

had been submitted to the Supreme Council. The Govt. had been in communication with the French Govt., and had received a reply to the effect that there was no intention that the military occupation should be permanent but that as soon as order was restored, troops would be withdrawn.

Los Angeles, Cal., July 19th.—A sharp earthquake shock was felt here at 6.40 o'clock tonight. No damage was reported from any quarter of the city and evidences of panic were also absent.

Chicago, July 20th.—An eighteen per cent rise in freight rates will be necessary to meet the 21 per cent increase in the wage award granted railway employees today. Mr. Whitner, representative of the roads in the hearings before the railway labour board, announced today.

Farnborough, Eng. July 19th.—With impressive ceremony the remains of Empress Eugenie yesterday were drawn on a gun-carriage through a troop-lined leafy avenue to St. Michael's Abbey to a resting place in the Crypt of St. Michael's Chapel beside the remains of Napoleon III and the Prince Imperial.

Sandy Hook, July 20th.—Sir Thomas Lipton tonight was nearer achieving the confessed ambition of his life, lifting the America's Cup. Today his "Irish Sweetheart" Shamrock IV ran up a tally of two races to none against the defender, winning in a neck to neck contest by two minutes, and 26 seconds corrected time, and needing but one more victory to bear the bottomless pewter mug back to England. There were cheers on Sir Thomas Lipton's steam-yacht Victoria when the Shamrock sailed first across the line today, but there was a hush when her crew worked feverishly to free a jib topsail that failed within the first few seconds of the contest. This fouling permitted the Resolute to glide into the lead. For part of the first leg, the Resolute kept to the fore, but when she hit a soft spot the Irish craft slipped again into first place, leading along until she was half a mile ahead. To the surprise of the yachting experts a fancy little stay sail, rigged on the challenger, served her better than the Resolute's big balloon. Spectator craft grouped at the first turn greeted the Shamrock with roosting whistles as she rounded six hundred yards in the lead. Away on the second leg she sped, with the challenger catching every cat-paw, and the Resolute rolling in the doldrums. Capt. Burton, who it was reported, might be removed from command of the Shamrock because of his showing in other races, was evidently making every effort to stage a comeback. The Resolute made a brave showing at the beginning of the third leg, and picking up at the turn, fought her way home, disputing every second, but it was to no use, and by the time the Shamrock crossed the line, it was certain she had won by a safe though narrow margin. Times. Shamrock start 12.15.48, finish 5.38.06, elapsed time 5.22.18, corrected time 5.22.18. Resolute start 12.16.26 finish 5.48.11, elapsed time 5.31.45 corrected time 5.24.44. Shamrock won by nine minutes twenty-seven seconds elapsed time two minutes twenty-six seconds corrected time. The story of the final stage of the race follows: The Shamrock rounded the second mark at 4.26.29 when the Resolute was more than a mile astern. The Resolute however, picked up rapidly, and rounded at 4.35.36. This gave Shamrock at elapsed time for the second leg of 1.58.01 and the Resolute 2.02.55. With a freshening breeze from astern, the Resolute began a stern chase to the finish line, and with her time allowance of seven minutes and one second, it was figured she would have to gain on this leg one minute and thirty seconds. Capt. Adams at once broke out his balloon-jib after making the turn, while the Shamrock sailed seven minutes with scarcely any head sail. The Shamrock set her spinnaker, and catching her mail to port with a big balloon-jib carrying every pull of air, she made good time as she headed for the lightship. The Resolute also set her spinnaker and balloon-jib and sailed well before the freshening breeze. The Shamrock lost several seconds on the third leg by her slow setting of the balloon-jib topsail which developed a tear near the foot off Seabright. The big jib on the Resolute was set quickly. She began taking to leeward by holding far out to eastward, under her balloon, while the Shamrock with her spinnaker to starboard headed straight for the finish line. On the run home the Resolute gained several seconds on the challenger, which was about 3½ miles from the finish at 5.03 o'clock. At 5.15 the Resolute had gained nearly a minute on the Shamrock on the dash to the finish line by beating to leeward. It was apparent that the race was going to be very close when the Shamrock got within three miles of her finish. At that point the Lipton craft had some seconds over the time allowance of seven minutes and one second allowed the Resolute, but it seemed evident that to decide the winner would require close figuring. At 5.27 the wind hauled and the Resolute gybed, her boom going to the starboard side. A few seconds later the Shamrock also gybed. The Resolute's chances of winning began to fade as the wind showed signs of giving way. The Shamrock was within three miles of the light ship going easy with the Resolute more than a mile astern and far off the course in a long task to leeward. The Shamrock took in her spinnaker and also reached for the finish under two headsails. The Shamrock then crossed the line, winning the race.

Sandy Hook, July 21st.—3.55 p. m. With ten miles to the finish line the Resolute is half a mile ahead of the Shamrock.

London, July 20th.—Sugar in stock on the 17th. inst. was 153,000 tons. Last year 230,000 tons.

Bulletin No. 25. Sandy Hook, July 21st.—4.10 p. m. Yachts are about seven miles from finish and the Resolute leads by a quarter of a mile.

Bulletin No. 26th. Sandy Hook, July 21st.—4.15 p. m. Shamrock coming up fast six miles from the finish. Shamrock gaining fast and is now three hundred yards astern.

Bulletin No. 27. Sandy Hook, July 21st.—Shamrock has caught Resolute half a mile from the finish line.

Bulletin, No. 28. Sandy Hook, July 21st.—Unofficial. Resolute wins.

Advertisement.

BIDS are requested for the following articles, which are needed in the administration of the Christiansted Municipal Hospital, for the month of August 1920. Bids should be addressed to the Inspector, Municipal Hospital, Christiansted.

After July 28th, no bids will be considered.

Corn Meal, 125 lbs.; Rice 150 lbs.; Lard, 40 lbs.; Cooking butter, 40 lbs.; Table Butter 60 lbs.; Sugar 500 lbs.; Irish potatoes 200 lbs.; Meat (Beef; Mutton & Pork,) 500 lbs.; Quaker Oats; 50 lbs.; Cream of Wheat, 30 lbs.; Peas, B. E. 60 lbs.; Onions, 20 lbs.; Salt Fish (Pollock) 50 lbs.; Condensed Milk, 3 Cases. Evaporated Milk, 6 Cases, Sago, 20, lbs.; Blue Laundry Soap, 2 Cases, Tea, 3 lbs.

All supplies to be of best quality.

Christiansted, St. Croix, V.I. of U.S.A., July 20th 1920.

N. P. CHRISTENSEN,
Inspector
Municipal Hospital.

Advertisement.

BIDS are requested for the following articles which are required in the administration of the Poor Farm, King's Hill, during the month of August 1920.

Bids should be addressed to the Superintendent, Poor Farm, King's Hill.

All articles to be of the best quality.

After July 28th, no bids will be considered.

Rice 100 lbs.; Sugar 300 lbs.; White flour 60 lbs.; Cornmeal 100 lbs.; Salt fish 80 lbs.; Beans 35 lbs.; Peas 35 lbs.; Cooking butter 25 lbs.; Onions 20 lbs.; Meat (Beef, Pork) 250 lbs.; Bread 780 lbs.; Kerosene Oil 10 gal.; Matches 1 Gross.

King's Hill Poor Farm, St. Croix, V. I. U. S. A. July 21, 1920.

J. C. DUBOIS
Superintendent.