

AMERICA'S CUP CONTEST

As the time draws near for the third effort of Sir Thomas Lipton to lift the America's cup increased public interest in the coming contest is made manifest by the eagerness with which every detail of design and equipment of the contesting yachts is compared and discussed. The unanimous selection of the Reliance to try conclusions with Shamrock III. was a foregone conclusion, her superiority over the Constitu-

again in 1895 on the Defender brought the boats up to the line in splendid racing fettle and successfully defended the "blue ribbon of the seas" against Lord Dunraven's Valkyrie II. and Valkyrie III. He repeated his previous victory in 1899 with the Columbia when Sir Thomas Lipton brought over his Shamrock I. to make his first try at lifting the cup.



C. OLIVER ISELIN, Managing owner of Reliance.

It is said by Mr. Iselin's friends that he has never put much money in the big racing yachts which have defended the cup, but has matched his skill against the capital of others. His father, however, put \$20,000 in the Defender, which defeated Valkyrie III. and was broken up for junk a year or two ago. Cup yachts are of little value after they have performed their glorious mission.

The old time boatman of New Rochelle, Mr. Iselin's home town, who were his early tutors and claim the honor of having taught him the rudiments of sailing, are sure the Reliance will win. What C. Oliver Iselin and his sailing master, Captain Charley Barr, don't know about handling a boat, these old salts say, can never be learned by any one either in this country or on the other side of the ocean. Captain Charles Barr, skipper of the Reliance, is a Scotchman by birth, but swore allegiance to Uncle Sam a number of years ago. Few skippers have had such wide experience in craft of all kinds. In 1893 he commanded the Navaho, owned by Royal Phelps Carroll. Next he was engaged by George Gould to bring back the Vigilant from England. He had charge of her during her trials with Defender in the preparatory races of 1895 and put up the best possible fight, developing every inch of speed that was in her.

tion and Columbia having been evident almost from the start. Only a short time now remains for the final furlishing and grooming, the first race being scheduled for Aug. 20.

The schedule calls for five races, to be sailed on alternate days, Sundays excepted, off Sandy Hook. To capture the cup, without question the world's greatest yachting trophy, the victor must three times be returned a winner. The distance to be sailed in each race is thirty miles, a windward and leeward race of fifteen miles and return, alternating with a triangular course of ten miles to each leg. The time limit is five hours, "no contest" being declared if neither of the yachts crosses the finish line within the prescribed time.

That the members of the New York Yacht club are confident of retaining the trophy which has been in their possession for more than half a century is beyond question. It is true that the trials of Shamrock III. have shown that she is an exceedingly dangerous competitor under almost any weather conditions, but the American public and the yachting sharps have become so accustomed to victory by the cup's defenders that the possibility of defeat rarely enters into their calculations.

In the coming contest, however, there is enough of the element of uncertainty to arouse more than the usual deep interest in the contest, and, although the triumph of the genial Sir Thomas is not considered probable, such a result



CAPTAIN ROBERT WRINGE, Skipper of Shamrock III.

and confidence in a crew, is a good disciplinarian and is full of tact and Scotch caniness. Barr is the only skipper alive who has won two races for the America's cup with the same boat, having sailed the Columbia in 1899 and 1901 against Shamrock I. and II. Captain Barr is thirty-nine years old.

Shamrock III, Sir Thomas Lipton's latest candidate for cup honors, is said to be the swiftest yacht ever sent over to lift the historic flag, and Sir Thomas is the pluckiest and most popular yachtsman who has ever striven to secure the prize. Shamrock III. was designed by William Fife and built in Dumbarton, Scotland. In her preliminary races she has shown remarkable speed, and Sir Thomas and his skipper, Captain Robert Wringe, profess supreme confidence in her ability to show her heels to the Reliance.

Captain Wringe succeeded his fellow townsman, Captain Sycamore, who sailed the second Shamrock. He has had considerable experience in American waters and was with Captain Hogarth on Shamrock I. when she raced against the Columbia. Should Captain Wringe succeed in taking back the trophy he will be the most popular skipper in all England and may safely count on being elected mayor of Brightlinges, an honor which has already been bestowed on Captain Sycamore.

While few if any on this side of the Atlantic look for the success of Sir Thomas, so good an authority as Captain Hank Hall predicts that the coming contests will be the closest ever sailed for the historic cup. Should Shamrock III. win the result would not be altogether displeasing to many loyal Americans and especially to sportsmen, who like to see the gage of battle first on one side and then on the other. Selfishness is not characteristic of the sport loving American and he would like to see the yellow flag



CAPTAIN CHARLES BARR, Skipper of Reliance.

would cause nothing short of a sensation and would be regarded as a national calamity.

Mr. C. Oliver Iselin, managing owner of the Reliance, to whose skill as a master skipper and all around yachtsman the successful defense of the cup has been left, is no new hand on a sea deluge. It was in 1895 that he

A THEATRICAL NAPOLEON.

Charles Frohman, the World's Greatest Employer of Actors.

Charles Frohman, the Napoleon of the theatrical world, who recently returned from Europe with a trunk full of new plays, is beyond a doubt the greatest living manager of stage folk. He either controls absolutely or is a strong figure in the management of nearly a dozen theaters in Greater New York and bears the same relation to several of the leading playhouses of London. He is one of the principal figures in the so called theatrical trust, which dominates nearly all the leading actors and theaters of America. He employs nearly a thousand actors and managers on both sides of the Atlantic, and the annual receipts from his almost innumerable enterprises amount to millions of dollars.

Mr. Frohman is somewhat peculiar in his views, as, indeed, he also is in personal appearance. He is probably not more than five feet in height, and is so stout that his walk almost resembles a



CHARLES FROHMAN.

waddle. He has an aversion to being photographed, and it is related that he has never faced a camera.

Nowadays it is a very difficult matter to get into the presence of Mr. Frohman. This is not, however, because of any "uppishness" on his part, but because of the fact that if he were to grant audiences to 10 per cent of the persons who ask for them he would have no time left for his vast and multifarious business enterprises.

Mr. Frohman as a youth worked in the business department of the old New York Daily Graphic, a portion of his duties consisting of handing papers to the newsboys from a cellar opening. His first theatrical experience was as advance man of Haverly's minstrels. Later he got hold of Bronson Howard's "Shenandoah," when the wise-aces regarded that piece as a poor investment. Frohman made a fortune with it, and the author is said to have received more than \$100,000 in royalties. Since the "Shenandoah" days Charles Frohman has been "on Easy street." Mr. Frohman is not yet fifty years of age.

TURNED DOWN A PASS.

Congressman Robert Baker, Who Refused Railroad Courtesies.



ROBERT BAKER.

ough of Brooklyn, New York city, has added the distinction of turning down a pass voluntarily offered him by the Baltimore and Ohio Railroad company and charging the company with being the "instigator of official misbehavior" in tendering him the courtesy of riding free between his home and the national capital.

Mr. Baker is a native of Bury St. Edmunds, England, where he was born in 1862. Upon becoming a citizen of the United States he took an active interest in politics, "his record," as described in the biography above referred to, "being one of consistent independence." Mr. Baker is an enthusiastic supporter of the single tax theory of the late Henry George, and has been prominently identified with various radical reform movements in his district. He was elected to the Fifty-eighth congress on the Democratic ticket by a plurality of 466 in a district which gave William McKinley a plurality of 4,577 for president in 1900. He attributed his election to the extraordinary activity in his behalf of the Single Taxers and his advocacy of tax reforms, the government and municipal ownership of public utilities, the repeal of the National Bankruptcy Act and

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