

would hold, and the wood and canvas justified his confidence.

In this race, more than ever, did the captain and the crew of the defender show that they knew every inch of their craft, while the skipper of Shamrock still seemed to be experimenting with his.

Resolute seemed to shiver for an instant when the squall struck. She heeled a little more, then shot ahead like a frightened sea bird. The black clouds enveloped the racing yachts and a sharp torrent of rain beat down upon them, but only for a few moments. The storm passed as quickly as it had come and the daring Resolute passed the conservative challenger.

The skipper of Resolute took a chance. The skipper of Shamrock would not. It was the day when the race called for daring, for the same gambling spirit that brought Columbus across the ocean. From the point of view of the sportsman this incident was the epic of the race for the America's Cup.

Captain Charles Francis Adams had the courage to stake everything on the strength of his slender masts and the toughness of his filmy-looking canvas. It was the daring of the early American navy, the dash of John Paul Jones, the dam-then-torpedoes spirit of Farragut, the same sort of spirit that caused Dewey to cut the cables and make the dash into Manila Bay.

The yacht race with sails hovering near is not always to the daring. If that wind had been just a bit heavier the frail looking Resolute might have snapped as a mast of Resolute did snap at the trials. Then Captain Charles Francis Adams would be remembered only as the reckless skipper who had lost at the America's Cup by his rashness. The coolness of Captain Burton would go down into the history of British seamanship.

**Adams's Faith Sustained**

If a lucky ball had hit the vessel of John Paul Jones on the waterline, if Farragut had encountered torpedoes, if Dewey had found the fleet that might have been in Manila Bay, their daring would have been rashness. If the rigging of Resolute had given way they would have said that Adams was incompetent. But the sportsman and the canvas of Resolute held and the faith of Adams in his boat and in himself was sustained.

The rushing squall cast a long black shadow on the white canvas. By some trick the shadow stretched from Shamrock to the Victoria, from the bridge of which Sir Thomas Lipton watched the latest wreck of his dream of cruising back to Britain with the America's Cup.

It was like a sinister finger pointing from the white Victoria to Shamrock. Sailors, superstitious always, must have taken that for an omen, if anything like an omen were needed to back the conclusion that Shamrock was losing this race and would lose the series for the cup. As the sinister finger pointed Resolute flitted through the shadows into the light and primed herself for the run home.

When the balloon shot out and Resolute picked up speed the Victoria left the place where Captain William P. Burton had played safe and steamed ahead to where the red and white lightship was rolling. Sir Thomas's boat came close to the finish line, pushing her way through the lane of destroyers.

**Defender Flits Home in Triumph**  
On came Resolute, flitting triumphantly now, while Shamrock sent out more canvas, a vain and futile move at this stage. Before Resolute was anywhere near the line the whistle of the Victoria roared out a hoarse greeting, an acknowledgment of a victory cleanly and splendidly won. The whistles of the other attendant craft took it up.

The series up to yesterday had brought Sir Thomas so near to the realization of his dream that the result must have been all the more cruel. But he met it like a sportsman, and it was Sir Thomas who gave the signal for the greeting to Resolute. He had hoped to the finish line to give a sportsman's cheer, though he was standing beside the watery grave of his dream.

The attendant answer to the query as to her readiness for the last race to-day was quickly hoisted on the defender. It came up on the challenger after she crossed the line.

There was a blind curtain of fog over the sector of sea near the lightship at the time set for the race. The fleet of attendant craft felt around in it cautiously, guiding themselves by the moan of the lightship's whistle. The Victoria always hovered close to the starting line.

The yachts were lost to view on the trip from Sandy Hook to the lightship and felt their way out beyond the mark. The white curtain lifted gradually, and Shamrock first showed her outlines through the lifting mists. The sun broke out suddenly and Resolute came up in a silvery sheen.

**Resolute Is Off First**  
At last the starting signal went up on the officials' tug, the Barton. The clearing of the seas was swift, and when the fog was lifted there was a ten-knot wind blowing, and it rose steadily to fifteen knots. Resolute was over the line first as though she were a living thing imbued with the true racing spirit, to get out into the lead and stay there.

The first leg was windward work, and the wind always has been a task at which Resolute, with Captain Adams, has beaten Shamrock and Captain Burton. The sloops stood off toward the Jersey shore again, familiar stretch, as it was very similar to the first leg sailed in the first triangular race.

The breeze freshened steadily as the yachts worked into it and Resolute gained as steadily. At the first mark Resolute swept around more than two minutes before Shamrock came up and the defender started on the short reach of the second leg. Here Shamrock began to close up that wide expanse of slate colored water that lay between them, but the closing up was so painfully gradual that it was hardly perceptible. The graceful defender was jealous of her lead and ran like a slender dryad from the pursuit of a clumsy satyr.

**Challenger Makes Gains Slowly**  
The challenger might have lost at the second mark, but the victory of Resolute might not have been so overwhelming. In the second leg Shamrock had made up less than a minute and was still nearly a quarter of a mile astern of Resolute when the reach for home started. The challenger was the challenger, but slowly and laboriously.

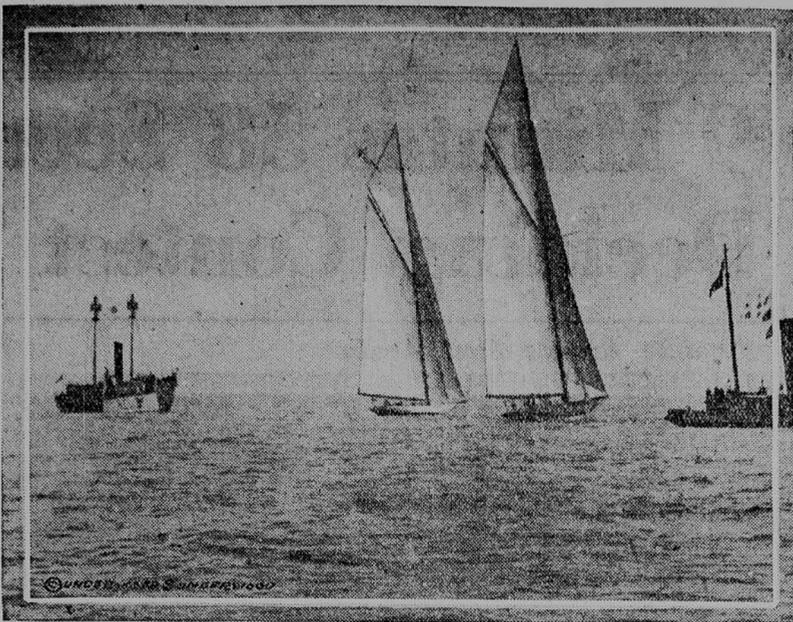
She never could have gained enough to make up that gap of six minutes and forty seconds with the wind holding or even with the wind rising gradually. Resolute was speeding at her top gait, beautifully and steadily. Nothing propelled by winds could beat her with that time allowance from that point yesterday.

The skies ahead glowered and blackened. The seas ran heavily and thunder crashed in the direction of the mark. Weather diagnosticians on the attendant boats disagreed as to what that rapidly advancing dark cloud portended.

Shamrock Captain Burton passed his judgment slowly and uncertainly from the external evidences. "Something is happening to Shamrock's top!" they cried on the destroyer Semmes. The topsails wavered and suddenly were dropped.

"He's taking it in," they said. "He's

**Start of the Fourth Cup Race**



Resolute leading Shamrock across the line. The lightship Relief is shown at the left and the stake boat at right.

**Victor To-day Wins Famous Yacht Trophy**

The last and deciding yacht race for the America's Cup will be sailed off Sandy Hook this afternoon. Shamrock IV, the challenger, and Resolute, the defender, have each won two victories in the series of three out of five contests.

To the victor in this afternoon's struggle will go the famous trophy and the yacht racing championship of the world.

The race is scheduled to start at noon off Ambrose Lightship, and will be a boat of fifteen nautical miles to windward and return.

It is feared that it will not stand the strain. "He's wise," said half. "He's unwise," said the other half.

**Resolute's Topsail Stays Up**  
There was no external evidence as to the decision of Captain Charles Francis Adams. The painting rain had driven most of the watchers on the Semmes to cover, but they peered out across the blackened seas waiting the decision of Adams. When the sun came out again the topsail like a certain flag at a certain fort, was still there. And they passed the word that the topsail of Resolute was still there.

Cautiously they proceeded with Shamrock while the squall raged around. In the meantime the defender was running fast and free through the rushing waters.

The top stayed up in the black shadows. A Pluton, a Star Spangled Banner through the storm. In the meantime the stripped and shuddering Shamrock lagged behind. Resolute dared and Shamrock refused to take a chance, thereby doubly losing a race that was already lost.

It was here that the Victoria steamed to the fore and led the attendant boats to the finish line. When Resolute came out of the blackness with her top held proudly erect the red and white lightship loomed up barely two miles away, and the elements in their angriest mood and had bluffed them out with her slender-looking spars and that canvas that looked like a thin silver film.

**Defender in Brilliant Dash**  
Resolute's hullooner swept her over the water like the full spread of a gull. Shamrock, throwing out the spinnaker as well as the hullooner, had the spread of an albatross by comparison, but she never could catch Resolute in anything shorter than the long, long flight of an albatross.

Sir Thomas Lipton waved his cap from the bridge of the Victoria as Resolute came up to the finishing line and the Victoria's whistle, chinking a bit at the start, led the welcome in. Close by the John F. Hyland spurted out white vapor, but made no noise, for the Hyland an astonishing thing—seemed to have lost its voice. All of the fleet joined in the welcome.

Then there was a long silence while they waited for Shamrock to come up. Even with the vast spread of canvas she came slowly after that brilliant dash of the defender. The racing whistles gave her seemed ironic under the circumstances. They shrilled like an accusation and the demonstration somehow seemed like a mockery. It must have sounded that way to Sir Thomas.

There was a freak squall that brought about the emergency which gave the race a chance to make their widely different decisions. It fooled the native pilot that Captain William P. Burton carried with him. But with the time allowance, Captain Burton had had the lead in the beat to windward. It was Resolute's day from the start. The squall merely served to show in a theatrical fashion that captain, her skipper and her crew were ready to take a chance with the gambling spirit of the American navy, professional and amateur.

**Shamrock's Only Chance**  
With a breeze to-day the last act of the America's Cup drama will be staged. Mathematically the sloops are on even terms, but here the arithmetic lies again. The arithmetic said that Shamrock, boat for boat, was faster than Resolute. This is shown to be a misstatement of fact. Yesterday demonstrated clearly that the fact that the boats have won two races apiece means nothing at all in the history of the America's Cup.

Experts hold that yesterday was Shamrock's only chance and in this assertion the experts seem to be absolutely right. Shamrock won one race by the triangular course. But the battle to-morrow is a beat to windward and back, and on this course Resolute has shown she can gain enough on the windward beat to offset any gain that the challenger may make up to the reach to the finish, because of her time allowance.

It looks very much as though the America's Cup would stay on this side of the Atlantic until it crumbles. Certainly it will stay here—other things being equal—while they breed heirs of John Paul Jones, Farragut and Admiral Dewey, who are willing to slay a lowering destiny in the face with a filmy canvas and a slender spar.

When the Fall River line steamboat Plymouth left her berth at Pier 14, North River, she carried nearly a thousand passengers, which is about twice as many as she took down on her last trip.

The Iron Steamboat Company's Taurus likewise felt the effect of increased patronage and carried her capacity of about 500.

Among those passengers on board the Plymouth, jubilant over Resolute's winning, who were met at the Fall River pier by private cars, was Mrs. P. D. Armour, wife of P. D. Armour, director of the Union Stockyards, Chicago, who motored here with her brother, "Teddy" Condon, yesterday, from Southampton, where the family is spending the summer. Major Henry Sanford and many members of the

**Bungling Work By Crew Loses For Challenger**

Resolute's Men, on Other Hand, Meet Every Emergency Under Guidance of Their Amateur Skipper

Little Hope for Lipton

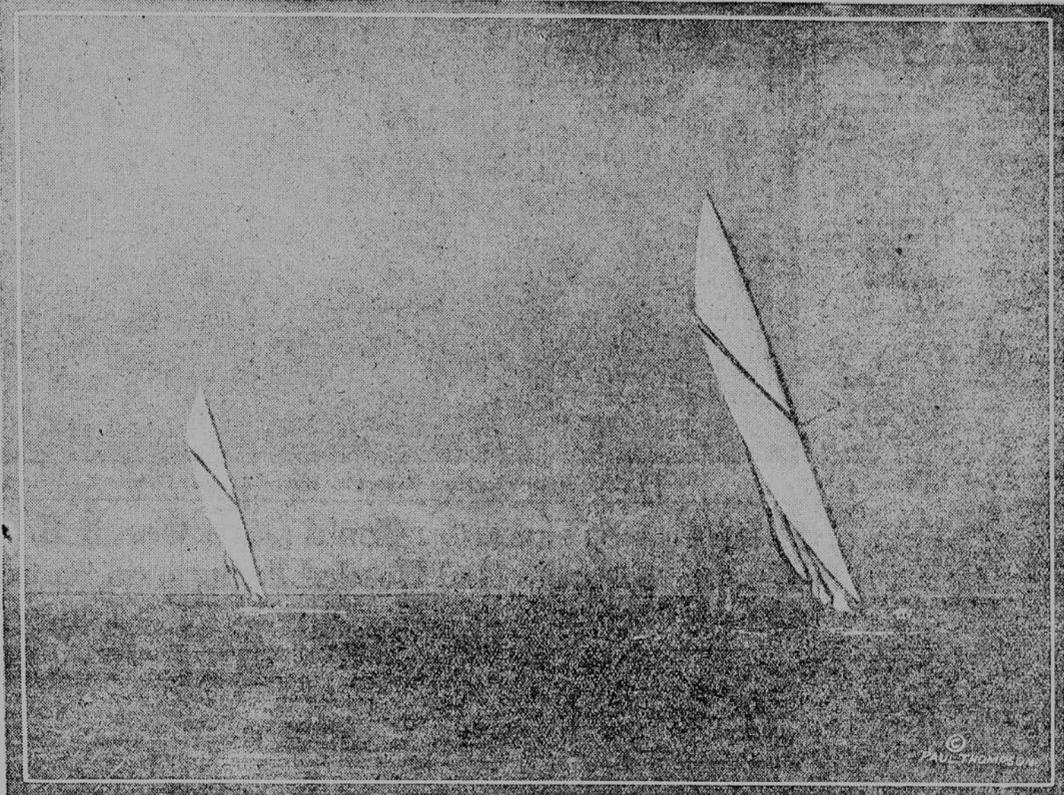
Conditions for Deciding Race Conceded to Give American Boat Advantage

By Jack Lawrence

Superior seamanship gave Resolute her clean-cut victory over Shamrock IV in the fourth America's Cup race yesterday and enabled her to square the series with the British challenger. The greater skill of the defender's afterguard and foremast hands was conspicuous from start to finish and it was responsible for the complete form reversal the boat displayed in decisively beating her rival on all three legs of the triangular course.

There was no surprise when Resolute was first to round the mark at the end of the ten-mile windward leg, because in a thrash she is in a class by herself. But when the Herreshoff flyer continued to show her heels to the green sloop in the reaching and running that followed in the next two legs

**The Defender in the Lead**



Resolute clipping along in van of Shamrock between 10th and 20th miles.

**Summary of the Fourth Race**

	Start	Finish	Elapsed Time	Corrected Time	Elapsed time on—		
					1st leg	2d leg	3d leg
Resolute	1:31:23	4:32:25	3:07:52	3:03:12	1:32:14	51:02	1:13:56
Shamrock	1:31:50	4:42:06	3:41:10	3:41:10	1:35:02	50:18	1:15:50

Resolute won by 3 minutes 12 seconds elapsed time, 9 minutes 53 seconds corrected time.

**Larger Crowds Witness Fourth Contest for Cup**

**Private Yachts Leave Piers Early With Prominent Persons Aboard; Excursion Boats Carry Many**

There was renewed interest in the international yacht race yesterday, and most of the private yachts in the North and East river anchorages went out beyond the Hook early in the morning with many guests on board. By nine o'clock, where usually a score or more of craft are moored off the landing station at East Twenty-third Street, there were only three left, and those were preparing to get under way.

**Yacht Race Pictures Are Cabled to London**

"Daily Mirror" Publishes Two of the Contest Taken on Tuesday  
LONDON, July 23.—Two pictures of Tuesday's race between the Shamrock and the Resolute, described as having been transmitted by photo-telegraphy, are printed by "The Daily Mirror."

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have given Sir Thomas Lipton possession of the America's Cup. With Shamrock facing a windward beat of fifteen miles and return in the last and deciding race to-day, it was generally agreed in yachting circles last night that defeat for the challenger is inevitable unless an accident brings her a fluke victory.

There was a real old-fashioned smoky southwest blowing when Shamrock IV and Resolute reached the course yesterday morning for the fourth cup contest. At an early hour it looked like a perfect sailing day, with promise of a slashing breeze in the afternoon that would greatly favor the challenger. The yachts, however, had hardly cast off their tows when the wind began to fall away and a heavy fog settled down on the surface of the sea.

The mist was so thick at 11:45, when the preparatory signal was to have been given Sir Thomas Lipton possession of the America's Cup. With Shamrock facing a windward beat of fifteen miles and return in the last and deciding race to-day, it was generally agreed in yachting circles last night that defeat for the challenger is inevitable unless an accident brings her a fluke victory.

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Shamrock could not win on the triangular course she certainly would stand no chance in the last battle, with its fifteen miles of windward work. Yachts of every description could be seen lining the course when the fog lifted a little shortly after noon. Harry Payne Whitney's new ocean-going houseboat, Whiteaway, had a big party of guests aboard and so did John H. Hannan's Editha and the famous Aloha, owned by Arthur Curtis James. A newcomer among the floating population was John S. Willys's steam yacht Emerald.

Rather insignificant looking in this million dollar fleet, but steaming about with much impressive importance, was the police boat John F. Hyland. She chugged down through the untroubled waters of the Lower Bay with a gay party on her decks, but the gayety became less noticeable outside the Hook rolling in the long Atlantic ground swell.

By 12:30 the mist had almost entirely blown away and the preparatory signal was hoisted on the Barton at 12:45. The warning came at 12:50 and the starting signal at 1 o'clock. The jockeying for the start was over. Captain Burton, on the challenger, apparently having no desire to lead the way across the starting line. There was hardly more than a four-knot breeze blowing at its time.

**Resolute First at Start**  
Adams himself seemed to be in no hurry to go over the line, and sailed Resolute down toward the lightship for more than a minute after the starting signal was hoisted. He went over to windward, carrying a staysail, jib and a No. 2 jib topsail. A few minutes later he replaced the No. 2 with a baby jib topsail and appeared to baby jib topsail.

Shamrock slipped over the line twenty-three seconds before the two-minute starting allowance expired. She carried staysail, jib and baby jib topsail. She also wore the smaller club topsail that reduced Resolute's time allowance from 7 minutes 1 second to 6 minutes 40 seconds.

Sir Thomas Lipton, on the steam yacht Victoria, was close to the line during the jockeying and through powerful binoculars, watched every move Skipper Burton made. There was every indication that it was a part of Burton's previously arranged campaign to allow Resolute to get away first. Sir Thomas appeared to be satisfied with the challenger's start, and immediately had the Victoria's bow pointed for the stake marking the first turn.

The first leg of the triangular course was a ten-mile beat to windward to a mark anchored off Long Branch. The second leg took the racers to a point ten miles straight out to sea. During the thrash to windward the yachts were less than two miles off shore at any time and for most of the beat were within plain view of the Jersey coast resorts.

Both yachts crossed the line on the starboard tack and were footing fast. Resolute was close to the line during the jockeying and through powerful binoculars, watched every move Skipper Burton made. There was every indication that it was a part of Burton's previously arranged campaign to allow Resolute to get away first. Sir Thomas appeared to be satisfied with the challenger's start, and immediately had the Victoria's bow pointed for the stake marking the first turn.

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seen from stem to stern. The sea was quite choppy and the crews of both boats were thoroughly drenched by the spray that kept taking their decks.

At 2:34, with the mark one hundred yards away, Resolute doused her baby jib topsail and set a reaching jib. She rounded the stake one minute and forty-seven seconds ahead of the British boat. It was necessary for the challenger to take several short hitches in order to make the mark, and these cost her time and headway. About 500 yards separated the yachts as they filled away for the close reach to the second turn. Both boats were footing green-hoist and the time for the course promised to be the best yet made in the cup series.

**Breeze at Fourteen Knots**  
The breeze had increased to fourteen knots by the time the boats were reaching off the second leg, and sparkling whitecaps were breaking all around them. Resolute's early part of the close reach, and with her sails hanging full she seemed to be walking away from the challenger. Those who had expected that the Lipton clipper would overhaul the American with ease were disappointed when she failed to register the slightest gain.

Half way to the second mark Captain Burton broke out his reaching jib, but the crew appeared to struggle. The job and several minutes passed before the canvas was set. At this stage of the race the defender seemed certain to defeat her green-hoist rival, but for a boat. It was the British who looked as though she needed a time allowance overhaul the American with ease were disappointed when she failed to register the slightest gain.

As the wind increased it brought a smoky haze out of the southwest, and the haze-streaked yachts had a ghostly, spectral look as they loomed along, with a white smother of foam at their bows and their towering club topsails almost obscured in a layer of fog. The foot of the second mark saw both sloops footing along at a sensational speed, and it was impossible to tell which was moving the faster. Measured for the speed of the destroyer Semmes, which kept ahead of Resolute, the big single sticker was going at the rate of 14½ knots an hour.

It was in the latter part of the second leg that Shamrock began to pick up on the flying Resolute. She seemed to be getting a better wind and was cutting down the distance between them rapidly when Resolute jibed the stake forty-three seconds in the lead. They had averaged twelve knots an hour for the ten-mile race, and had come within a few seconds of breaking the record.

**Britisher Pursues Resolute**  
The last leg, which was to the finish line, started as a reach, but finished with the wind dead astern. A sudden squall loomed out of the southwest when the boats were within sight of the lightship and for a quarter of an hour added a real thrill to the contest. The squall also played an important part in the last reach. Just before it reached the racers it seemed certain that the challenger would overhaul Resolute, but Captain Burton evidently did not care to take a chance on the black clouds ahead and ordered his club topsail lowered.

For half an hour the Britisher pursued Resolute with no topsail at all. To onlookers it seemed as though the replacing of the club with a working topsail would have been the work of only a few minutes, but Shamrock's apparent flustered and their slow work would have counted heavily against the craft had it not been for the oncoming squall. When this broke both yachts received some exceedingly rough usage from the wind. What was out of topsail set the challenger was able to navigate the blow better than the defender and despite the young gale that was howling she held her course, while Adams, in order to save his rig, had to luff up into the wind.

It was no child's play for either yacht and it cost Resolute the lead she won over Shamrock. At the same time it gave the latter a wonderful opportunity to go to the front and begin the work of cutting down the time allowance she concedes the American boat.

The squall, however, passed with the suddenness with which it had come and when the wind began to abate a little Adams put his boat back on her lead. The challenger had a slight lead at this time, but Resolute cut it down quickly and was soon out in front once more.

Burton finally broke out a working topsail and winning considerably in weather Resolute found a breeze that enabled him to make one more bid for the lead. Foot by foot he overhauled the Yankee flyer, until a mile from the finish, he was ahead of her. This was Shamrock's dying effort, but it might have given her the satisfaction of a boat for boat victory had it not been for bungling work with her headsails. This sail handling maneuver was started by Shamrock and Resolute took advantage of it to win a sensational victory.

**Burton Drops His Jib Topsail**  
Burton dropped his jib topsail with the apparent intention of setting a mile from the finish, he was ahead of her. This was Shamrock's dying effort, but it might have given her the satisfaction of a boat for boat victory had it not been for bungling work with her headsails. This sail handling maneuver was started by Shamrock and Resolute took advantage of it to win a sensational victory.

The Englishmen were so slow in dousing that the big lion on the American boat was pulling her far into the lead before the challenger's smaller sail was even set. This incident effectively killed any chance of her. This was Shamrock's dying effort, but it might have given her the satisfaction of a boat for boat victory had it not been for bungling work with her headsails. This sail handling maneuver was started by Shamrock and Resolute took advantage of it to win a sensational victory.

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