

## REPORTERS DOZE WHILE YACHTS GO DRIFTING LAZILY

By James B. Connolly  
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New York, July 27.—Being hired by the job and not by the day is why the reporter is still watching these so-called cup races. For ten days I have been trying to get excited and other people interested in the desires of a couple of candy boats. I have made what I could, without drawing on my imagination, of every little bit of what looked like action on their part, because I believe that the basic idea of yachting is wholesome.

For 10 days those of us who followed the races saw nothing stronger than a 13-knot breeze, but we all hung on, hoping for the best.

And then came last Saturday. Three decks of us—photographers, movie men and reporters—came down to Sandy Hook that morning in great spirits. There was going to be something doing at last. Why? There was some wind, the score was two to two, and here was to be the final test under racing conditions.

It was a day made to order for a race. There was a sweet 25-mile breeze blowing, the nicest, softest breeze a man would want for the home of sweetest breeze, the southwest. It was laden with an almost tropical breath from off those warm Jersey sands, and the sun was bright and warm, and the curl of little white-headed waves were rolling from the ocean way.

### CHANCE IS MISSED

Could you beat those conditions? And what a chance for the Shamrock, which had shown that the only hope she had with the Resolute to windward was when there was a little breeze of wind. In light air to windward they might as well hand it to the Resolute before the start, but now—

We thought of all those people in the yachting cape and flannel pants who had been saying, "Oh, for a smashing breeze!" What they meant by a smashing breeze was probably a squall of about three miles an hour, with the club veranda heavy under their lee. However, as the hour approached to start the race, we were told that the race committee had gone into executive session. After a time, the signal went up: No race. The reason given was that it was too dangerous.

Fine, isn't it? When there is no wind they cannot make the course within the time limit, and when it does blow, it is too dangerous to race.

This was a ruling, so we were told, of the committee. That is, either yacht under the rules can demand a race. But if you are a yachtsman and the committee steams up and says, "We do not think it advisable to race today," you probably would agree with them. Also, if they came up and said, "It is for you to decide; do you want to race?" you probably would say you wanted to race.

But, of course, if some of us were on the committee and condemned to stay aboard an anchored tugboat, or wherever it is they have to stay during a race, and subject to seasickness besides—why, it might be that we, too, would frame the question so as to get the proper reply.

WHAT'S THE ANSWER? But if such is our trouble, do you think we should be on an international race committee? It may be that we are doing them a great wrong, but these race committees act as though this cup race thing was their private recreation, and they act so, perhaps someone ought to ask them for an explanation once in a while. At least, the reporters think so—when not writing for publication, I mean—and they probably come as near as any other crowd to representing the public. Certainly only the committee and the reporters and favored yachts and patrol crews who have to go there get anything but a long-distance view of the race.

PUT TO SLEEP

And it was a great spectacle. Exciting, surely! Most of us took naps. And when our destroyer at last turned her head New York harbor way, the race then being four and a half hours under way, the leading yacht, the same being the Resolute, was three miles short of making the outer mark.

A perfect day for a cup race. Everybody agreed on that. But no race.

That last race has yet to be settled, and those of us who are hired by the job and not by the day will have to see it out, I suppose, but when they hold the next cup races some of us would like to suggest that they hold them indoors. This outdoors stuff is liable to be too rough.

Dies on Rock Crusher

Salem, July 27.—Newton W. Lewis, route 3, Salem, was found dead Monday on top of a rock crusher with which he had been working. Death is said to have been caused by heart trouble. Lewis was 63 years of age.

Quiet Outing Enjoyed

Baker, July 27.—Fourteen of 19 enjoying an outing at Spring creek Sunday were deaf mutes. Eight were members of one family.

## Astoria Decorated For Convention of American Legion

Astoria, July 27.—Astoria is in gala dress. Decorators have strung hundreds of streamers across the streets and the principal buildings have been adorned with flags, bunting and Legion banners.

The gay attire is for the American Legion convention Friday and Sunday. Chairman Nyquist of the transportation committee has arranged for a special shipment of gasoline for the convention and has given assurance that there will be no scarcity. Local dealers have plentiful supplies. The Columbia highway from Portland to Astoria is in splendid shape and it is expected that hundreds of tourists and Legionnaires will make Astoria and the beaches their mecca during the week-end.

## Prepared to Report On Investigation of James John Building

Investigation of the condition of the James John high school building at St. Johns will be completed by Engineer George C. Mason Tuesday in time to make a report to the school board at a special meeting to be held at 4 o'clock. The board will then decide on action to be taken.

Present indications are that the building is in need of extensive repairs before it can be used with safety for the next school term, but that these repairs may be carried through to completion within 60 days. All members of the board take the attitude that the building must be made thoroughly safe or it should not be used when the city schools open in the fall.

## S. P. Freight Car Buckles; Express Train Is Delayed

Marysville, Cal., July 27.—(U. P.)—Both sections of Southern Pacific train 18, the Oregon Express, were delayed several hours by a blockade caused by the buckling of a freight car on Nigger Jack slough bridge early today.

Rudolph Folke of Chico, who was on the freight car, was severely injured and may die.

—Street Floor, Lipman, Wolfe & Co.



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If you bring a "Want" ad to The Journal on either of the above days and insert it for three or more consecutive times at a cost of 36 cents or more you will get the book free. This offer applies only to cash ads.

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You owe it to yourself to keep your skin clear, radiant and healthy, as nature intended it to be. RESINOL OINTMENT will do wonders for it. With RESINOL SOAP, this mild, healing ointment has been used for years as a standard skin treatment. It is easy and economical to use and has a clean wholesome odor.

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EIGHT entirely different, charmingly hand-embroidered patterns in these Philippine and Porto Rican hand made Chemise of fine lingerie cloth.

The embroidered effects consist of wild-rose patterns, dots, eyelets, tiny flowered designs, etc. All are beautifully hemstitched and have daintily scalloped edges. Drawers to match.

Also included are a few Gowns in slipover style, daintily embroidered, which will be offered tomorrow at the same price.

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—The recent elevation of one who has been active in our growing Section of

## Blouses

will be of interest to her many friends. Miss Marie, who is known to thousands of Portland women, is in the East and her first New York purchases have arrived for

## A Remarkable Sale

—Two of New York's leading blouse makers co-operated most heartily and the result is some truly sensational values in this sale beginning tomorrow.

The First Wonderful Lot Consists of More Than 200  
Beautiful Hip-Over Blouses of Tricolette \$6.95

—and we are going to sell them at the unprecedented price of..

—We emphasize that thousands will be interested in these tricolette Blouses—but remember, there are only a few more than two hundred, for all the women in Portland. Draw your own conclusion.

Both plain and dropstitch effects and the quality of Tricolette is one that every woman will recognize as being decidedly superior.

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## A Special New York Purchase of 200 Georgette Blouses

The best styles and as fine quality \$5  
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—If the entire two hundred Blouses are not sold by noon, we miss our guess!

—Georgette Blouses in suit shades with beautiful silk embroidery in contrasting colors—some trimmed with valenciennes laces—many of them elaborately beaded, hemstitched collars and cuffs, etc. In fact, it is hardly

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| 6 Oz. Glycerine and Rose Water (an ideal lotion) for 25¢ |                                               |

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