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History of America's Cup Races.

Fourth Attempt for Lipton and Thirteenth Challenge by Britons --- Will the Unlucky Number Prove Lucky For Sir Thomas?

The acceptance of the challenge of Sir Thomas Lipton by the New York Yacht Club means that for the 13th time since the schooner yacht America won the Cup and brought it from England in the early fifties of the nineteenth century, a foreign yacht will attempt to recapture the trophy. Sir Thomas Lipton, of the Royal Ulster Yacht Club, Belfast, Ireland, is making his fourth attempt to lift the cup, and his year places his trust and reliance and money on Shamrock IV, which was brought across the Atlantic in 1914 for the purpose of competing for the international yachting prize won by General Butler's fore and after America, and successfully defended since by United States sailing craft. Sir Thomas Lipton, famous sportsman, has engaged a suite of rooms at New York's best hotel, the Biltmore, and he spends the major part of his time aboard a yacht. During the day he is generally to be seen on the Shamrock IV. On the trials he sometimes watches the performance of the challenger from his vantage point aboard the 23 metre Shamrock. His rights he spends aboard the Victoria, an aristocratic craft which he chartered from an American owner for the while he remains in the United States.

Public interest in the thirteenth series of races for the America's Cup, which will be sailed off Sandy Hook on July 15, has as its stimulus something vastly more poignant than the mere sporting aspects involved. The event has roots which are sunk in the soil of national pride; in this and other respects it carries connotations which define it as unique among international relations, sporting or otherwise. The romance of the sea, great races have been sailed and have become part of a glowing tradition, stirring events have been directly or indirectly associated with

Ancient Trophy.

The America's Cup stands as the most ancient of all international trophies, nearly seventy years have elapsed since the schooner yacht America sailed across the ocean to England and on August 12, 1851, won the Royal Yacht Squadron Cup in a race round the Isle of Wight against a fleet of seventeen of the swiftest schooners and cutters that the English could muster. At the time the New York Yacht Club, under whose burgee America sailed, was the only yacht club on this continent; it was seven years old. The Civil War was yet ten years away. Wagon trains were making their way into the great West, which was still unconquered. The Mexican War had not been fought. There were no transatlantic cables. These facts are suggestive of the changing conditions and varying aspects under which the venerable maritime controversy between Britain and the United States has been conducted. Now they're at it again, or soon will be. And the winds of the Hook will whisper of many brave memories of past days as they send the latest cup racers over the rolling waves. Sixty-nine years has the cup which the schooner America brought to this country remained in the custody of the New York Yacht Club. Seventeen years have elapsed since the last cup series was held. This means, for one thing, that immense numbers of persons will be interested

in the event this year, who when the cup races were last held in 1903, were either not in this world or too young to be interested in them. For such as these it might be said that of all events the series for the blue ribbon of the seas contains more of the elements of real romance than anything in the world's calendar of sport.

Best Three Out of Five.

On the day of the race—the series is to be three out of five—the rival sloops will proceed out to a mark laid between the stern of the yacht which is to serve as the race committee boat and the Ambrose Lightship. The first race, in pursuance of tradition will be a beat into the wind of fifteen miles and a run before the wind of fifteen miles to the starting point. The race committee, having studied weather conditions, direction of the wind, etc., will set signals announcing the course, and forthwith Captain Bliz, the New York Yacht Club's racing superintendent, will set forth in a swift craft to lay the marks as indicated by signal flags down from the race committee's boat.

Some fifteen minutes before the time set for the start, a whistle blast will be blown—the preparatory signal. Ten minutes later will come the warning signal, and then in five minutes will come the signal for the yachts to cross the line.

Postponed Through War.

Owing to the war, which began early in August of that year, the scheduled regatta had to be postponed indefinitely. Sir Thomas had started his challenger across the ocean before the declaration of war between England and Germany, which was ordered to put into Bermuda for safety. Later in the summer the Shamrock IV arrived here and was boarded up in drydock in a New York shipyard. Recently Sir Thomas inspected the challenger at her Brooklyn quarters and declared that he was perfectly satisfied with her condition.

In 1914 and 1915 trial races took place between the American yachts Resolute, Vanitie and Reliance to determine which of them should have the honor of being chosen as the America's Cup defender. Resolute won 24 of these contests, Vanitie finished first in the other six. Defence only raced in the 1914 trials finishing second three times. During the following year Defence was turned into a houseboat, and her chance to take any further part in the preparations for the race vanished with her reconstruction. Resolute will be the defending boat in this year's contest. She was designed by the Herreshoffs for a syndicate of prominent New York yachtsmen.

America's Challenge.

The history of the ocean race classic dates back to 1851 when the schooner yacht America, owned by several American yachtsmen, was sent to London, England, as an exhibit of fore-and-aft vessels built in this country. Her owners challenged all comers and finally entered the Yankee craft in a regatta for a cup which had been offered for yachts from all nations. Sixteen yachts started in this contest on August 22, 1851. The start was from Cowes, Isle of Wight, and the course sailed was around that island. The starting gun was fired at 10 a.m. and at 3.35 p.m. the America

came to anchor off Cowes, winning the race and prize, which ever since has been known as the America's Cup. The Aurora, the smallest boat in the race, finished second beaten by 18 minutes actual time.

Six years later, on July 8, 1857, the owners of the America, J. C. Stevens, Edwin A. Stevens, Hamilton Wilkes, J. Beekman Finley and George L. Schuyler, presented the cup to the New York Yacht Club to be held as a perpetual international yachting trophy.

The First Attempt.

In October, 1868, James Ashbury, of the Royal Thames Yacht Club, London, England, challenged for the cup, but owing to some disagreement as to the terms, he did not race for the cup until 1870, when he came across the Atlantic in his schooner yacht Cambria in an ocean race against James Gordon Bennett's Dauntless from the Old Head of Kinsale to Sandy Hook Lighthouse. Cambria beat Dauntless in the ocean race by over an hour. The conditions for the first contest for the America's Cup in these waters were the same which governed the race against a fleet of yachts which America won around the Isle of Wight. Cambria had one race against the whole New York Yacht Club fleet. It was sailed over the old New York Yacht Club course, from off Stapleton, States Island to and around the Sandy Hook Lightship and return. Fifteen schooners competed, the start being made at 11.20 a.m., August 8, 1870. Magis won, beating Idler, the second yacht, by 11 minutes. America finished fourth in this event, and Cambria, the challenger, finished in tenth place, over 39 minutes behind the winner.

In 1871 Mr. Ashbury returned with a new schooner, Livonia, while the New York Yacht Club selected four schooners, Columbia, Sappho, Palmer and Dauntless as defenders in a series of four out of seven races. Columbia, a light weather boat won the first race, on October 16, by 27 minutes 4 seconds, corrected time. Two days later, Columbia again was the victor. On the following day Columbia lost her flying jib stay and broke her steering gear on the run home, Livonia winning by 15 minutes 10 seconds. Sappho was selected as the defender in the fourth race, on October 21 and beat Livonia by 30 minutes 21 seconds. On October 23, Sappho again defeated the challenger by 25 minutes 27 seconds ending the series.

Canada Takes a Lead.

The Royal Canadian Yacht Club was the next challenger, with the schooner Countess of Dufferin. The schooner Madeline was chosen to meet her, and on August 11, 1876, beat her, Canadian yacht by nearly 11 minutes. The series, two out of three, was finished the following day, Madeline winning by 27 minutes 14 seconds. Canada also furnished the next challenger in 1881. This was the 65 foot sloop Atalanta, the first single sticker to try for the cup. After several trial races Mischief, an iron sloop, was chosen to defend the trophy. This was successfully accomplished in two races November 9 and 10, 1881, winning the first by 28 1-2 minutes and the second by over 34 minutes.

The British cutter Genesta, a 90 footer, owned by Sir Richard Sutton of the Royal Yacht Squadron was the next challenger and the Puritan, a Boston boat, beat her in two successive races, September 14 and 16, 1885.

Lieut. William Henn, of the Royal Navy, brought over the 90 foot cutter Galatea in 1886, but she was beaten by the Mayflower, a Boston ship. The contest between center board and keel, Mayflower won the first race September 7, 1886, by 12 minutes and four days later beat Galatea more decisively by over 15 minutes.

Thistle, a Scotch cutter, owned by Vice Commodore Bell of the Royal Clyde Yacht Club, came over the following year, 1887. An improved Mayflower, the Volunteer, was specially designed, and built to defend the cup this year, as Thistle had done wonders in British waters. Volunteer, a steel sloop, won two straight, however, the first on September 27, 1887, by 19 minutes, 23 1/2 seconds and three days later took the second by 11 minutes 37 1/2 seconds.

There was a lapse of six years before another challenge came, this time Lord Dunraven's Valkyrie III, was the visiting craft. Four yachts were built for the honor of defending the cup, but Vigilant was chosen. Three out of five races were to be won, and Vigilant took three successively. The first on October 7, 1893, by 5.48, corrected time; the second by 10.30, but she had only a margin of 40 seconds, corrected time in the third race on October 13.

Dunraven and Lipton.

Lord Dunraven tried again in 1895 with Valkyrie III, but with no better result. The American boat Defender, won the first race by 8.49, corrected time. Valkyrie III won the second, apparently by 47 seconds, but was disqualified for fouling Defender at the start. In the third race Valkyrie III crossed the starting line, but immediately abandoned the race. Lord Dunraven stated that the reason he quit the race was the failure of the New York Yacht Club to comply with his request for a guaranteed year course, so that a foul, such as occurred in the second race, could be avoided. Defender sailed over the course alone and so won all three

contests. Lord Dunraven accused the New York Yacht Club and the manager of the Defender of trickery. This charge was investigated and disproved and Valkyrie's owner ceased to be a guest of American yachtsmen.

Sir Thomas Lipton made his initial effort to "lift" the America's Cup in the fall of 1899, with Shamrock. A new American boat, Columbia II, was selected to keep the trophy on this side of the Atlantic Ocean and she defeated the visiting sloop three straight. The first race took place October 16, 1899, and Shamrock was beaten by 10.08, corrected time. The next day Columbia II won again, finishing alone as Shamrock withdrew after carrying away her topsail. The third and deciding race took place October 20 and the Yankee yacht outsailed her rival by 6.30, corrected time.

Sir Thomas built another challenger, Shamrock II, for the 1901 series, in which the Americans again pinned their faith to Columbia. Three races were sailed and once more the visiting Irish baronet's representative was a triple loser. On September 28 the Irish yacht lost by one minute and twenty seconds. The other two races were sailed on October 3 and 4, Columbia winning both by margins of 3.35 and 41 seconds respectively.

Two years later, in August and September, 1903, Sir Thomas Lipton brought over Shamrock III, with great hopes of beating Reliance, but once more he was disappointed, as the American yacht outsailed the Irish yacht in three successive races.

Yacht Race Conditions Announced.

New York, July 6.—Conditions governing the America's Cup races were announced yesterday by the New York Yacht Club. As has been stated they will start on July 15. The second race will be sailed on July 17, and the third on July 20. The winning yacht will be the one that first wins three races, and if more than three contests are necessary the remaining ones will be sailed on the 22nd and 24th.

The first, third and fifth race (if a fifth is sailed) will be 15 miles to windward and return. The course will be 30 miles each day. The second will be triangular, with 10 miles to each leg.

The preparatory signal will be given at 10.45 a.m., standard time, each day. This will be 11.45 a.m., daylight saving time. The start will be at noon, local time. It will be from Ambrose Light vessel. Ten minutes after the preparatory and five minutes before the start there will be a warning signal.

A time limit in which the first must finish has been set at six hours, otherwise, it will not be considered a race. The race committees may postpone the start if the weather threatens or is considered such as not to afford opportunity of fairly testing the racers. However, either contestant may insist upon a race being sailed.

In the case of serious accident prior to the preparatory signal a yacht may have until four weeks to make repairs. The time necessary shall be determined by representatives of the New York Yacht Club and the Royal Ulster Yacht Club, which sent the challenge for Sir Thomas Lipton. If such an accident occurs during a race, time to make repairs may be extended to October 31.

If either yacht is disqualified in a race the contest will be awarded to the other whether she has completed the course within the time limit or not. If one yacht should be rendered incapable of repair through a fault of the other, the match would be awarded to the injured one.

No race shall be started later than six hours before sunset. The signal flag G, which is a yellow and blue pennant, will be hoisted at 15-minute intervals from the Race Committee boat if the race is to be postponed because of fog or other cause. The letter H, a white and red flag, will be hoisted if a race is postponed for the day. These are the two flags the sightseers should bear in mind for guidance if a start is to be made on time.

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