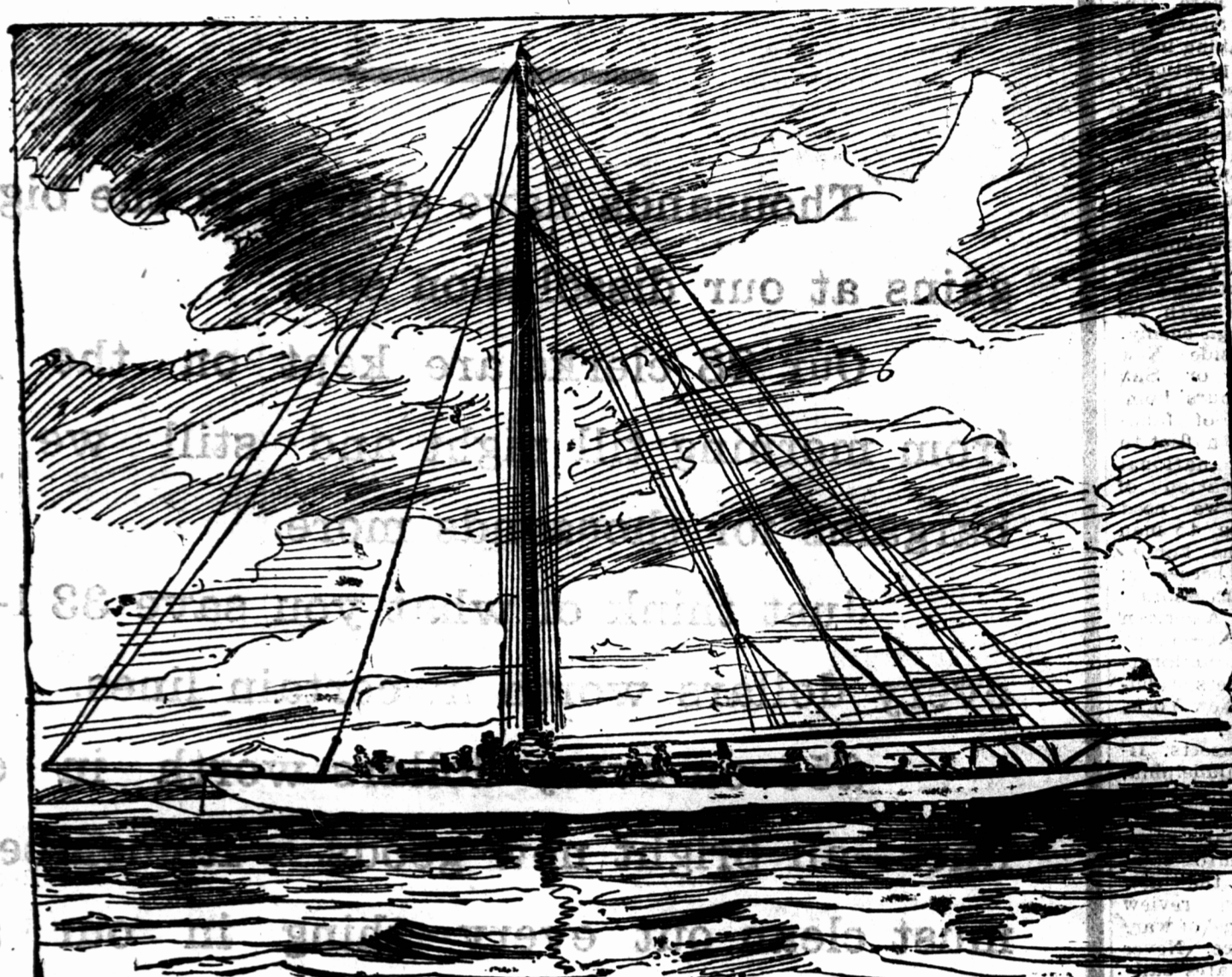
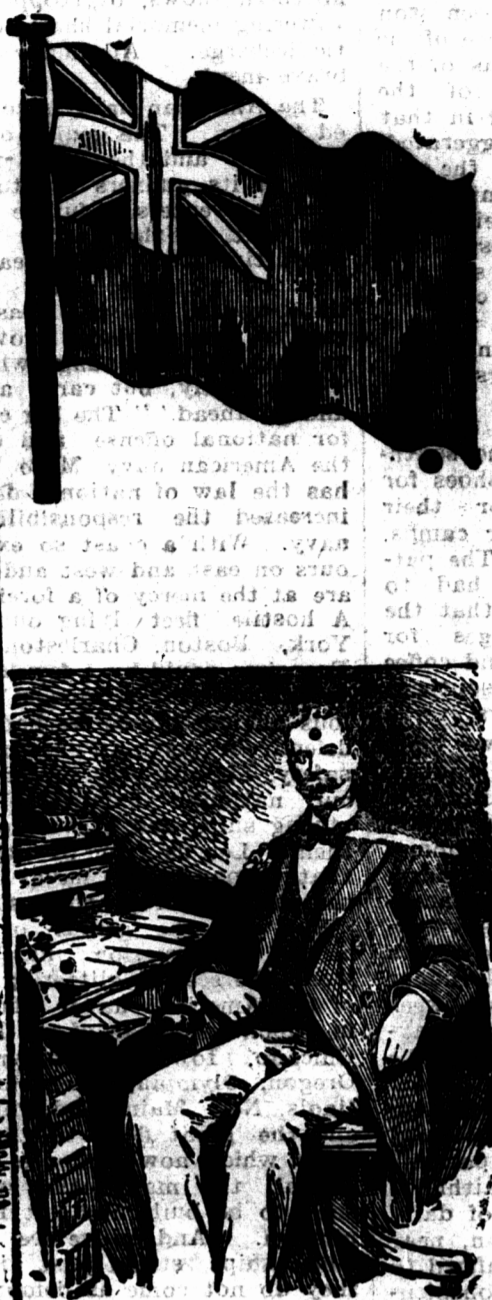


SIR THOMAS LIPTON AND HIS YACHTS.



THE OLD CHALLENGER.



SIR THOMAS LIPTON.



THE NEW CHALLENGER.

LIPTON WILL PIT TWO SHAMROCKS AGAINST DEFENDERS AND OTHERS

Will Meet American Yachts in Outside Races During the Present Season.—Sir Thomas is More Hopeful Than Ever This Time of Lifting the Coveted Trophy.

LONDON, May 27.—To a correspondent Sir Thomas Lipton intimated yesterday that it is not unlikely he may sail one or both of the Shamrocks in races previous to the series for the America's Cup, and in these he may meet the Reliance or others of the yachts which may be chosen to defend the trophy.

Feet and Ankles Swollen

Could Not Sleep at Night. Backache and Kidney Trouble the Cause.

Doan's Kidney Pills

Cared After Other Remedies Had Failed. These Wonderful Kidney Pills will Cure the Most Obstinate Cases of Kidney Trouble if Only Given a Fair Trial and Used According to Directions.

Read what Mrs. Geo. H. Alward, Whites Point, N.B., has to say about them: "This is to certify that I have used Doan's Kidney Pills for pain in the back and kidney trouble and I do most gratefully recommend them to any person suffering in this way. I was so bad with kidney trouble that I could not get around the house. My feet and ankles were so swollen and painful that I could get no rest day or night. I tried several remedies but could get no relief whatever until a friend advised me to try Doan's Kidney Pills. I soon perceived a decided change for the better and had only taken two boxes when I was able to do my household again, and three boxes made a complete cure. Doan's Kidney Pills are 50 cts. per box, or 3 for \$1.25, all dealers or THE DOAN KIDNEY PILL CO., TORONTO, ONT.

in the British Isles. I bought her Tuesday from the Liverpool Salvage Company. She carries ten days' supply of coal.

"All of the fleet will be painted in my colors and will fly my flag.

"I never felt so hopeful of success in my attempts to lift the cup. There is no certainty—far from it—but Shamrock III is far and away the best boat yet taken over.

"Our last week's trials on the Clyde were unfortunate, in that they were not completed, yet we have seen enough of the challenger to estimate what she can do when fully turned up.

"I expect the boats to sail on Thursday next and shall go over myself either on June 19 or 20. We reckon on having five weeks' trial on the other side.

"I shall probably enter both Shamrocks in races before the 'trial race' in which, perhaps, they will meet Columbia, Comanche or the Reliance.

"Nothing will be spared by me to lift the cup this time and the valuable experience I have had with the Reliance will be fully utilized.

"Will I try again if defeated? It is time enough to talk about that when I have failed. I think I am in a streak of luck this year. Everything is going well with me and the Weymouth accident is only regrettable for the loss of life occasioned. So far we have been ahead of time with the launch, fitting and refitting repairs, and now with the fitting-out for the voyage across. I hope it is a good omen and that we will be ahead of time in New York at the races."

"Have you seen the statement by Mr. Iselin that a suit of Ratsy sails has been ordered for the Reliance?" asked the correspondent.

Sir Thomas Lipton grew instantly reticent and raised his hand warningly, as he said: "I am not going to discuss that matter for publication."

The habitually genial baronet's expression became significantly grave, especially when Ratsy's name was mentioned. Though Sir Thomas will not make an expression in the sail controversy, he undoubtedly feels that he is placed at a disadvantage by the proposal to fit the Reliance with Ratsy's handwork. Ratsy is the only man in addition to Sir Thomas

and Watson, who knows the exact measurements and make of the sails of the challenger, and Sir Thomas's friends think that with this knowledge it is unfair that Ratsy should accept a contract to supply sails for the defender.

RATSEY'S MEN PROTEST.

Ratsy's men, at Cowes, are indignant and have made representation to the head of the firm on the subject. They say they have put their best work in the sails of the Shamrock III to enable her to win, and now they are put in competition not with American sailmakers, but with another branch of their own firm.

A close friend of Sir Thomas said to the correspondent: "If any repairs or alterations have to be made to the Shamrock III's sails while in New York, Ratsy's men, employed in the same work on the Reliance, will have to be brought aboard to do the American has always won heretofore with American sails, so why should the syndicate now propose to change to sails made by an English firm on an English line? If Reliance should be beaten everybody in America will say it is because she had English sails."

"But Sir Thomas Lipton has American blocks on Shamrock III," said the correspondent.

"That is not at all certain," was the reply. "Anyway, blocks do not affect a vessel's speed. Its sails are its horsepower."

MAY CAUSE FRUSTRATION.

The sail question is looking as a possible source of friction in the cup races, owing to the strong views expressed by yachting men here, following a lead taken by Yachting World, which attacks Ratsy for accepting the contract for sails for the Reliance. The World correspondent, in order to elicit the most authoritative possible British opinions on the ethics of the question, applied to the commodores of the principal yacht clubs for their views. The following representative commodores courteously responded:

Marquis of Ormonde, commodore of the Royal Yacht Squadron, as successor of the Prince of Wales, when the latter became King said:

"My personal opinion is that the sails and all the gear of the defender should be made by Americans and those of the challenger should be made by Englishmen in England."

Tankerville Chamberlayne, M.P., commodore of the Royal Southampton Yacht Club and owner of the yacht Arrow, with

which he defeated the America that brought the cup to the United States, for the Queen's Cup at Cowes, says: "I think that each vessel should be, in every particular, the creation of persons belonging to the nation she represents. When my yacht Arrow won the Queen's Cup from the America, the international character of the contest was disputed because the America carried a British crew."

H. H. Bartlett, commodore of the Royal London Yacht Club to which Sir Thomas Lipton also belongs, said: "In my opinion her sails are as much a part of a yacht as her hull, and a yacht designed and built in America to represent her in an international race should have American sails."

Sir Henry Seymour, commodore of the Royal Temple Yacht Club, said: "I cannot give a useful opinion without knowing the constitution of the American firm of Ratsy. If it is staffed by Americans, I don't see a valid objection to using their services for the manufacture of sails, though I think it would be preferable in this case if an older-established American firm were availed of."

L. Home Dudgeon, commodore of the Royal Irish Yacht Club, Kingstown, said: "For Reliance's sails to be made by a Cowes firm seems to me to be against the spirit of the race."

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The Spring Medicine Physicians Select

Because of Its Extraordinary Power to Enrich the Blood, to Revitalize the Nerves and to Build Up the System.

If a committee of the most skillful physicians were to meet to formulate a tonic and restorative especially suited to the needs of the human system in the spring they could not do better than to use the formula for Dr. Chase's Nerve Food. As a matter of fact this is practically what was done when this great food cure was originated, for Dr. Chase not only followed the suggestions of his own experience, but made a diligent study of all the great formulas known to the medical profession.

When the ills of spring discomfort and discourage you and you drag yourself about with aching head, irritable, nervous and despondent, you can resort to the use of Dr. Chase's Nerve Food with positive assurance that it is composed of practically the same ingredients which the most learned and skillful physician in the land would prescribe for you.

Mr. Matthew White, a retired farmer, living at 67 Eighth Street, St. Thomas, Ont., states: "For some years I have suffered more or less from indigestion and nervous dyspepsia, and as a result I have been subject to dizzy spells and discomfort after eating. I got a box of Dr. Chase's Nerve Food, and found that it improved my digestion, steadied my nerves, and made me rest and sleep very much better. I can truthfully recommend the Nerve Food to anyone who suffers from the above ailments."

Mrs. G. M. Brown, Cobourg, Ont., states: "I was completely run down in health last spring and could not do one day's work without being laid up for about two days afterward. I felt weak, languid and miserable most of the time and was often blue and discouraged because of my continued ill-health. When in this state I was advised to try Dr. Chase's Nerve Food, and did so with most satisfactory results. It built up my system wonderfully, strengthened and fostered my nerves and took away all feeling of languor and fatigue. I cannot say anything too good about Dr. Chase's Nerve Food and hope that others may profit by my experience."

Dr. Chase's Nerve Food

So popular has this great medicine become that it seems as though nearly everybody was using it this spring. Ask your neighbors about it, ask your druggist, ask your doctor, and when you begin to use it do not forget to note your increase in weight from week to week.

50 cents a box, 6 boxes for \$2.50; at all dealers or Edmanston, Bates & Co., Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous recipe book, are on every box of his remedies.

We will forfeit \$500.00 if these testimonials are not genuine.