

JERSEY WIND FINDER GUIDING SHAMROCK

Captain Applegate Helps Burton Find Breezes Early in Today's Race

WIND IS AGAIN LIGHT

By LAWRENCE PERRY Sandy Hook, July 21.—At 1:45 o'clock Resolute and Shamrock were on the port tack, standing in toward the light. Resolute was about a mile to weather of the challenger, which, however, was footing swiftly in an effort to reach out on her rival.

Whether she could do it or not was a question. The struggle involved one of those nice points of windward work. If the challenger could avail herself of her superior reaching, it was not to be denied. Resolute was about a mile to weather of the challenger, which, however, was footing swiftly in an effort to reach out on her rival.

At that time both yachts were well to the northward of the line, and, later, at quarter to 1, when the preparatory signal was set, Resolute started toward the light, the Shamrock following suit.

Whenever Resolute tacked in an effort to slip out of the hole, Shamrock tacked, too, and the relative positions remained the same.

When the starting signal sounded, both yachts were close together on the starboard tack at the windward end of the line. The challenger immediately came about and then tacked to windward of the American sloop.

Wind Dies Before Start The morning had given little hope of anything in the way of wholesale breezes while the visibility, because of haze and those pests, the oilburning birds, was excellent.

Shamrock, as usual, had led the way out to the Hook, casting off from her moorings shortly after 10 o'clock, and making tow from the Governor Smith. She was under her lower sail and had a baby jib topsail in stow lying along the deck.

Resolute, fifteen minutes later, took a line from the towboat, James Knickerbocker, and followed her rival out to sea. At this time, the wind was holding at a rate of not more than three knots, and from the south.

Both crews were impatient. Shamrock's were eager to add a third victory to their string, which would mean that the coveted trophy would go back to Great Britain, while Resolute hoped to begin their task of winning three straight races.

Shamrock reached the lights at 11:10, but Resolute minutes later Resolute also reached the starting point. Postponement at fifteen-minute intervals was ordered at 11:30 by the committee.

Resolute now in bad fix Resolute is in what may be termed pretty much of a hole, a fault which may be laid to the fact that the Shamrock, for in the first race when she had a commanding lead she carried away her throat halyard and had to withdraw. That notwithstanding, she was supposed to be supreme the Emerald sloop turned around and applied the soundest sort of a thrashing to the American sloop.

WIND FINDER HAS CARNEGIE MEDAL

Captain Applegate and Son Rescued Three Persons From Stranded Motorboat

BRAVED NORTHEAST GALE

Seabright, N. J., July 21.—Captain Andrew Jackson Applegate, aboard Shamrock IV to direct Captain Burton in tide and wind, did not achieve fame for the first time when he stepped aboard the challenger.

Following the sea along the Atlantic coast from Maine to Florida for fifty years, he came into prominence in 1908 when he dared a surf from which coast guards turned and rescued two men and a woman stranded in a launch in a gale off Seabright. For this he received the Carnegie medal.

A heavy northeaster was blowing when the stranded launch was sighted, motor broken down and an anchor lost. None could be found who would have the surf until Captain Applegate and his son, Howard, came along.

Father and son manned their high-powered sea skill, of the open type, drove through the surf and within an hour pulled alongside the helpless craft, three miles off shore.

Taking the stranded trio aboard, they were unable to land on the beach and had to make the nine-mile run around the Shrewsbury river, where they landed their passengers safely.

His counsel regarding tides and winds has often been sought by his fellow-fishermen, as he is regarded as an authority on such conditions.

Resolute Wrests Lead From Shamrock

Continued from Page One Captain Adams threw Resolute over on the starboard tack, whereupon Shamrock came about again on the port.

Boat for boat, it was a tight race with the advantage so far lying with Resolute which crossed the line nine seconds behind the challenger and now was leading by probably ten seconds at this point.

Resolute went about at 2:05 and both yacht stood inshore toward Monmouth Beach making a pretty thrash to windward along under the shadows of the Jersey headlands. Both yachts tacked to windward. Skipper Burton laid the Shamrock off a bit and tried to force a lee passage.

The yachts heeled over in the strengthening wind as they stood away going from shore. In the rolling sea Resolute negotiated the water better than her rival, whose rather flat bow pounded not a little. Both yachts worked their way in shore by short bitches, each jockeying for a better berth.

Continental to boom Chestnut Street Hotel to Be Replaced by \$9,000,000 Edifice Final settlement for the purchase of the Continental Hotel property at Sixth and Chestnut streets has been made by the Benjamin Franklin Hotel Co., with Abner H. Mershon, a broker.



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CRASH INQUEST ORDERED

Driver of Auto That Killed Man Has Not Been Identified

L. R. Souder, county physician of Atlantic County, New Jersey, has ordered an inquest into the death of Stanley Sussky, of 2873 Aramingo street, this city, who was killed in an automobile collision on the Buena Vista pike, three miles from May's Landing, on Sunday last.

The investigation by Edmund O. Gaskill, county prosecutor, has failed to throw any light on the identity of the driver of the machine which crashed into the car in which Stanley Sussky was riding. Stephen Bentley, 2716 Webb street, this city, another passenger in the machine, is in the City Hospital, Atlantic City, and his condition today was reported to be fair. He is suffering from a fractured skull.

PATROLMAN HURT BY AUTO

Camden Man Hit by Car He Did Not See

Thomas Bestie, a patrolman, of 905 Jefferson avenue in Camden, was struck by an automobile last night at the corner of Seventh street and Ferry avenue, that city, as he stepped from behind another car.

He received cuts and bruises on his right arm and thigh and was taken to the Homeopathic Hospital by the driver of the motor. Harry Goldberg, of Seventh and Fairview streets, Goldberg later reported the accident to the police.

Ervin Bergdoll Is Prisoner, N. Y. Says

Continued from Page One Sergeant demanded to know his business there and his companion's.

"I want to see Lieutenant Colonel Cresson, the judge advocate," said Romig.

"Are you witnesses in the court-martial of Colonel Hunt?" asked the sergeant.

"No, but we want to see the judge advocate about a very important matter," replied Romig. "We would like to get this boat—burry, please," he continued.

The sergeant demurred. "I'll have to call up the island first," he answered.

Mother Doesn't Believe Ervin Has Surrendered

Mrs. Emma C. Bergdoll, mother of Ervin Bergdoll, who surrendered as a military fugitive today, declared at her home in Overbrook that she knew nothing of his surrender and did not believe it.

"I have received no word of it," she said. "He was a foolish boy to desert long ago, rather than suffer the hardships which he must have experienced. If it is true he surrendered, I will go to see him immediately."

Mrs. Bergdoll was asked if Ervin visited her at her home before he surrendered.

She smiled and shook her head. "I have nothing to say about that," he answered.

"Why did you surrender?" he was asked. "Maybe you will learn something about that later," he said enigmatically, smiling again.

"Will Grover surrender, too?" he was asked. "I can't speak for him," he answered. "I can only speak for myself. Maybe he might surrender, though. I do not know."

He was asked once more why he had surrendered.

"I'm really not sure," he answered. "I'm glad it's all over," he added.

"Did you give yourself up to help Colonel Hunt in his court-martial?" he was asked.

"My case had nothing to do with Colonel Hunt," he answered. "I'll get no chance to look for buried treasure."

Ervin joined with Romig and Kelly in the laugh at this. Ervin remarked that it was getting too hot to be doing anything and running around, and he had made up his mind to seek the coolness of the military jail beside the bay.

Major Kelly telephoned to Captain J. Westridge, officer of the day at Castle William, and a guard was sent to the ferry slip.

The little procession set out on the half-mile walk to the Castle. Ervin and Romig were guarded by two armed guards. Romig and the officers bringing up the rear. As they walked Ervin chatted pleasantly with the guards and remarked on the beauty of the island and its surroundings.

Fugitive's Wife Died While He Was Hiding

Ervin Bergdoll failed to report to his draft board in Delaware county and was a fugitive since May 19, 1918. He left his twenty-three-year-old wife behind. She died of pneumonia while he was being hunted all over the country by federal and state officers.

Ervin Bergdoll made his home at Broomall, Pa., on a farm. In the publicity given Grover's failure to appear for service, the fact that Ervin likewise was missing was not revealed for some time.

Ervin failed to appear at Local Board No. 1, of Delaware county, for physical examination. His brother, Grover, failed to report at the Overbrook draft board, of which John P. Dwyer was chairman.

Descriptions of Ervin were forwarded all over the country, signed by Francis Fisher Kane, then United States district attorney, and Todd Daniel, then acting local agent of the Department of Justice.

They were in the following words: "Notorious draft evader and deserter wanted by the United States authorities at Philadelphia, Pa., on charge of willfully evading the selective service act."

Ervin Bergdoll, member of a wealthy Philadelphia family, interested in the Bergdoll Brewing Co., left Philadelphia on May 19, 1915, since which time he has been traveling extensively throughout the country. It is believed that he is constantly on the move, accompanied by a male companion. He is an expert automobile driver, aviator and speed king.

Description: Tall, medium build, gray eyes and brown hair. For winning the Fairmount Park prize, Ervin was awarded total cash prizes of \$3900.

Some of the greatest drivers in the country were pitted against Bergdoll in this race, including Ralph Mulford, who finished second; Len Zengle, third; Louis Dismore, fourth; Spencer, who was second but was disqualified; Ralph De Palma and Hughie Hughes.

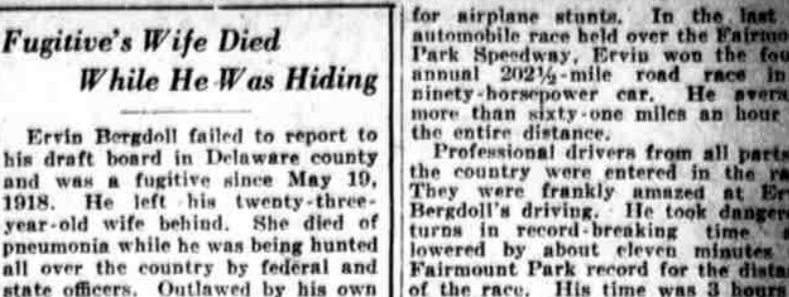
It was estimated 100,000 persons saw Ervin drive to victory. In newspaper accounts Ervin was described as "a competitor of the gentlemanly school."

Major Kelly was waiting at the ferry slip also to receive Ervin, and former Magistrate Romig introduced himself.

"Won't get Grover's Chance" This is Ervin Bergdoll," said Romig. "He wanted to give himself up. That do you want to do with him?"

"Leave him here with us," replied Kelly. "We'll take a lot better care of him than taken of Grover. He'll get no chance to look for buried treasure."

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Known Nothing of Grover Colonel Cresson asked the three members of the party if they had eaten lunch. Romig answered that they had done so.

A report spread around the post that Ervin had been in Philadelphia for two days before he came over to surrender. Neither Ervin nor Romig would admit that this was true.

Had Big Roll of Bills In paying for the magazines he produced a large roll of money, and leaving through it was unable to find anything smaller than a \$5 note.

The man in charge of the newsstand was unable to change the note, and Romig paid him with \$1.50 in change. Ervin had trouble in extracting the roll of money from his trousers pockets, not only because of its size, but also due to the fact that his pockets were stuffed with tobacco.

Having bought the newspapers and the Continental Hotel property at Sixth and Chestnut streets has been made by the Benjamin Franklin Hotel Co., with Abner H. Mershon, a broker.

At the same time plans were announced for the construction of a modern hotel building on the site.

It is estimated the new structure will cost \$9,000,000, and it is planned to surpass any hotel in Pennsylvania in equipment. There will be 1221 rooms, each having a bath. An auditorium with a capacity of 1500 persons, and a grill which will accommodate 2000 diners, are included in the plans.

John J. Hoffecker represented the purchasers in the transactions. It was said work on the new hotel will be begun next autumn when the present hotelery will be torn down.

An Opportunity for Carpenters & Joiners

With the successful launching today of 7 ships at Hog Island, there are 30 ships still to be outfitted by Geo. W. Smith & Co., Inc.

There are jobs for 300 Carpenters and Joiners on this work, and for 6 foremen who know the finer passenger ship work or cabinet work.

When the job is finished all competent men will be transferred to other ship contract work to last for two years.

Any carpenter can get a "job in the good old summer time," but how about the winter?

See us at once for this long time work before it is too late.

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