associated Press Correspondence)
New York, June 13.—With the three America's cup defense yachts, Resolute, Vanitie and Defiance, engaged in almost daily test races and Sir Thomas Lipton's challenger Shamrock IV preparing to sail for America, interest in the coming international races for the famous yacht trophy is increasing rapidly. The status and racing ability of the three America's sloops are fairly well established but the full possibilities of the Nicholas seventy-five footer will not be known until she can be seen in practice off Sandy Hook. Her description as coming from England, points to a yacht which departs from many of the orthodox canons of sloop building. Many yachtsmen believe that designer Nicholson with his radical innovations has produced a boat that will prove extremely formidable. This belief increases the interest with which Shamrock IV is awaited on this side of the Atlantic, and raises the question again as to whether the cup committee will permit the challenger to be towed at any time during the long ocean voyage.

The same question is agitating English yachting circles and there is much discussion in both clubs and public prints regarding this important angle of the cup contest. The impression prevails abroad that the New York Yacht Club committee is opposed to granting permission to tow and while the matter is under discussion neither the challenging nor defending clubs will state their official attitude in the matter. Basing their opinions on the assumption that such permission will be granted reluctantly, if at all, the English yachtsman and writer holds that the restriction is one that handicaps the challenger. That there are two sides to the controversy, however, is shown in the following article by a well known English yachting authority:

"It is very evident that considerable misconception exists in many quarters in regard to the efficacy of towing. During the time that the matter was in doubt comment clearly showed that there existed a widespread belief that the handicap which a vessel incurs in crossing the Atlantic would be very materially reduced if allowed to tow. This is altogether wrong. The one advantage of towing is that, in case of light winds and calms, the time occupied on the passage is shortened.

"Mr. Nicholson, speaking on the subject, said the question of towing had not troubled him at all. Any vessel so weakly constructed as to be unable to make the passage under sail would stand a poor chance of arriving on the other side in tow."

Another feature of the cup rules which does not appeal to the average Englishman is that which permits the defender to increase her waterline but does not extend the same privilege to the challenger. On this point another writer states:

"Apart from the troublesome delay and attendant risk of crossing the Atlantic under sail there is a further point in the conditions of the race framed by the New York Yacht Club committee which appears to us most unfair to the challenging yacht. We do not say that the point is unfair in the sense that the New York Yacht Club has not the legal right to insist upon it, because as that club holds the cup and frames the conditions it is obvious that it can attach to it any conditions it pleases. If the party contemplating challenging does not accept conditions of course he need not compete. We contend, however, that the following condition is unfair, inasmuch as it gives a better chance to the defender than it allows the challenger. The challenger's waterline length must not exceed 75 feet. The defending yacht is not bound by this condition; therefore if it is found that the defender would do better with a little more ballast, she is allowed to add the weight and increase her waterline to a certain percentage more than 75 feet."

"Every yachtsman knows that in certain cases if this privilege is allowed to the American yacht and withheld from the British yacht it may be immensely in favor of the former vessel. For example, suppose both yachts measured 75 ft. and suppose both were of equal merit, but both were rather cranky and would go all the better for a little more ballast. Such a state of affairs is a very common one in yacht racing. The conditions of the race framed by the New York Yacht Club allow the American vessel to add the ballast and thus increase her waterline over 75 feet; but they do not allow the British yacht to do the same."

While digging a well at his home in Brown's Valley, Marysville, Cal., a few days ago, Thomas Trenberth discovered a gold ledge at a depth of about 40 feet. An assay of ore showed that it will run about \$8 to the ton, and the owner is now considering the advisability of erecting a small stamp mill on the place to work the ore.

H. E. Haines of Livermore Falls, Me., got his garden all planted in fine shape and was waiting patiently for nature to do the rest, when John Atkins sent a man up to barrow his garden, which adjoins Mr. Haines'. As luck would have it, the man made a mistake and barrowed Mr. Haines' garden.

Thought She Would Go Mad WITH HEADACHE.

In all cases of headache the treatment should be directed to remove the cause, for with the cause removed the headache vanishes for all time. Headache powders just relieve for the time being, but what is necessary for a permanent cure is something that will go right to the seat of the trouble. For this purpose it is impossible to find a better remedy for headaches of all descriptions than Burdock Blood Bitters, acting as it does on every organ of the body to strengthen, purify and regulate the whole system.

Mrs. Althea Bowman, Hamilton, Ont., writes:—"I have suffered terribly with my head for weeks at a time till I thought I would go mad. A friend advised me to give Burdock Blood Bitters a trial, so I got a bottle and found relief. I have used four bottles in all and I am glad to say that I have had no more headaches since. I would advise all sufferers to give it a fair trial."

As a Schemer Jeff is Certainly a Wonder

By "Bud" Fisher



62ND REGIMENT IN AMATEUR WARFARE

Shamfight and Bivouac—A Night in the Open Under Service Conditions—Made Fine Showing

A sharp decisive conflict of brief duration occurred on Saturday afternoon near Crescent Lake on the Sandy Point road when an attack was made on a small force under Captain H. E. C. Sturges, of the 62nd Regiment, St. John's, by a larger body of an invading force, under Major Harold Perley, determined on capturing the supposed arsenal being protected before the arrival of reinforcements. The position of the defence was almost impregnable except by a wide flank movement, and as the scheme of attack called for the necessity of quickness of action before additional strength could arrive, the flanking manoeuvre would have been difficult. Just whether the besieged position was captured or not is indefinite, as the report of the umpires of the engagement, Lieut. Col. J. L. McAvity, C. O. of the 62nd Regt., Capt. A. O. Dawson, and Lieut. Stetnam, R. C. D. Quebec, will be announced only to the department at Ottawa.

This is, very briefly, the result of the tactical manoeuvres, conducted on Saturday afternoon and night by the officers and men of the 62nd Regiment. About 225 were mustered and marched out of the city in service attire, carrying their haversacks, greatcoats, rifles, etc., each being provided with 150 rounds of blank ammunition. At the rear of the column came the modern transport wagons, motors, of course, laden with supplies, the trucks being loaned for the purpose by Messrs. W. H. Thorne & Co., Ltd., T. McAvity & Sons, and the Maritime Mail Co.

After the engagement the two forces re-united and on the bivouac ground not far from Crescent Lake enjoyed an issue of rations, slept out in the open, and then after a hearty breakfast yesterday morning returned to the city. The men proved themselves capable soldiers, and their touch of active service conditions was made all the more realistic by a heavy downpour of rain which caught them just as they were "turning in" under the open sky in their blankets for the night. After the drenching, a huge bonfire was lighted and they were soon wearing dry clothing again. The men were heartily complimented by Colonel McAvity yesterday upon their return to barracks, for the way they had carried out the work of the day.

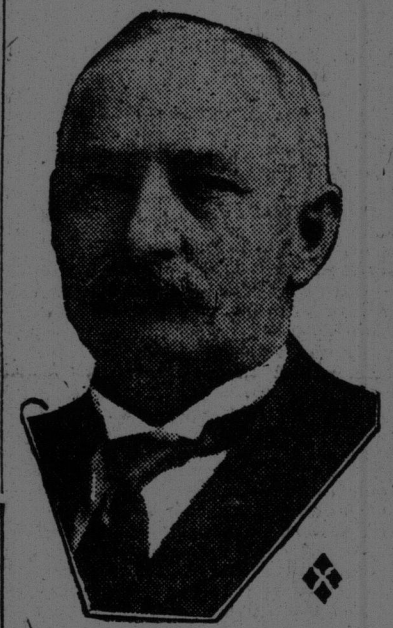
The officers who paraded were Lieut. Col. J. L. McAvity, Acting Adjutant Captain A. O. Dawson, and Lieut. Stetnam, R. C. D., who were mounted; Major Anglin, medical officer in charge of the hospital tent, Major H. Perley, Captains McMillan, R. A. McAvity, L. W. Peters, D. McArthur, H. E. C. Sturges, I. Dunfield, T. M. McAvity; Lieutenants McLaughlin, Welch, Thompson and Fugley. The details of transport were in charge of Quartermaster Captain R. A. McAvity and Lieut. Fugley. These were faultless as both officers and men testified after the parade.

INCINERATOR, NOT CREMATORY

The civic public works department wishes it understood that it is an incinerator and not a crematory that they are operating on the public dumps. The announcement was made recently that an improvised incinerator was ready to receive paper and similar refuse which cannot be deposited on the dumps and since then the workers in charge have had their hands full looking after the paper that has been brought along.

Neatly tied parcels among the other refuse attracted the attention of the men twice last week and, fearing that some valuables had become mixed with the refuse they were careful to open them. In both cases the packages were found to contain the remains of a cat which had departed this life for the ninth time. The men refuse to say what happened to the cat.

MINISTER OPPOSES WHITNEY STALWART



Hon. Jas. Duff, minister of agriculture for Ontario. He will be opposed in West Simcoe in the coming provincial election by Rev. John Coburn, a Methodist minister and himself a Conservative.

Borrowed \$100,000,000

Ottawa, June 13.—In the past ten months the Borden Government has borrowed no less than \$92,500,000. Almost \$100,000,000 have been added to the liabilities of Canada in less than a year! It is a staggering record, a startling commentary upon the methods and the extravagance and the waste characterizing the administration of the Premier and his colleagues.

Terrribly Afflicted With Lame Back. Could Not Sweep The Floor.

When the back aches and pains it is almost impossible for women to do their household work, for every move and every turn means an ache or a pain.

Women are beginning to understand that weak, lame, and aching backs from which they suffer so much are due to wrong action of the kidneys, and should be attended to at once so as to avoid years of suffering from kidney trouble.

On the first sign of anything wrong with the back Doan's Kidney Pills should be taken.

They go right to the seat of the trouble. Mrs. Wilfrid Jolicoeur, Nouvelle, Que., writes:—"I take pleasure in writing you stating the benefit I have received by using Doan's Kidney Pills. About three years ago I was terribly afflicted with lame back, and was so bad I could not sweep my own floor. I was advised to try Doan's Kidney Pills. I only used three boxes, and I am as well as ever. I highly recommend these pills to any sufferer from lame back or kidney trouble."

Price, 50 cents per box, or 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Toronto, Ont.

If ordering direct specify "Doan's."



THE EMPRESS OF IRELAND

(Nautical Magazine)
In spite of the awful lesson of the Titanic in the Gulf of Mexico, the committee followed by the international convention, another liner, surveyed and passed in Liverpool, under the new rules, has foundered (again in smooth water) and only a mere handful has been saved from her. What, now, is to be done? Can matters be allowed to proceed as if nothing had happened? We think not. Boats under darts have failed again. Is not the true solution of the problem all boats to be launchable on either side, large deck rats, which will float clear of a foundering ship, and cranes or derricks with singlewires, instead of davits, to be used to haul the boats up?

In this case as in the Titanic case, unfortunate people were hurt into the water and found nothing to assist them except pieces of wreckage. Had there been some deck-rats and boats floating about more people would have been saved.

We turn back to our issues for July and August, 1912, and find Captain Whalley's scheme in detail. Had the Empress of Ireland been fitted out with her people would have been saved, of that there is no doubt whatever. This scheme has the advantage that it can be adopted without undue cost or unduly altering the deck arrangements of a modern liner. The diagram on p. 166 of the August (1912) number of the Nautical Magazine, shows this clearly, and there are no patents. No vessel carrying the large number of persons which modern liners carry can possibly have "boats for all" which could be launched in less time than an hour. Ships with such numbers as 8,000 cannot carry enough ordinary boats in launchable positions.

(Nautical Magazine)
In the April number of the Nautical Magazine there was described a new fog-signalling and receiving apparatus which, if it had been installed on board the Storstad and Empress of Ireland, would have averted this terrible disaster. It is much to be deplored that no machinery exists in this country for testing and reporting on meritorious inventions or saving life at sea. Shipowners cannot be got to interest themselves in an aid to navigation which would be useless until all, or at least very many, vessels are fitted, and the Board of Trade can only inspect apparatus prescribed by statute.

Being nobody's business, little attention has hitherto been taken in the appliance referred to the cost of which is trifling. We understand, however, that all the captains and officers who were on board the Storstad and Empress of Ireland, and a recent meeting of the Mercantile Marine Service Association it was demonstrated to a large number of members, who have since signed a recommendation in its favor as mentioned in our last issue. It is to be hoped that any conference or commission which may sit to inquire into remedial measures will make a thorough examination of ever such appliance on the market and take steps to make a feasible fog-signal a compulsory part of the equipment of every sea-going vessel.

PELLETIER TRYING TO SHIFT THE BLAME

Ottawa, June 14.—Hon. L. Pelletier, who sacrificed all his amendments to the Post Office act, in a fit of perversity, because the senate refused to give him the arbitrary power to fix the postal rates on newspapers and other second class matter, is now trying to shift the blame to the shoulders of the senate. Among the amendments he sacrificed was the provision for increases in pay to the office officials, of which the senate approved. Mr. Pelletier is now sending circulars to all the men affected telling them that the senate alone is to blame for the killing of the bill and without explaining that he could have passed the salary increase if he had wished to do so.

Lightning Kills Six

London, June 14.—Lightning killed six and injured several others on Wandsworth Common this afternoon during a severe storm. Four of those killed were children.

NEWS OF THE CHURCHES

In St. Mathew's Presbyterian church, yesterday morning, Rev. J. J. McCaskill said that church union at present would fail to accomplish the purpose for which it is intended. He advocated instead a deepening of the spiritual life.

Rev. Ralph J. Haughton preached an eloquent sermon on the subject of conversion in the Congregational church last evening. He referred to the account recently reported in the newspapers that a man had been in jail 189 times and said that no legislation would change the radically bad into the radically good but that the miracle of changed hearts could only be accomplished by the operation of the Holy Spirit.

Yesterday was round-up day in the Sunday School of Leinster street Baptist church. Recitations, music and dialogues were given by the children. Mrs. Dunfield and Mrs. Metcalfe contributed a duet and there were addresses by the superintendent, John Collins, and by the pastor of the church, Rev. Wellington Camp, J. P. Mosher led the devotional exercises at the opening of the session.

A special meeting of the St. John Presbytery was held on Saturday to consider the call of Rev. T. P. Drumm, of Campbellton, to St. John's church, Moncton. The call was received with favor by the meeting, and Mr. Drumm's acceptance followed. He will probably enter upon his new duties about the first of next month.

At St. Paul's church yesterday morning, Rev. Canon Hoyt preached the second of a special course of three sermons on the important subject of Christian Unity. His remarks were listened to with marked interest and much impressed those present.

BOY CONDUCTORS ON LONDON STREET CARS

London, June 13.—Boy conductors will be placed on some of the municipal street cars as an experiment. Much opposition was expected from the union to which the street car men belong, but when it was explained that the boys would only assist the regular conductors and that as far as possible they would be selected from the families of street car employees, no protest was raised.

It is almost impossible for the conductor of a double deck street car to collect fares and watch his steps without neglecting one or the other and the boy assistants will be expected to relieve the regular conductor of part of his duties. The boys will be tried out on the Toley street line which runs to Greenwich through one of the most thickly populated districts of London.

The Smile Worth While

Pabst Blue Ribbon

The Beer of Quality

Brings a smile of satisfaction in response to its rich, mellow goodness and the better the judge, the greater the satisfaction. To be fully appreciated it must be measured by critical comparison.

Richard Sullivan & Co.
44-46 Dock Street ST. JOHN N. B.
Tel. Main 839

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