# SPORTS AND THE DRAMA

## SIR T. J. LIPTON, WHO HAS CHALLENGED FOR THE AMERICA'S CUP.

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No letter more could possibly have been given to the gentleman of America that the announcement some weeks ago that Sir Thomas J. Lipton would positively challenge for the America's cup. It caused the blood of every sportsman and sailor to pulsate more vigorously through his veins at the prospect of a revival of the splendid series of international yacht races. After the comparative inactivity that has been forced upon yachtsmen, especially those who own large craft, this season, on account of the war, nothing could have been suggested that would revive interest in their favorite sport more than this.

The challenge did not come altogether as a surprise, for it was rumored last May that Sir Thomas was soon to have a fleet for their will-o'-the-wisp of English yachtsmen. The fact that the noted English merchant has challenged through an Irish yacht club was also favorably commented on. The drill was sent to the New York Yacht club through H. C. Kelly, secretary of the Royal Ulster Yacht club, which has been well known for years on account of the splendid sport furnished by it and the prominent names enrolled in its membership list. The commodore, the Marquis of Dufferin and Ava, has been an honorary member of the New York Yacht club for many years. The last annual regatta of the Royal Ulster, sailed on July 15 in Dundrum bay, included matches between the cutters Atlas and Dona, while the 12 footers provided splendid sport, and there was a great showing of small craft, there being present a Dublin contingent of 21 foot load water line boats and three classes of Belfast Lough boats.

Sir Thomas will challenge with a cutter which is to be called the Shamrock. That is a particularly appropriate name for a yacht, especially for a representative vessel from an Irish club, but it is not new on either this or the other side of the water. Mr. Maxwell's schooner Shamrock, now owned by Mr. Wilfred P. Ward of the N. Y. Y. C., everybody in the yachting line will remember, and her races have been famous.

The boat which Sir Thomas will send over next summer to try to take away the America's cup will be essentially a product of Ireland. He has given an order to William Fife, Jr., of the well known yacht building firm of Fife, on the Clyde, to make the plans and the boat itself will be built at Belfast by the world renowned Harlan & Wolff. She will be under lock and key during the period of construction, so that no premature publication of her lines may come across the water. All the New York Yacht club requires to know is the length on the water line, according to the deed of gift.

Sir Thomas Lipton is reported to have said that he wanted no conditions beyond those called for by the deed of gift, and this sportsmanlike challenge for a fair open race is heartily praised, especially because of its contrast with the Earl of Dunraven's conduct. A remark made by a well known sporting man hits the nail on the head as regards popular feeling in the matter. He said:

"Lipton gave $125,000 to the Belfast fund and was knighted. If he wins the America's cup he will get a peerage."

The fact that Watson is not to be the designer of the forthcoming challenger has occasioned a good deal of comment among yachtsmen over here. William Fife, Jr., has been even more successful than George Watson as a designer of small yachts—30 raters and 40 raters. Many boats now in the water on this side of the Atlantic were planned by him. One of the most important vessels on this side of the ocean is a Fife yacht was that of the Canada, which a few seasons ago won the international race on Lake Erie. Fife has the most famous large yacht ever designed by Fife in the Atlantic. She is owned in England at the present time and was fairly successful during her first two seasons.

Of the American boats designed by Fife the best known and most on the water, is Ladd's yacht, owned for J. Howard Adams of New York, Minerva, a 40 footer, owned by Joseph E. Fisher, of Philadelphia, and Erica, a 40 footer, owned by Colonel Jacob Ruppert, of New York. Many others are owned in New York, Boston and Philadelphia.

For more than 10 years the Fife of Fife has made the Clyde famous as the cradle of yacht building. None of the leading architects of the present day designs more beautiful boats than those designed by Fife, for speed, performance, and they ride the waves the veritable flying creatures. His "Blue Ribbons" have sailed in and out for three years in the regattas around the British coasts with constant success. The Fife fleet against the combined contenders in the Irish, Isle of Man, Scottish, and some of the younger designer's best sea-going craftsmen are built on the very principle for sea comfort.

For some time the general impression was held among yachtsmen that if a challenge were sent over this year for a race it would be for a cutter between schooners. The big two masted Shamrock, owned by Charles Oliver Iselin, of N. Y., built from designs furnished by Watson, was thought to be a possible challenger. The fact that a cutter will come instead has relieved the minds of some of the yachtsmen, who were afraid that if the Rainbow were sent after the cup America might be swept aside, as the English boat would have to be sent out in the season's racing, and yet she would have very little preliminary work before the race.

With both the challenger and defender to be built during the racing season the cup will be a large object in every mind, for neither of the boats will have time to be tried in an international struggle until the sailing of the cup at New York.

The designer of the new American defender is about certain to be Nicholson. The remarkable success that has followed his efforts in the cup contests so more that he will be called upon to build the boat to which will be entrusted the duty of retaining the trophy on this side of the water.

The old Defender, which has been the pride of General Paine of Boston, and for experience and science will be profitably for to know the fine points of yachts and yachting better than any other man in America.

Hon. Charles Russell, son of Lord Chief Justice Russell of England, is to be Lipton's representative. Sir Thomas may be in Canada for the cup on the match, and the Shamrock would will not Fife. He is determined to have behind Fife's schooner, contrasted with the Thistle and Valkyrie, contrasted to the Genesta, Galatea and the Valkyrie, sailed in every of the famous yacht trophy of the yachting world.

Next September the Shamrock, with an Irish owner, built by an Irish firm, manned by an Irish crew and flying a green flag at the masthead, will try for the cup at Sandy Hook.

Sir Thomas is a newcomer in yachting circles, but the general opinion is that his excellent business ability will make him a good man at the game and a formidable rival to deal with. He is a bachelor, 52 years of age, and is descended of an Scotch Highlander, which is largely interested in his extensive business enterprises. He was born in Glasgow of Irish parentage and has visited this country several times. In addition to being a large tea merchant, Sir Thomas supplies by contract all the provisions for the British army and navy. He has an immense chain of tea-leaf establishments at Chicago, some extensive tea and coffee plantations in the East Indies and controls a mineral water and ginger ale plant in Ireland. He was first brought into royal favor during the queen's jubilee by donating $25,000 to the Princess of Wales' fund for relieving the London poor and afterwards gave the same amount for the relief of the Indian famine sufferers. Both of these gifts were made incognito, but the donor was soon discovered, and the princess presented him with a handsome diamond scarf pin, and later he was knighted by the queen.

CHARLES E. EDWARDES.

### A Stage Rat.

Charles Dickens, in writing a tale which he entitled "Dick Hogan," says: A good deal of the fun in a certain town depends on the state mania for the presence of a rat in the room. A stranger is one night when the poor man gives a rival entertainment, but Mr. Dick, who thinks the best he can do is to supply a rat, has not where the attraction rats for it. The old property cat will be carried in as substitute, to be used in case some accidental chance will take a notion to cut short the stage career of the real one.

But Dick has been re-engaged to reach the top-gallery of Wilkinson's footlight circus next fall.

## LATE GOSSIP OF THE MIDDLE STATES ANNUAL ROWING REGATTA.

Rowing matters are extremely lively just at present among the clubs which have crews entered for the Middle States regatta, which one year takes place on the Harlem river course at New York on Labor day, Sept. 5.

If the announced intentions of the various double scull shells, junior and intermediate four oared shells, senior four oared shells and a number single shells for a special presented by President Pilkington.

All the races, except the last for the president's medal, will be over the regular course, from Cooper's hollow to a point just below Gates' Junior dock. The following will be the officials of the regatta: Referee, Robert J. Milligan, Pennsylvania Barge club; timers, J. H. Abel, Nassau Boat club; M. J. Mellon, Institute Boat club, and H. G. de Huiro, Yonges Boat club.

The boating clubs in and around New York city are especially anxious to win as many as possible of the events this year and are practicing lustfully with that end in view, as they do not wish the Pennsylvanians to carry off so many prizes again. The Harlem Rowing club has a strong four-oared eight. They have recently purchased a shell from the Columbia University Boat club which suits them to perfection, and rumor has it that it will take an exceptional crew to beat them. The Institute Boat club of Newark captured the senior eight race last year in 7:22.

The well known Atalanta Boat club is likely to have a representative crew in the junior eight race. It will give every conceivable possible to the old time combination again in the Middle states.

The Nonpareil Boat club intends entering a junior single, a junior double and a junior four oared gig. The Knickerbocker, First Bohemians, Crescents, Wyckoffs, Metropolitans, Long Stars and Kanawas are other New York organizations that have crews in training for the races.

The Pennsylvania clubs are expected to send their usual strong contingent of crews to take part in the regatta and hope to duplicate their victories of last year. At Washington several crews are expecting to come and have been holding the races in anticipation of the event. The Columbias, Potomacs and Analostans have good crews. Lieutenant Hoag of the Columbia crew has developed a peculiar stroke to his eight. It has a slow swing and slow recovery. The stroke has been considerably criticised, but the Bostonians and his men have great faith in it and hope to win with it at the race on Labor day.

Last year the Middle States regatta was held at New York on Sept. 6, and the events were decided as follows:

Junior single sculls, J. F. Dempsey, Pennsylvania Boat club, Philadelphia; time 8:16.

Intermediate single sculls, J. C. Osler, Pennsylvania Boat club, 8:39½.

Senior single sculls, J. B. Juvenal, Pennsylvania Boat club, 8:28½.

Junior double sculls, Harlem Rowing club, 8:01.

Intermediate double sculls, Pennsylvania Boat club, 7:37½.

Senior double sculls, Pennsylvania Boat club, 6:38.

Junior four oar gig, Pennsylvania Boat club; no time taken.

Intermediate four oar gig, Newark Rowing club, 8:33½.

Senior four oar shell, First Bohemian Boat club, New York, 6:55.

Senior eight shell, Institute Boat club, Newark, N. J., 7:22.

The roll of membership of the Middle States Rowing association numbers 21 clubs, and the organization is in a flourishing condition.

ALLEN TAYLOR.

### An Imperial Yachtswoman.

The German emperess is developing into a remarkable enthusiastic yachtswoman. She has now been spending several weeks in yachting on board the large steam yacht Hansa, which her husband purchased for her special use, not having passed her examination and obtained her license as a sailing master to use her navigator for her own craft. To avoid mishaps, however, the Hansa is, by command of the emperess, always accompanied by a tugboat boat, which is able to take the emperess in tow when she happens to be becalmed.

The emperess is the first lady of the house of Hohenzollern or indeed of any kind of German royalty to navigate her own yacht. In fact, the only other royal lady who is thoroughly qualified to Queen Olga of Greece, who enjoys the distinction of being the only "she" admiral in existence, naval flag rank having been conferred upon her by the late czar.

### A War Lyric.

In the New York Cycling review, entitled "Cycle Lyrics," appears a lyric redolent of the military spirit. In evidence whereof here is a verse from one of the lyrics:

When the horn, horn, horn,
Of the sun, sun, sun,
Is heard in the rise of the sun, sun, sun,
And the cycle is ready for the road,
Through the dawning of the skies
And here's nothing but the sky above you,
Then the cycle's ready, ready, ready,
And you'll never get a chance to run, run, run.

Then sing aloud,
Sing aloud,
Sing aloud to the cycle,
For your home and the girls that love you

## STORIES OF THE STAGE

Gilbert, the Director, and Lindley, the pianist, not long ago, had a little difference of what he imagined was intended for a comic composition.

"I've heard Henry Irving," said Gilbert.

Lindley looked still more.

"I've heard Forbes-Robertson."

Lindley frowned.

"I've heard Jefferson," he said, as he gave the ground.

"Well, sir," concluded Gilbert, in a strong tone, "but one is thinking of those, sir—prepared to criticise you sir!"

John McCullough was at one time playing "Virginius" in Syracuse, the drama occurs in Jos. "Then let public virtue rot in Syracuse." Some by had the magnificent sensibility to see when a man in the parquet thought this line, exclaiming, "No, by jings! in Utica either!"

Whatever may be out of Lawrence Irving, the son of Sir Henry, he is one thing, to his credit—he is a man, an energetic young man. It was recently announced that his play, "Godfrey Ozeal," came very nearly coming to London. Lyceum was the venue, a production more than the usual amount of discussion. A few days ago it was announced that young Irving had produced another play called "Richard Lovelace." Subject is a love affair in the life of that poet, and scene for the first act:

I could not love thee, dear, so much
Loved I not honor more.

The younger Irving sold his play, and both play and star was received.

Miss Viola Allen, some she has been the guest of Hall Caine, to enter the famous novel, and of late she played "The Christian," at Hoyts club in Isle of Man, has written some moving letters to her managers in which she is the many peculiar customs of that people that have come under her notice. July 5, at Ramsey, she visited the annual "Tynwald" which is the most important event of the year in Manxmen. The life of Man is peculiar and only by a government granted annual act of the queen, can be accomplished. At a boat tumbleare called the "Tynwald Keys." All laws passed in the house of keys must be approved by the council and by the queen, and no laws which they must be read in Manx and English from the Tynwald, a tribune which "sit from which an hour of the sun." Miss Allen describes the ceremony for one of years. This is said to be the most ceremonial ceremony extant.

The commodore of Tynwald for the act of religious service in Rushtrapel, the predecessor of the one from the Tynwald and a good deal of deadness. Miss Allen describes the curious ceremonies, at which was present Lord Henniker, the English governor general; the first Bishop of Man, the bishop, the attorney general, the speaker, the clerks, the sergeant at arms, the officers and the official regalia in carrying the house of keys.

Mr. and Mrs. Hall Caine had passed with Miss Allen, and the passage of compliments relating to her was such, she says, say that Miss Allen was not only to the part of the queen's guest in Hall Caine than the author gave Lord Henniker. The proclamation of laws from the Tynwald act is to be passed by a future date before the royal disapproval of the queen had prevented her from signing them.

Miss Allen was presented to Sir Hall Drinkwater, the author of the history of the island. He had held the office for 30 years on July 5, Miss Allen witnessed the ceremony of his retirement and the presentation to him of a valuable silver casket containing an address commemorative of the occasion. Miss Allen was charmed with the people of Mansland and Only Caine.

Anna Belmont, the comedienne of the "What Happened to Jones" company, enjoys the reputation among her professional friends of being one of the best quiet story tellers. Her method is a best color imparted to them if the scene of the Bowery of Gotham is followers here is of equal skill.

Miss Belmont:

The Paris avenue trolley line is the city of Brooklyn is crossed by the streets that bear consecutive numbers. An Irishman with a cousin visiting the city of Brooklyn, asked for the car, one of the cars the Irishman's cousin, "Richard Lovelace." Subject is a love affair in the life of that poet, and scene for the first act:

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