U. S. CUP DEFENDER WINS IN YACHT RACE

Hard, Close Fight Is Put Up by Shamrock.

The wind had picked up off-shore to about three knots.

The warning signal was blown at 2:10 and the sloops began jockeying for the start, with their baby jib topsalls up in stops.

Lipton's Craft Is Outsailed Decisively in Deciding Contest of Scries of Five.

(Continued From First Fage.)

(Continued From from spectator craft proclaimed Res-

olute's victory. The beaten challenger swept quicky down the course, etriving to shorten the intervening gap. The sun dropped like a plumet into

The sun dropped like a plumet into the deepening haze, and a pale moon stood out with increasing radiance. When Shamrock IV got, over the line the sun was but a shadow circlet on the horizon beyond and the shim-mer on the water had turned from said to silver. gold to silver.

Great Circle Described.

Resolute had described a great circle and had come back to the mark to see her rival finish. As the chal-lenger crossed her British crew let out three ringing cheers for the victor and the conquerors responded with cheers for Shamrock IV and her crew. Sir Thomas Lipton, who built the challenger in his fourth effort to lift America's cup and take it back to its original home in England, turned away from his humbled sailing beauty

speed ahead to overtake and con-gratulate Resolute's crew. He returned just in time to see Shamrock his own sloop to congratulate the winner, elicited a saivo of cheers from those on spectator craft. And Sir Thomas responded jauntily.

and sent his steam yacht Victoria full

Sir Thomas announced he would build a new challenger and come across again in 1922, provided some other yachtsman did not challenge and win the cup sooner. Rival Declared Better Boat. was beaten by a better boat, he said. 'I have no complaint to make. But I am greatly disap-pointed."

In some ways the race was one of the most exciting of the series, first because in its early stages Shamrock suddenly seemed to come to life and leave Resolute in a beat to wind-ward, and second, after Resolute had re-established her supremacy, through the uncertainty as to whether a could finish inside the time limit.

could finish inside the time limit.

At noon it looked as if all hands would have to come out the following day and it was not until half an hour before the expiration of the waiting period that a breeze finally came in from the south-southwest. The committee promptly selzed on the three-knot affair to start the yachts. Shamrock won all the honors of the start. Resolute started in a bad pocket underneath Shamrock and the green boat had everything her own way the first 15 minutes.

Were playing an important part in the contest.

At 3:30, when both yachts were continuing their long beat to start battened in the first race from the finish.

At 4:35 the challenger had widened her position and was several hundred yards ahead of the defender. The yachts. Shamrock won all the honors of the start. Resolute started in a bad pocket underneath Shamrock and the green boat had everything her own way the first 15 minutes.

Resolute at 4:20 began to slip out ahead of the Lipton craft and had the started in the green sloop making a fight to cut down the n ile trophy mamed for the schooner yacht and a half on the home stretch.

At this time the defender was about 8½ miles from the finish.

At 6:46 Shamrock passed Shrews-bury buoy, 12 minutes astern of Resolute, according to an estimate from the official press boat. The defender was seven miles from the finish and yards and the first race from the home stretch.

At 4:35 the challenger had widened her bourd, and the honors of the him had been in the custody of the New York Yacht club continuously. Sir Thomas Lipton has failed in his fourth attempt to win the prize after trying since 1839 with four Shamrocks.

At 7 o'clock Resolute was within five miles of the finish. She was traveling fast, with the green sloop making a fight to cut down the n ile trophy was not an international

Handicap Limit Exceeded.

wind was scarcely more than three knots and both yachts falled to the line before the handicap limit of two minutes expired. Shampeck was first to cross foliawed as Having crossed Shamrock's bow.

Having crossed Shamrock's bow.

shamcock being in a final place and began to fall off to leavard.

The yachts had not been salling tea minutes before a tow of barget tack to avoid them, but Shamcock there will not be shaped to a sold them, but Shamcock the shaped time shaped time shaped time seemed to assure her of the race hours to finish.

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headed for the line on the port tack which carried her across amid a veri-table chorus of whistles from a small

Fifth international race, 15 miles to windward and return.
Yacht, Resolute; owner, R. W. Emmons et al.; start, 2:17; finish, 7:32:15. a.
Yacht, Shamrock IV; owner, Sir Thomas Lipton; start, 2:17; finish, 8:05:20.
Yacht, Resolute: elapsed time, 5:38:15; corrected time, 5:28:13.
Yacht, Shamrock; elapsed time, 5:48:20; corrected time, 5:48:20.
Resolute wins by 13 minutes 5 seconds

Resolute wins by 13 minutes 5 seconds clapsed time.

ute wins by 19 minutes 45 seconds orrected time on the legs—Resolute, first Elapsed time on the legs—Resolute, first g, 3:01:26; second leg, 2:33:46. Sham-bock, first leg, 3:05:37; second leg, 2:42:43 Despite the failure of his fourth attempt to lift the cup, Sir Thomas Lip-ton has announced his intention of challenging with a new Shamrock in 1922 unless in the meantime another challenge is handed the New York Yacht club, which retains custody of

Course of Race Signaled. running account of the race fol-

Aithough eager to run off the final race, skippers of Resolute and Shamrock IV found scarcely a cupful of air when they reached the Ambrose channel lightship, the starting point.

The postponement flag still was hanging limply on the signal halyard at 12 o'clock. The yachts formed a fine picture of marine still life.

The regatts committee boat took The regatta committee boat took

Its position alongside the lightship

at 12:50, still flying the postponement flag "G." What little breeze there was came from the south.

At 1:45 the code flag "A R P" was set, indicating a south-west course for the final race. This will give the yachts a 15-mile beat to windward down the Jersey coast from the Ambrose channel lightship to a point off Asbury Park, with a run home.

Brown for What little breeze finish line.

She was making about four knots an hour.

At 6:10 while the sloops were tacking to leeward about 11 miles from the finish Resolute still was well in the lead. The yachts were reaching the home mark and forth for the home mark. The wind was not more than five knots an hour.

Preparatory Signal Given. The preparatory signal was sounded

The wind had picked up off-shore to about three knots.

Resolute Gybes Over.

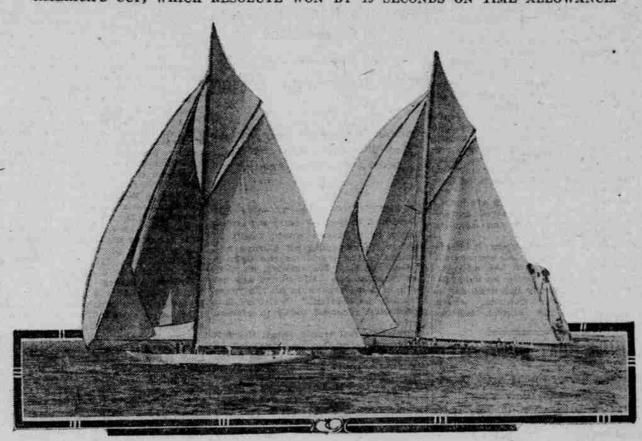
at 2 o'clock for a start at 2:15.

Resolute carried mainsall, outer jib and club topsail. Shamrock carried the same sails, but did not break out time limit.
Shamrock still was about a mile

13 TIMES BY U.

Resolute gybed over and stood away 12 British Challengers Have Striven in Vain.

REMARKABLE PHOTOGRAPH OF YACHTS CROSSING FINISH LINE IN THIRD RACE FOR AMERICA'S CUP, WHICH RESOLUTE WON BY 19 SECONDS ON TIME ALLOWANCE.



-Copyright by Underwood & Underwood.

Luffing Match is Started.

For two hours the two boats hauled across from one side of the course to the other. The wind was uncertain in strength. Resolute at one time had a lead of more than two miles.

All the while the time was running out and the margin in which to finish was drawing close. The sun went down and still the yachts were miles from the finish. Resolute hung to ballooner, while Shamrock set a hig spinnaker in one last futile effort to win. Resolute kept tacking back and forth before the wind and finally headed for the line on the port tack which carried her across amid a veri
Luffing Match is Started.

Shamrock, which was nearly two minutes in breaking out her ballooner marking out her ballooner marking out her ballooner and headed for the Jersey shore on another luffing match such as marked yesterday's canceled race. Resolute did not follow her as the wind looked light inshore. When a mile ahead of Shamrock at Si39 with 13 miles to go to the finish line, Resolute gybed over to starboard and started the same game to leeward in a light air.

After gybing over, Resolute headed directly off the course for the shore,

All the while the time was running out her ballooner and headed for the Jersey shore on another luffing match such as marked yesterday's canceled race. Resolute did not follow her as the wind looked light inshore. When a mile ahead of Shamrock at Sian was the wind looked light inshore. When a mile ahead of Shamrock at Sian was re-appointed Governor the board and started the same game to leeward in a light air.

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Shamrock which was nearly two minutes in breaking out her ballooner the such as marked yesterda Luffing Match Is Started.

SUMMARY OF THE 1920 SERIES FOR AMERICA'S CUP.

First Race. First race won by Shamrock IV Thursday, July 15; 15 miles to windward and return, in light southwest wind. Resolute's throat halyards parted, dropping her gaff and letting her mainsail down as she was about to round the 15-mile turn a mile ahead of Shamrock. Resolute withdrew, Shamrock finishing in 4:25:12, elapsed time.

Second Race. Second race called off Saturday, July 17, after yachts failed to cover a 30-mile triangle in light wind within the slx-hour limit. Resolute was a half hour ahead.

Second race resulted Tuesday, July 20, won by Shamrock; 30-mile triangular course. Shamrock won by 9 minutes 27 seconds, elapsed time; 2 minutes 26 seconds corrected time.

Third Race. Third race, Wednesday, July 21, won by Resolute over windward and leeward course in light southwest winds. Each boat took 4 hours 3 minutes and 6 seconds. Resolute won by her time allowance, 7 minutes 1 second.

Fourth Race.

Fourth race, Friday, July 22, won by Resolute, over 30-mile tri-angular course in squally weather. Resolute won by 3 minutes 18 seconds, clapsed time; 9 minutes 58 seconds corrected time. Fifth Race

Fifth race postponed Saturday, July 24, because of 25-mile south-

wester.

Fifth race called off Monday, July 26, after yachts failed to cover 30-mile windward and leeward course within limit.

Fifth race. Tuesday, July 27, won by Resolute over a windward and leeward course in light southwest wind. Resolute won by 13 minutes 5 seconds elapsed time; 19 minutes 45 seconds corrected

Resolute at 4:20 began to slip out traveling fast, with the green slcop making a fight to cut down the nile taken the lead from the challenger, although it was a slight one.

At 4:22 Resolute tacked to port she was within three or four miles of the limin. She was focks. When America won the cup in 1851, the trophy was not an international one. Six years later the cup was brought to the United Sates by the necessary shampook's bow.

Millions Are Expended.

Years of preparation and millions of dollars were expended to produce the marine classic concluded today. The event was financed by a syndicate of commodores and former commodores of the New York Yacht club, the principal expenditure being for the construction of the Resolute. The expense of the challenging yacht was

Edmund Platt, newest member of the board, was re-appointed vice-governor.

S. & H. green stamps for cash Holman Fuel Co. Main 353, 588-21. —Adv.

RIES FOR AMERICA'S CUP.

Expense of the challenging yacht was defrayed by Sir Thomas.

Only twice prior to 1929 had a challenger crossed the finish line ahead of the defender. On September 19, 1895, Valkyris III, finished I minute and 16 seconds ahead of the American boat, but withdrew and on October 4, 1981, Shamrock II finished two seconds ahead of Columbia, but It was in 1871 that the practice of lost because of a 42 seconds time allowance.

In 1871 the contest was the best

In 1871 the contest was the best In 1871 the contest was the best four out of seven races. In 1876, 1881, 1885, 1886 and 1887 the contests were decided on the basis of the best two out of three races. From 1893 until the present the agreement has been for the best three out of five. building a yacht especially to defend the trophy was instituted, with the construction of the Pocahontas. In the quest for the cup the Royal In the quest for the cup the Royal Ulster Yacht club was preceded in the early years of the contests by the Royal yacht squadron of England.

SIR THOMAS IS DISAPPOINTED

I Was Beaten by Better Boat," Declares Yachtsman. ON BOARD STEAM YACHT VIC-

TORIA, July 27 .- "I was beaten by a better boat." better boat."

These were the words of Sir Thomas Lipton, owner of Shamrock IV, as he stood on the deck of Victoria and watched Resolute win. It was the setting of Sir Thomas' hopes that Shamrock IV would accomplish for him his ambition of 21 years—the lifting of America's cup. Like the true sportsman he has shown himself to be, he had no word of complaint, and it was his yacht that was the

first to send forth a whistle of con-gratulation.
"I can truly say that I can find no fault in the way the race has been run or handled," he added. "I have been treated fair and square by my opponents. I can only hope I will have better luck next time."

Sir Thomas reiterated he would challenge again. He will wait 10 months, and then ask for a race in 1922. He also said that his next racer

will be "Shamrock V."

There was no disputing Sir Thomas was disappointed. He made no attempt to disguise his feelings.

"Nothing could have pleased me more than to have won," he said. "It has been my greatest ambition for has been my greatest ambition for 21 years, and I am very, very sorry to lose. I wish I could have taken that cup back home even again for a week. I think it would be better for yachting."

Resolute over the finish line, Vic-toria followed as closely as possible. As Victoria passed the destroyer Semmes her bluejackets and guests lined the rail and the cheer that went up for "Sir Thomas Lipton" had the true ring of tribute to a game sportsman. Spectators on other craft fol-lowed the example of the destroyer, and Sir Thomas had much of the sting of defeat tempered by the warmth of the tribute paid to him. Once alongside Resolute, Sir Thomas

led the cheer for the winners and then called for a cheer for Captain Adams, both of which wers responded to with a will by the crew of the racer. He then put back to wait for Shamrock to finish and he in turn called for a theer for his own boys. "They did the best they could for

e," was his only comment.
"If this race has done nothing else but bring closer together the people of the United States and the old country. I feel that my effort has been worth while," he said. "I wish more British would visit America. Nothing could please me better than to have the people of these two great countries get better acquainted." tries get better acquainted."

Sir Thomas took comfort in the fact that for the first time he had won two

races of a series.
"Next time I will get a third," he

said.

Speaking of the New York Yacht club and the rules, Sir Thomas stated that "everything was perfectly right and proper." He added that Resolute was fully entitled to the time handicap given her, and that all other conditions were fair and just.

"The only complaint I can make against the New York Yacht club," he said, "is that they build better boats than I do. Never mind, however, there will be another race."

Sir Thomas announced that he would remain in New York for a short while, and then go to Canada. while, and then go to Canada.

Bond for I. W. W. Is Upheld. KANSAS CITY, Mo., July 27.—The members of the Industrial Work-

ers of the World convicted last Deers of the World convicted last De-cember in Kansas City, Kan., of con-spiracy to overthrow the government are entitled to bond, pending the hearing of their appeals, Judge Kim-brough Stone of the United States dis-trict court of appeals ruled today. The men now are confined in the federal prison at Leavenworth

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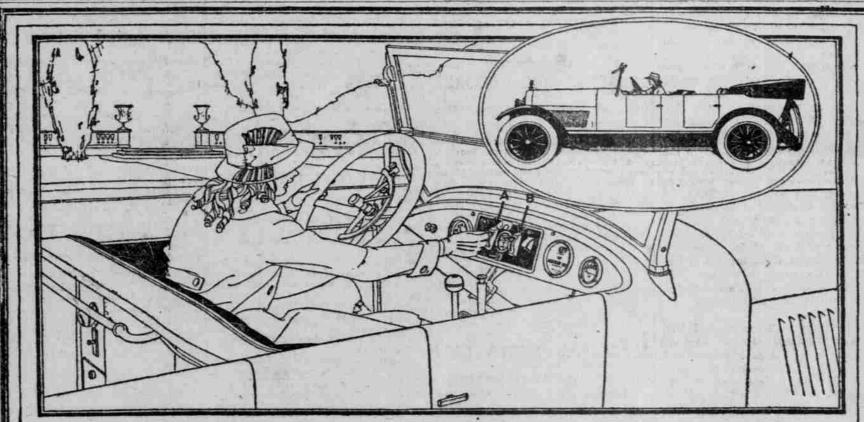
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