

St. Croix Avis.

75TH YEAR.

CHRISTIANSTED, V. I. U. S. A., TUESDAY 27TH JULY 1920

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TELEGRAMS.

ST. CROIX STATION.

London, July 22nd. - The contributions of the various Colonial Govts. towards the West India Committee Endowment Fund have now reached a total of three thousand one hundred and fifty pounds sterling. These include £2,000 from Jamaica, £500 from Barbados, £500 from British Guiana, £100 from British Honduras and £50 from the Bahamas. The following officers of the Committee were elected for the current year: President, the Rt Hon. the Earl of Harewood, K. C. V. O., Chairman, Robert Rutherford Esq., Deputy Chairman, Cyril Gurney Esq., Hon. Treasurers, William Gillespie Esq., E. A. Depass Esq., T. Greenwood Esq. and H. F. Previte Esq.

Sandy Hook, July 23rd. - The Resolute tossed six minutes forty and seconds handicap overboard today and defeated the Shamrock, boat for boat, in the fourth race of the 1920 regatta for the America's Cup. The series now stands a tie, and the deciding race will be won tomorrow. The Resolute will enter tomorrow's race a favourite in the wagering, her two wins having been more convincing than the Shamrock's. Today's race was the fastest of the series so far. The Resolute completed the 30 mile triangular course in three hours thirty-seven minutes and forty-two seconds. The Shamrock followed three minutes and forty seconds later, but the actual difference in sailing time was only three minutes and eighteen seconds, the Resolute having led across the starting line by twenty-three seconds. Although it lacked the thrilling neck and neck finish that put the Resolute's victory on Wednesday in a class

by itself, today's encounter had a picturesqueness all its own. A heavy blanket of fog hung over the Ambrose Channel lightship until within a few minutes of start, totally blotting out the excursion fleet and the tall masted rivals that were coming out from their haven behind Sandy Hook. Suddenly the breeze freshened and the fog began sweeping out to sea. As the pall lifted, the Shamrock, with her tremendous sails set, loomed through and bore down on the mark. The Resolute followed hard astern and after a bit of jockeying about the lightship, they were off down the Jersey coast. The Resolute was at her old tricks on this the windward leg. She pointed high into the breeze, while the Shamrock set off on a reach that took her rapidly shoreward. When they swung about for the first tack, the Resolute's work into the weather had gained her an advantage of more than a quarter of a mile. Again Capt. Adams held the Resolute well up against the wind, with the result that he was able to make the mark without a tack. The Shamrock, headed off more, and was compelled to tack which brought her around the mark nearly two minutes behind the Resolute. The challenger gained on the second leg but was still far behind when Capt. Adams straightened the Resolute out on the homestretch. The Shamrock was closing the gap that separated them on this leg, when a freaky bit of weather blew up that fooled even the Jersey skipper Capt. Burton had on the challenger as an advisor, and robbed the Shamrock of whatever chance she had of taking the lead and winning. The sloops were running fast in a 15 knot breeze when signs of a terrific squall became apparent. The Shamrock took down her club-top-sail and her large jib, and prepared for rough weather, the Resolute ploughed ahead under full sail for a time, apparently bent on getting all the fast sailing she could before the squall struck, and the squall did not strike, at least, not with the intensity that the Shamrock's Captain had obviously expected. There was a brisk blow for a few minutes and also a short torrent of rain, which the Resolute weathered without taking in any sail save her jib-top-sail. When it was over the Shamrock was unable to reset club topsail, and was forced to set a small top-sail, while the Resolute had her original rig intact. A brief calm intervened, and then the wind picked up again and Shamrock caught it first and crawled slowly up until she

was nearly, if not fully, abeam of the Resolute, but when the defender caught the wind, she forged ahead with her superior rig, breaking out a balloon-jib-top-sail to aid her progress. The Shamrock piled canvas on them, breaking out both balloon and spinmaker, but the finish was close at hand and she was unable to close the gap. The following is the summary: Resolute start 1.01.33. Finish 4.39.25. Shamrock start 1.01.56. Finish 4.43.06. Elapsed time, Resolute 3.37.52. Corrected time 3.31.12. Elapsed time Shamrock 3.41.10. Corrected time 3.41.10. The Resolute wins by three minutes eighteen seconds, elapsed time nine minutes forty-eight seconds, corrected time. Each yacht was given until nine o'clock tonight to ask for a postponement in the event that it found it would not get into condition to race tomorrow, but at that hour no word had been received from the rival captains, and the committee went ahead with its plans to run the race as scheduled. A States-Island shipyard where both yachts had requested drydock space tomorrow and facilities for cleaning their hulls, reported tonight that both orders had been cancelled. The Resolute time-allowance will remain at 6 minutes and 40 seconds. The official weather forecast for the race tomorrow is as follows: Fresh winds starting from the south to southwest and weather unsettled and probably thunder squalls in the afternoon.

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JOHN ALEXANDER
Agent.

Christiansted, July 24 1920.

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