

The "scramble for Africa" goes steadily on among the European Powers.

Arizona is looming up as a honey-producing Territory. The shipments this season will, it is estimated, be not less than 133 tons.

The remarkable growth of business is steadily illustrated by the activity of the railroads, especially in the South, West and Southwest sections.

Chief Justice Fuller, of the United States Supreme Court, said the other day in the course of an interview: "If we want to live to a green old age we should stay in harness. The dry rot of aimlessness eats out existence."

France reports 213 centenarians, all except sixty-six being women. They are generally ahead in the tables of longevity, a fact sometimes explained, the New York Tribune states, by the superior tranquility of their lives, but this does not hold good in the case of the women of France.

By act of the Legislature of the State of Ohio a clay-workers' school has been established in the Ohio State University, where the chemistry, mechanism and manual work of everything connected with clay industries is taught. Professor Orton is the director of this school.

Two more slabs of stone inscribed with words and music have been found in the Treasury of the Athenians at Delphi by the French. By using some of the fragments previously discovered, a second Hymn to Apollo, with its notes, has been put together. The date is after the conquest of Greece by the Romans. The Greeks seem to have used twenty-one notes in their musical notation, where modern musicians use only twelve.

A congregation in Kansas seems to have found a new way of raising funds for their church work, relates the New York Independent. They have agreed to sow 160 acres of land with wheat, and, after deducting a certain sum for rent, devote the rest to paying church expenses. The members furnish teams, plows, labcrers and seed, and expect to be able to provide preaching for every Sabbath from the proceeds.

It is claimed that the first trolley line ever operated in America was opened at Richmond, Va., in February, 1888. "Since then," says a writer in the Engineering Magazine, "there have been put in operation in England, France, Germany, Italy and the United States not less than 700 electric railways, covering 7000 miles." This is a good beginning, but it is only a beginning. The capital already invested in such roads is likely to be doubled in the next twelve months, predicts the New York World.

The number of the pioneer missionaries of the early part of this century is fast diminishing, observes the New York Independent. One of the latest to go is the venerable Dr. Dean, who sailed for Siam among the early Baptist missionaries in 1834. He labored for many years at Bangkok and afterward at Hongkong, then again at Bangkok until 1884, when he returned to his native land. Dr. Dean gave much attention to translation both of the Bible and other books, and to the writing of commentaries. Notwithstanding his more than fourscore years, he has been well until within a few weeks, when he suffered an accident at the age of eighty-eight. This was more serious than had been a younger man; and he died at San Diego, Cal.

The Bureau of Animal Industry of the United States Department of Agriculture has, for the last five or six years, been experimenting upon the connection between ticks and the Texan cattle fever. In the blood of cattle affected by this disease there is an infusorian which quickly destroys the red blood-corpuscles, and the same infusorian has also been detected in the body of the tick. It has been repeatedly transferred from diseased animals to healthy ones by means of the tick. The presence of this infusorian is regarded as diagnostic of the disease, and, adds a writer in Nature, the effect of its corpuscle-destroying powers is seen all over the body, as well as in the red-colored urine, giving the name of "red-water" to the disease. The "louping-ill" or "trembling," of the north of Britain, has been traced by some directly to the presence of ticks upon the sheep; and the same may be said of a disease called "heart water" at the Cape of Good Hope. It is quite possible that certain other obscure cattle diseases in different parts of the world are caused by ticks.

Electric light is to be introduced in Escal, Switzerland, at the expense of the Government.

A Princess, a Countess, a Duchess and the daughter of a reigning Prince were among the 4000 thieves, professional and unprofessional, arrested in Paris during the first six months of the year.

The General Federation of Women's Clubs and the State federations that are doing so much to acquaint American women with what is being done by their sisters in various lines of work, have yet to be introduced into England, says the New York Post, where countless individual enterprises exist, having little or no knowledge of each other, and lacking the strength and knowledge that come from union and a comparison of ways and means.

A few years ago most of the mandolins, guitars, harps and other similar instruments sold in this country were manufactured abroad by hand. One factory in Chicago last year turned out 12,000 banjos, as many or more guitars and 7000 mandolins. The same concern also makes harps, and makes them with many mechanical improvements over the old style of imported instruments. They are said, in the New York Sun, to excel greatly the foreign instruments in every respect.

Seattle, whose ambition is to be "the Chicago of the Northwest," has begun a \$7,000,000 waterway known as the Puget Sound and Lake Washington Ship Canal. The project has been under consideration forty years, and it starts with a local subscription of \$500,000. The canal is only about four miles long, states the New York Sun, but it has to cut through a cornice of hills; and since, also, it is to be eighty feet wide at the bottom and twenty-six feet deep at low tide, it becomes no little of an undertaking. Lake Washington, which is twenty miles long, by from three to five broad, and from fifty to seventy-five feet deep, will then form a new freshwater haven for ships.

Among various other reasons for the decline of the reading habit, M. Cim, a French expert, mentions the bicycle fever, which has also injured the business of the theatres, cafes, etc.; the quantity of reading matter furnished by the newspapers; the excessive production of books, many of which are published for account of the authors, who are usually out of pocket by the venture. The booksellers have endeavored to arrest the decline of their business by forming a syndicate, which has entered into negotiations with the publishers' syndicate with a view to fixing uniform prices and trade discounts, and cutting off the supplies of dealers who undersell. This measure was principally aimed at the large department or dry goods establishments, which have taken over bookelling and obtain extra discounts by buying large quantities.

The following is from the report of the Interstate Commerce Commission: During the year 1823 railway employes were killed and 23,422 were injured, as compared with 2727 killed and 31,729 injured in 1893. This marked decrease in casualty is in part due to the decrease in the number of men employed, and the decrease in the volume of business handled. The increased use of automatic appliances on railway equipment also may have rendered railway employment less dangerous, and it may be that the grade of efficiency of employes has been raised. The number of passengers killed was 324, an increase of twenty-five, and the number injured was 3304, a decrease of 195. Of the total number of fatal casualties to railway employes, 251 were due to coupling and uncoupling cars, 439 to falling from trains and engines, fifty to overhead obstructions, 143 to collisions, 108 to derailments and the balance to various other causes not easily classified. To show the ratio of casualty, it may be stated that one employe was killed out of every 423 in service and one injured out of every thirty-three employed. The trainmen perform the most dangerous service, one out of every 156 employed having been killed and one out of every twelve having been injured. The ratio of casualty to passengers is in striking contrast to that of railway employes, one passenger having been killed out of each 1,912,618 carried, or for each 44,103,218 miles traveled, and one injured out of each 204,248 carried, or for each 4,709,771 miles traveled. A distribution of accidents to the territorial groups exhibits the diversity in the relative safety of railway employment and of railway travel in the different sections of the country.

## FOR THE AMERICA'S CUP.

Great International Yacht Race Between Defender and Valkyrie III.

### DETAILS OF THE FIRST RACE.

Defender Won in a Breeze Favorable to the British Yacht--A Multitude of Vessels and Thousands of Spectators Present--The Vessels Compared--Story of the Cup.

The first of a series of the best three in five races between the American yacht Defender and the British yacht Valkyrie for the America's Cup was sailed outside of Sandy Hook in a light breeze, and a sea of considerable weight. The course was from a point off Seabright, N. J., fifteen miles to windward, east by south, and return.

For thrilling interest there was never any event in yacht racing to equal that of the moment when the Valkyrie, believing she could cross the Yankee's bows, tacked around to try it and found that the Defender would cross hers instead, and so made haste to turn tail and run away. The yell that broke from the tens of thousands of spectators who were standing on tiptoe to watch the crossing was something the like of which has never been heard off Sandy Hook. This was the turning point in the race, and thence forward the Defender drew away from her opponent and rounded the turn for home well in the lead.

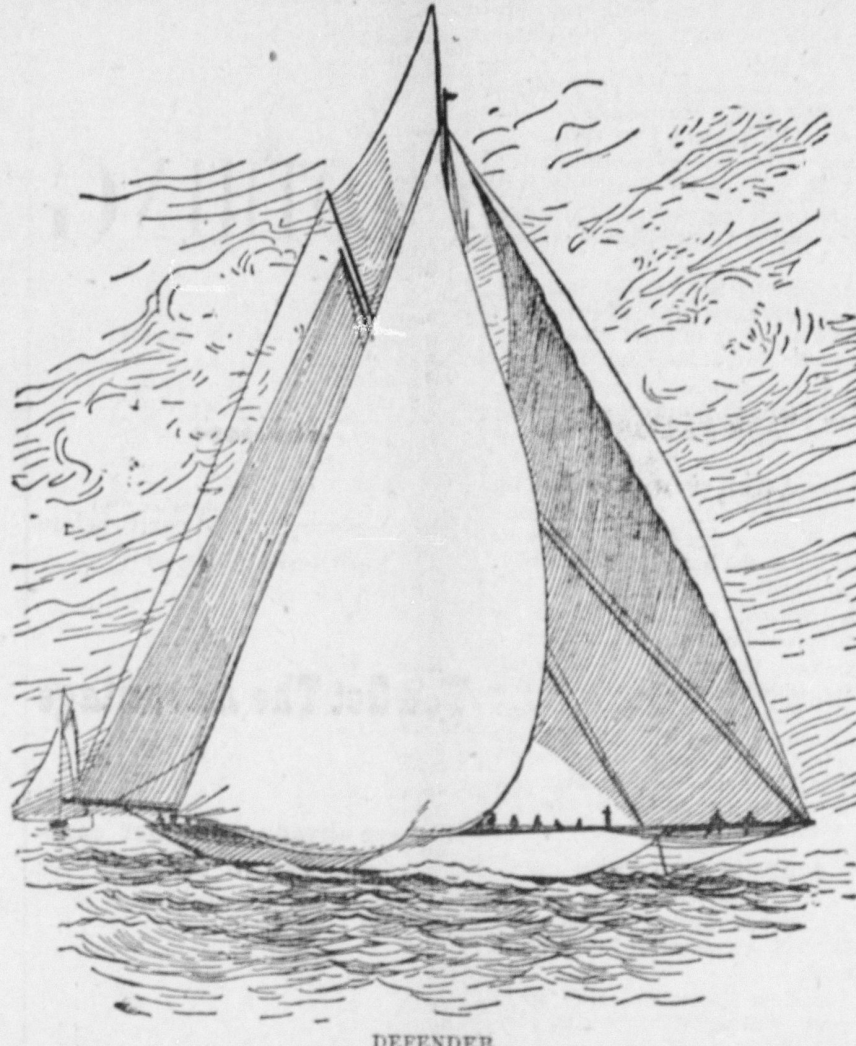
Running for the finish, the Defender scurried away like a joyous bird, adding minute after minute to her lead over the sad Valkyrie. Looming through the mist, which now swept in from the southeast with a sprinkle of fine rain, the Defender swept forward to a glorious victory. Just as she neared the finishing line the sun broke through a rift in the clouds and laid a sparkling golden path for the victor's prow. Down that avenue of nature's glory she moved majestically to her triumph, while astern of her the beaten boat moved silently in the gathering fog. It was a subject for a painter and a theme for a poet. A great fleet of vessels carried spectators to see the first of the struggles, and, judging by the scene at the finish, all believed the

There are many new wrinkles in her construction in riveting and bracing, of interest only to boat-making experts. Her mast from deck to head measures 96 feet.



HANK HAFF, (Captain of the Defender in all her races.)

The staff is 59 feet long, and her main boom is 105 feet. She has a steel mast ready to be put up if necessary. It is a decided novelty on racing yachts. It is 105 feet long and 22 inches in diameter. The Valkyrie III, was built especially for the light winds which prevail off here during the fall. In light winds she is a decidedly superior boat to the Britannia, which so signally defeated the Vigilant, but in heavy weather she showed such instability that there was a heavy addition of from twelve to fifteen tons outside lead on her keel. The Defender has a disappointment at first glance compared with the Valkyrie. She appears much smaller, and really is. For the first time the Yankee boat is the undersized craft. Americans had hoped Herreshoff would build a mountain of sails and spars, but the shrewd old designer believed he had reached the limit of practicable sail area, and has sought speed in a easier driven body and finer lines without material decrease of sail. Her dimensions are: Length over all, 126 feet 6 inches; beam, 23 feet; draught, 13 feet; load water line, 90 feet. Her staff is 63 feet, her boom, 105, and mast, from deck to hounds, 72 feet. She is without doubt the most costly racing craft ever built. This fact doesn't bother her syndicate, which is composed of W. K. Vanderbilt (worth \$70,000,000), E. D. Morgan and C. O. Iselin. Her weight has been reduced by the use of manganese bronze and aluminum. Being several feet narrower than the challenger, and lighter, she needs less sail to drive her, and has only about 11,500 square feet, a thousand feet less than the Valkyrie. The Defender cost fully \$20,000 more than the Vigilant. The contract price was \$75,000, but with the changes and additional items the cost approaches \$100,000. This great cost has come from the delicate blending of copper and aluminum. The Defender is totally unlike the Vigilant in that she has no centerboard, but is an out and out keel boat. Her stability is due to her lightness above water, and her thirty-five-foot lead bulb, weighing sixty tons. The total saving made by the use of aluminum is estimated at seven tons. The Defender is handled by a genuine Yankee crew from "Down East," under Captain Hank Haff, and, not as the Vigilant was, by a crew of all Nations.



DEFENDER.

The wind blew at a rate of about six or seven knots per hour, and the racers covered the course in about five hours. In the heat to windward the Defender outsailed the

cup to be safe. It was one of splendid, inspiring enthusiasm. Steamships, steam yachts, steamboats and tugboats crowded the finish line, and while shrieking whistles rent the misty air, deep-lunged American cheers rang across the waters and tens of thousands of hats and handkerchiefs waved. Aboard the victor no attempt was made to conceal the deep joy of all hands. The crew cheered and waved their caps, and Mr. Iselin, chief member of the syndicate which owns the Defender, was a proud and happy man. He vigorously waved the yacht's mascot, a little yellow dog, while Mrs. Iselin clung to the end of the animal's chain and smiled. Nat Herreshoff, designer of the Defender, and Captain Haff, her captain, were all smiles, and everyone aboard the gallant boat felt sure the America's Cup was safe for another year.

### THE YACHTS COMPARED.

Differences in Their Construction--Story of the America's Cup, Won in 1851.

A comparison of the boats is interesting. Valkyrie III is 127 feet over all, with 26 feet of beam, 18 feet draught and 77 tons of lead in the keel. Her water line measurement is 90 feet. She is built from lines laid down by G. L. Watson, England's foremost naval architect and designer of the Thistle, Valkyrie II, Queen Mary, and a host of equally well-known yachts. Valkyrie, like the Defender, is syndicate built, despite the fact that she is always referred to as Lord Dunraven's boat. Her syndicate is composed of Dunraven, the Earl of Londsdale, Emperor William's chum; Harry McCalmont, called the "wealthiest commoner of England," and C. B. Robinson. Roughly speaking, she is a fat, shallow boat, with a deep fin keel or fixed



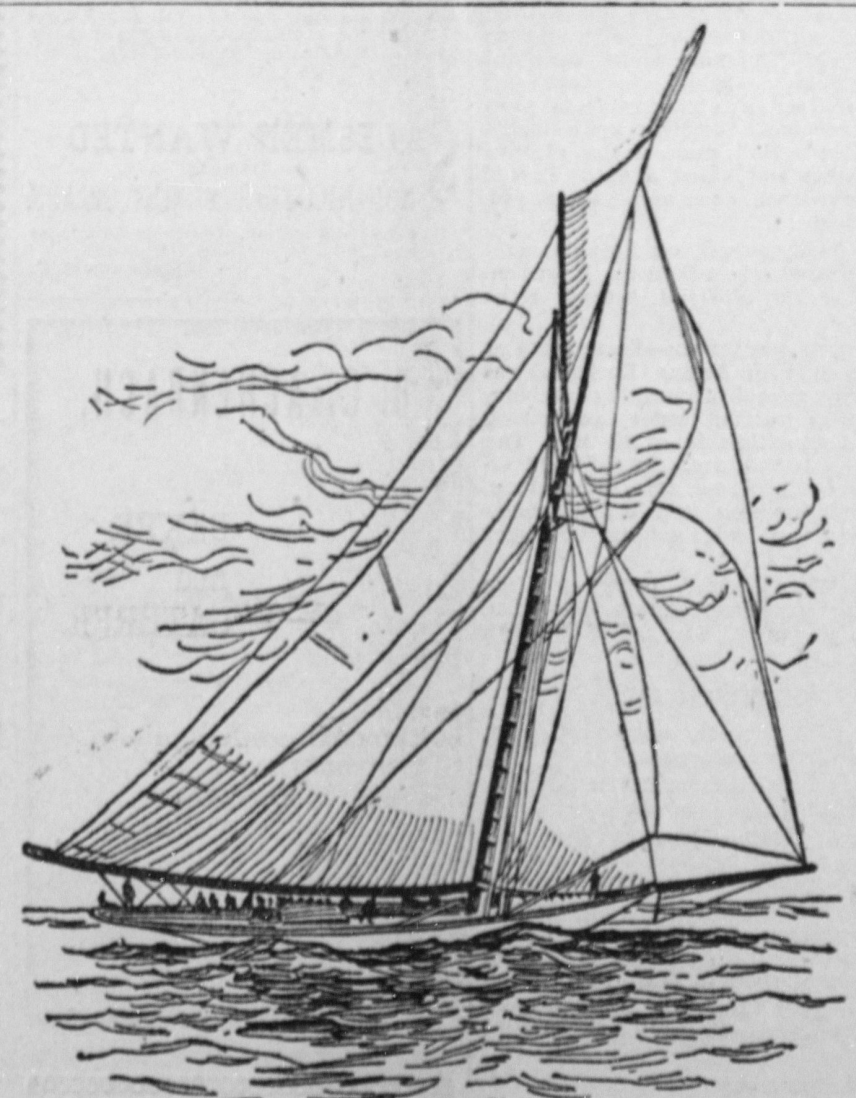
NAT HERRESHOFF, (Designer of the Defender.)

Valkyrie by nearly three and one-half minutes, and on the run home she added more than five minutes to her victory, beating her opponent in all eight minutes and forty-nine seconds.



EARL OF DUNRAVEN, (Chief owner of the Valkyrie III.)

The Valkyrie's captain is Cranfield and Sycamore. Lord Dunraven went on his boat in each race, and Mr. Iselin was aboard the Defender. The Herreshoffs, of Bristol, R. I., are the most famous small boat builders in America, and into the Defender put the experience of years with the building of other cup defenders. The history of the cup racing dates back to 1850, when Commodore Stevens, of the New York Yacht Club, ordered the America from George Steers, of New York, the first and one of the most famous of America's designers. The America was a schooner, a two-masted, while the defenders of to-day are only sloops, with a single mast. Stevens took her abroad and beat everything in English waters in 1851. She was sold to an Englishman shortly after her epoch-making victory, and was turned into a blockade runner during the Civil War. She failed in this, and to escape capture was sunk in the St. John's River, Florida. After the war she was raised by the Government and put into commission as a training school for naval cadets. When the Cambria came over to race for the cup in 1870, the America was refitted as a yacht and competed, winning fourth place, while the Cambria got only tenth. She was finally sold to General R. F. Butler, of Boston, and is now in possession of his son Paul. All the defenders in the races of '70, '71, '76 and '81 were yachts built for their owners' pleasure, with no idea of defeating the cup. The first trial race to choose a defender was held in 1881. Since then so much money has been spent on the yachts that now they are merely racing machines, there being scarcely any accommodations on board. A racing yacht of this "machine" style of yacht is looked for before long. Here are the names of the challengers: 1870, Cambria, keel schooner; 1871, Livonia, keel schooner; 1876, Countess of Dufferin (Canada's representative), centerboard; 1881, Atlanta, sloop; 1885, Genesta, cutter; 1886, Galatea, cutter; 1887, Thistle, cutter; 1893, Valkyrie, cutter.



VALKYRIE III.

The victory was most decided and by a margin that was wholly unexpected. All the yachting experts who had expressed an opinion at all had declared it to be their belief that the Valkyrie could win in a light breeze, and her fame in English waters during her brief career there was made as a light-weather boat. A few old yachtsmen on this side had said that in a light breeze and a rolling sea the Defender would win, and these proved to be correct in their judgment.

centerboard, instead of a movable one, as on the Vigilant, and relies, like the Defender, on the enormous amount of lead, placed very low down, for power. She has a tremendous overhang and a great sheer. Viewed as a whole, she might be called a modified composite fin keel cutter of great beam and enormous sail power. She is the ninth vessel built expressly to capture the America's Cup. Her sail spread is the largest ever carried on a single stick, and contains about 12,500 square feet of deck.

### The Kucheng Massacre.

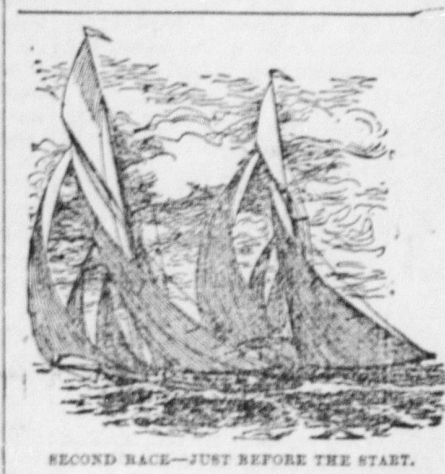
A dispatch from Hong Kong says the leader of the Kucheng massacre has been captured by the authorities. The total number of persons thus far arrested for participation in the outrage at Kucheng is 150, of whom twenty-three have been convicted.

### AWARDED TO DEFENDER.

The American Boat Was Fought by the Valkyrie III, in the Second Race.

The second meeting of the British yacht Valkyrie III, and the American sloop Defender in the series of races for the possession of the America's Cup was held off Sandy Hook, and it proved to be the most extraordinary meeting of the kind known in the long history of the contests for the famous trophy. It was extraordinary in that the British yacht crossed the home line a leader of the Yankee boat by a margin of forty-seven seconds, corrected time. It was extraordinary in the fact that there was a collision between the two yachts before the starting line was crossed, which resulted in springing the topmast of the Yankee boat, an injury that compelled her to cover two-thirds of the course seriously handicapped by want of a proper spread of canvas, and one-third of the course handicapped by such a paucity of sail as was never seen in a race of the kind.

The Defender flew a protest flag just after the collision, which the Regatta Committee formally recognized by displaying the answering pennant. The committee, after hearing what Mr. Iselin and Lord Dunraven had to say down the bay, came up to the city and went to the Hotel Brunswick, where the protest of the Defender was thoroughly discussed.



SECOND RACE--JUST BEFORE THE START.

The conditions of wind and water at the start of the race were all in favor of the Valkyrie III, especially designed as she was for gentle airs and zephyrs. The sea was practically dead flat, and the wind that came drifting up from the south as sweet as a maiden's breath was covering but four miles an hour between 11 o'clock and noon, according to the Government official at Sandy Hook.

While maneuvering for position at the start the Valkyrie was brought too near to the Defender, and rounding to the Valkyrie's boom caught Defender's starboard topmast backstay (or shroud--she has but one rope there), and in a trice the strain on the spreader broke off the horn of the starboard spreader or cross-tree.

The force of the wind threw the upper end of the Defender's topmast clear of beyond the plane of the lee rail, wrenching it above the cap in a remarkable fashion, but, curiously enough, without breaking it off entirely. The Defender's jib topsail was at once hauled down, and after raising free for a minute, she came up in the wind, crossing the line and going away on the port tack. Of course, the Valkyrie had already crossed ahead of her, and in fine fettle was beating toward the city. The damage to the Defender was as quickly and effectually repaired as possible, but after trying to set the jib topsail, once more the sail had to be hauled down, while the jib was sent away on the port tack, and such as is used in beating to windward in a fresh breeze. And yet, incredible as it must seem to all who appreciate the vast difference in the sail area of the two boats, the Defender actually passed on the level. There never was such an exhibit as this in any of the races for the America's Cup, and more satisfactory proof of the superiority of the Yankee model would be difficult to imagine.

The third leg of the course was sailed as a close reach, the yachts having the wind just forward of the beam. They were at this time on the port tack, and the wind had freshened to fifteen miles an hour. Though her mast was cracked, the Defender carried a jib topsail, and was on almost an equality with the Valkyrie in the sails she spread. It was, therefore, a matter of doubt whether she would gain on this leg of the course. The Valkyrie had led at the first turn by two minutes and fifty seconds. She crossed the home line just forty-seven seconds, corrected time, ahead of her rival.

A large fleet of sailing vessels and steamboats crowded with spectators followed the contestants over the course, and much enthusiasm was aroused at the splendid showing of the American yacht in spite of her crippled condition.

After a long session, in the course of which a number of witnesses, including Lord Dunraven and Mr. Iselin, were examined, the Regatta Committee of the New York Yacht Club decided to sustain the protest entered by Mr. Iselin on behalf of the Defender, on account of the foul claimed to have been made by the Valkyrie. This decision gave the race to the Defender.

After announcing its verdict, the Regatta Committee made public a statement that every effort had been made to induce the yacht to recall the record race, but without avail. Both Lord Dunraven and Mr. Iselin preferred that judgment should be passed on the protest. Each principal assured the committee that its conclusions would be accepted in a sportsmanlike manner. Lord Dunraven made a vigorous protest against the crowding by steamboats, and as an ultimatum declared that he would not race again unless the course was kept clear. This was promised by the Regatta Committee.

### Hallstones Five Inches Round.

The people of Wellsboro, Penn., the other afternoon witnessed the most remarkable hailstorm ever known in that region. Large hailstones fell and covered the streets with a coating of ice. Most of the hailstones were as large as walnuts, and many of them, by actual measurement, were fully five inches in circumference. Skylights were ruined, and large holes were made in the roofs. The hailcut the leaves from the trees, and crops were ruined in the path of the storm.

### Drowned While Sailing Toy Yachts.

Bernard Fay, the five-year-old son of Thomas Fay, went to Hospital Pond, at Providence, R. I., to sail his toy boats, which he had named Defender and Valkyrie. In the excitement attending a race he was superintending the boy fell into the water and was drowned.

### Rather Be Editor Than Congressman.

Congressman Samuel Ely Quigg (Republican), of the Fourteenth New York City District, has resigned. He wants to devote his whole time to the daily paper of which he is editor.

### Two Deserters Shot.

Privates Williams and Coffey, two deserters restrained at Fort Sheridan, twenty miles Chicago, were shot while trying to escape. Coffey was instantly killed, while Williams was wounded.

### The National Game.

Harry Wright has a high opinion of Orth, the Phillies new twirler.

Tiernan, the New York's right-fielder, did not make an error in seventeen successive games.

No shortstop in the League is putting up a better game or hitting harder than Fuller of the New Yorks.