

Sir Thomas Lipton Inspecting Shamrock IV.



This picture of the British baronet was taken early this season on arrival of the challenger in New York. The famous Irish sportsman is shown boarding his vessel on an inspection visit.

HAPPENINGS IN LANGELL VALLEY

Dave Turner recently purchased a band of sheep, consisting of ewes and lambs, from Kinney Bros. of Olene. He has them at his ranch at present, but expects to place them in the hand herded by Jim Huntley, and in which John Turner and Jack Billingsley also have sheep.

Mr. Cooper, of Lake county, visited an old time neighbor, Ivan Kilgore, Saturday. Mr. Cooper pronounces the higher and lower desert in Lake county absolutely without crop, and range very poor. He with his family is on his way to Humboldt county, California.

Bunny Casey and family spent Sunday at Ivan Kilgore's. En route home they visited Sol Dewey, Sr.

Hud Hall and wife and Dodge Truck were visitors in the valley this week. They recently returned from California where they have been the past few months recuperating from winter sheep herding.

Jim Butler and wife visited Merle Kilgore, Tuesday.

Haying is in full blast in the upper valley. Mr. Campbell has a crew at work on his ranch. Shorty Ruland has three mowers and two rakes on his rye field, while Levi McDonald with the assistance of Virgil Deal, Joanna McDonald and Opal Harvey has a stack partly finished.

Cecil Deal and crew are putting up the rye in his ranch. Fred Hilton has been helping Merle and Warren Kilgore the last week. John Noble and boys have cut and put up some hay. Sol Dewey, Jr., has most of his wild hay up. The hay looks better, of better quality, and thicker than it has been for years. In spite of the fact that there has been only about one-third of the moisture usually available for the crop.

Mrs. James Malone entertained at Sunday dinner Mr. and Mrs. Warren Kilgore and family and John Noble and family.

Mrs. Sill, mother of Fred Hilton, has been in our valley visiting for several days. She is now at George Noble's, and expects to cook there during haying.

John and Dave Turner have just purchased two new "Jayhawk" buck-rakes for haying, and a new Jayhawk stacker. They have cut their rye, and are now ready to use the new implements. We await the result as these are the first machines of this kind in the valley. They are made at Saline, Kansas.

Jack Wishard has just completed plowing a field of death weed he had on his place, in the hopes of killing it. There are several pieces of it in the valley, and the would-be-wise might follow his example, as agriculturists tell us that plowing in July and August kills the weed.

The Fourth of July rain helped all crops, and reports come from riders in the hills that it must have been in the nature of a cloud-burst. The feed and grass are coming good all over the range.

Ben Brown has been summer following his field by the schoolhouse the last week, but expects to start heading soon.

Mr. McReynolds has cut his rye and has the most of it stacked.

M. L. Prince and wife, accompanied by friends, spent Sunday fishing on Lost river.

Everett Malone rode up the river Tuesday and visited Plum springs. He reports a fine potato crop at the

was defeated in three races by the American sloop Vigilant, owned by a syndicate headed by C. O. Iselin. In 1895 Dunraven returned with the cutter Valkyrie III. The sloop Defender was built by the Iselin syndicate to defend the trophy. In the second contest Valkyrie III was disqualified and withdrew.

In 1899 Sir Thomas Lipton brought over his first challenger, Shamrock I. To meet her the Iselin syndicate built the sloop Columbia, which won the first race of the series by 10 minutes and 8 seconds. In the next race the Shamrock was disabled and the defender had a sailover. The third race was won by Columbia in 6 minutes and 34 seconds.

For the next race, in 1901, Sir Thomas Lipton built the Shamrock II, while the New York Yacht club again relied upon the Columbia to defend the cup. The Columbia won the first and third of the series. Shamrock II finished first in the second contest, but lost the race on time allowance.

The last series was in 1903, when Sir Thomas brought over Shamrock III to sail against the Reliance. The races were sailed in August and Reliance captured all three without difficulty. In the final contest the challenger became lost in a fog.

LOOK BEYOND THE TEETH



HOT LUNCHES FOR PUPILS APPRECIATED

OREGON AGRICULTURAL COLLEGE, Corvallis, July 9.—That the experiment made by the Umatilla house bureau in serving 80 school children hot lunches for 3 cents each during the last school year was a success is indicated by Mrs. Jessie D. McComb, state leader of home economics extension work.

"The nominal price paid for food materials," said Mrs. McComb, "more than met expenses. A small surplus, in fact, was on hand at the end of the year. The president of the house bureau says that the whole town is enthusiastic over the project and agrees that it is most beneficial, and that there were fewer absences and less sickness among the school children than at any time in previous years."

HISTORY OF THE AMERICA CUP

The America cup is a trophy that cost \$500, and was offered by the Royal Yacht squadron in 1851 for a race around the Isle of Wight. Foreign boats were invited to compete, and the America, owned by Commodore Stevens and other members of the New York Yacht club, was entered. There was no time allowance for tonnage, and the America won a very creditable race, since she was by no means the largest of the competitors.

The trophy thereupon became the property of Commodore Stevens, who in 1857 deeded the cup to the New York Yacht club, to be held as a perpetual challenge trophy for international races between vessels of not less than 20 nor more than 300 tons.

The first challenge came in 1870 from James Ashbury, who raced his yacht Cambria against the whole fleet of the New York Yacht club, and an American yacht named Magic was the winner. In 1871 Mr. Ashbury returned to the attack, and on this occasion it was agreed that there should be a single defender. This was the yacht Columbia, owned by Franklin Osgood. The Columbia defended the cup until she lost through an accident, after which the New York Yacht club substituted the Sappho, owned by W. P. Douglas. The cup remained in the United States, but the race ended in a protest.

In 1874 Vice Commodore Gifford, backed by the Royal Canadian Yacht club, challenged with the schooner Countess of Dufferin. Two races were sailed and both were won by

the American defender, the schooner Madeleine, owned by J. S. Dickerson.

In 1881 a syndicate of Canadians organized by Alexander Cuthbert challenged with the Canadian sloop Atlanta and was defeated in the two races by the American sloop Mischief, owned by J. R. Rusk.

After this race the New York Yacht club decided that the deed of gift was not adequate, and returned the cup to the surviving donor, George I. Schuyler who amended the deed of gift by providing that challenging yachts should proceed to the port of contest on their own bottoms, and also that no vessel could race again until two years had elapsed. In 1882 the club revised its system of measurement, which determined the time allowance to be given or received. In 1891 the rule was again changed, and the present rule was put in force in 1903.

In the meantime several challengers had been defeated by American defenders. In 1885 Sir Richard Sutton of the Royal Yacht squadron challenged with the cutter Genesta. Two races were sailed, in both of which the challenger was defeated by the American sloop Puritan, owned by J. M. Forbes. The next year Lieut. Henn, of the Royal Northern Yacht club, challenged with the cutter Galatea and was defeated in two races by the American sloop Mayflower, owned by Gen. C. J. Paine. In 1887 James Bell came over with the cutter Thistle. The sloop Volunteer, owned by Gen. Paine, had little difficulty in defeating the Thistle in the two races.

In 1889 Lord Dunraven challenged, but the Royal Yacht squadron declined to approve his challenge on the ground that the new deed of gift was illegal and not in the interest of good sport. In 1893 Dunraven came over with the cutter Valkyrie II and

was defeated in three races by the American sloop Vigilant, owned by a syndicate headed by C. O. Iselin. In 1895 Dunraven returned with the cutter Valkyrie III. The sloop Defender was built by the Iselin syndicate to defend the trophy. In the second contest Valkyrie III was disqualified and withdrew.

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