

THE STORY OF THE AMERICA'S CUP.

It Is Worth About \$75 as Old Silver, But Millions Have Been Spent to Win It.

The "America cup," or to speak more accurately, the "Hundred Guinea Cup," is at Tiffany's, in New York. Millions of dollars have been spent during the autumn in the contest for its possession, and this fact furnishes a strange anomaly, for the cup is not intrinsically valuable. If it could tell its own story, it would have something like the following to say:

"When Sir Thomas Lipton, the tea man, tried to win me away from the United States, it will be the tenth time an effort of that kind has been made in forty-eight years. It seems that I am as desirable to sportsmen as the golden fleece was to the Argonauts. Eleven times two nations have been wildly excited over these contests, which have cost enough to build a decent navy for each one of them.

"And what is it all about. I am only a little old misshapen silver mug, of no particular design, and so out of date and commonplace that a first-class jeweler in these days would be ashamed to confess me as his workmanship. The bottom is out of me, my carving is inferior, and if melted down I would be worth just \$75. A junk dealer would think hard before offering that.

"What in the world am I that you should make so much fuss over me? Really, I feel quite bored over all this attention, for, in confidence, I am of no value at all, and my career has been quiet. I was made by R. & F. Gerard, on Pantion street, London, on a hurry order when the yacht Ameri-

cost so much money that it gives your ordinary American a thrill to think of it. Such enormous sums have certainly never been spent before on a like object.

A member of the New York Yacht club in looking over the inscriptions on the cup the other day to refresh his reminiscences of the bygone contests, figured roughly that the Englishmen had spent in the neighborhood of \$4,000,000 in behalf of this trophy, and the Americans probably a little more, owing to the expenses incident to the trial races. This, of course, includes only the money spent in striving for and defending the cup. When you figure on the expense of the public in witnessing and betting on the races, an approximate estimate is impossible.

The challengers find a heavy expense in rigging their vessel for sea travel. This is essential owing to the conditions laid down by George L. Schuyler, who re-deeded the cup to the N. Y. Y. C. in 1882.

"Owing to the present and increasing size of ocean steamers," said Mr. Schuyler, "it would be quite feasible for an American, English or French club to transport on their decks yachts of large tonnage. This might be avoided in such a way that the match would not be a test of sea-going qualities, as well as speed, which would essentially detract from the interest of a national competition.

Mr. Schuyler therefore inserted this clause in the deed:

That number can be crowded in and still leave space for another contest. More than that will fill the cup.

Of all the challengers the most persistent have been James Ashbury and Lord Dunraven. Sir Thomas Lipton has been quoted as vowing his intention to win this cup if he spends his entire fortune in the attempt. Each year the endeavor becomes more costly.

Mr. Ashbury determined to have a try for the cup in 1888, when his vessel, the Cambria, beat the Sappho around the Isle of Wight, but he did not get the match arranged until two years later. It cost him \$10,000 to build the Cambria, and of the fourteen American yachts which raced her the Magic won. She stood her owners \$35,000. Twenty thousand spectators witnessed the first of these races, and lots of money was lost on the Cambria, which had been loudly heralded. Other races were run at Newport, and it was sufficiently demonstrated that the English boat was outclassed. Nothing daunted the Englishmen made an expedition the next year in quest of the cup with the Livonia. He spent \$40,000 on her.

Franklin Osgood put \$35,000 in the Columbia, which was selected to meet the challenger, and she won two races. On the third she lost her flying jib-stay and finally her steering gear broke, compelling the crew to take in her main sail. Even with this rig the Livonia beat her only by fifteen minutes and ten seconds. The Sappho, built at a cost of \$30,000, then took the Columbia's place and proceeded to elench our hold on the cup. Mr. Ashbury wanted to take it willy nilly, however, and claimed the trophy on the following basis: The second race because the Columbia went on wrong side of the stake boat; the third race when Livonia beat Columbia, and the sixth

for \$10,000. The New Yorkers spent a like amount on the Atlantic, and the Priscilla and Puritan cost \$10,000 each as trial horses.

Yacht racing by this time is becoming more expensive, and we find Messrs. Clark and Bell spending \$50,000 in 1887 to win back this old piece of silverware. But the Thistle is beaten by the Volunteer, which cost her owners \$55,000, and the Britons were so much discouraged that they let six years elapse before having another try for the cup. In 1893 came Lord Dunraven's challenger, and four boats were built on this side to guard the mug. Boston furnished the Jubilee and Pilgrim, costing respectively \$50,000 and \$40,000, while C. Oliver Iselin and other New Yorkers invested \$125,000 in the Vigilant and \$50,000 on the Colonia. The Vigilant's extra expense was due greatly to her bronze bottom. The Valkyrie stood Dunraven \$75,000.

The trophy is kept in a large vault year in and year out, and only removed on great occasions to the club house, where it is taken with solemn pomp. It is regarded as so immensely precious by the members that to speak of it as an "old mug" they consider rank desecration. No more will they allow it to be handled, and so it was only by chance a few years ago that the cup was discovered to be bottomless. The commodore, as a mighty honor to a British guest, ordered the steward to fill it with wine, to drink to the foreigner's health. The steward cracked the bottle, but lo and behold the wine gushed out the other end, much to everyone's amazement, and overtook many an evening dress. No one had dared before to turn the bottom up or they would have seen that the base, which unscrews, has a hole three inches in diameter. Either the English silversmiths intended it this way or did not have time to put in a bottom.

ROYALTY TRAVELS INCOGNITO

Some of the Aliases by Which People of Rank Are Known.

It has become the habit of people of distinction in Europe to travel under assumed names in order that they may avoid conspicuousness, which at times becomes annoying. Their custom is to adopt for the time being such a title as they may select, of a lower rank than that which by birth they have the right to hold. Queen Victoria takes her incognito title from her favorite residence. As countess of Balmoral she now visits the sunny shores of France each year. Doubtless the many happy recollections connected with her Scottish home influenced her decision in the matter, for ever since 1874 she has assumed the style of the chateleine of Balmoral when abroad; before that date she traveled as the countess of Kent, which title the duchess of Edinburgh since 1874 has occasionally assumed when in England. The prince of Wales has several incognito titles, the earl of Chester being perhaps the one he uses most frequently. He has sometimes traveled as duke of Cornwall, Earl Carrick and Baron Renfrew. Princess Beatrice takes the title of Lady Carlsbrooke since her appointment as governor of the Isle of Wight on the death of her husband. There is infinite pathos in the sight of a refined-looking, sad-faced woman who moves quietly about Paris during her frequent visits, clad in the black, trailing robes which show that she is a widow and bereaved mother. This is the Countess de Pierrefonds, who assumes the title as her incognito, but whom the world knows best as Eugenie, ex-empress of the French. Queen Natalie of Servia is never so well pleased as when she throws off her royal titles for a while and assumes one of the many appellations of lower rank to which she is entitled. The king of the Belgians travels as Count Ilvenstein, invariably putting up at his hotel in Paris with far less bustle than that which the arrival of an ordinary foreign count would entail. The king of Sweden travels as Count de Hava. It was under this title that he stayed at Cannes last spring. The present czar and czarina have never yet traveled incognito.

Training Dogs to Assist Relief Parties.

For the last five years a society founded under the auspices of Herr Bungartz, the animal painter, has been training Scotch shepherd dogs to assist the relief parties in discovering the whereabouts of wounded in battle, and a few days ago the general in command of the ambulance maneuvers in connection with the Eighth German Army Corps, near Coblenz, allowed four of these sagacious creatures to take part in the exercises. Their value was abundantly proved, for they tracked down in a few minutes a score of men so concealed that the bearers could never have discovered them in daylight, much less at night. Herr Bungartz gave a lecture at the close of the proceedings on the breeding and education of these dogs of war, and several regiments are keeping small packs on their own account.

Need of Good Roads.

Atlanta Constitution: Far-sighted men in every part of the country are at length waking up to the importance of good roads and are doing everything in their power to convince the country that good roads must be constructed before national progress can be marked. Hence, in justice to the interests of the farmers, who are directly and immediately affected, it is of the utmost importance that good roads should be made the burden of thoughtful consideration in every state in the union.

There are 4,200 species of plants used for commercial purposes. Of these 420 are used for perfume.

THE FIGHT AT PARAC

American Forces in Luzon Get the Better of Insurgent Troops.

THE ENEMY AGAIN PUT TO ROUTE

Wheeler, Wheaton and MacArthur in Charge of the Troops Engaged—Few Losses on the American Side—Preparation for Other Forward Movements.

MANILA, Sept. 29.—The movement against Parac, about eight miles from Bacolor, in Pampanga province, which began at daybreak this morning, is conducted personally by General MacArthur. General Wheeler, with the Ninth regiment and a battery, was advancing by two roads, while General Wheaton, commanding the Twelfth and Seventeenth regiments, is moving to block the insurgents from retreating to the north. The Thirty-sixth regiment accompanies General MacArthur.

Firing has begun near Angeles.

Two Filipino majors came to the American lines last night with messages regarding the American prisoners, who were to arrive this morning. They also requested permission for General Alejandro, one colonel and two lieutenant colonels to visit General Otis. They were refused entrance to the American lines until noon Friday on account of today's fight, and General Alejandro alone will be allowed to visit General Otis.

The insurgents recently entrenched and garrisoned the town of Paeto, on Laguna de Bay, in the province of Laguna. Subsequently Captain Larson, commanding the gunboat Napidan, landed for a conference with the citizens. As he was proceeding up the main street of the town with a squad he was received with a volley from a hidden trench. The party retreated to their boat under cover of the buildings and regained their vessel. The Napidan then bombarded the trench for an hour, completely destroying it.

General MacArthur entered Parac after an hour's fighting. The American loss was slight and the insurgent loss is not known. The enemy fled northward. When the Americans entered the town they found it practically deserted.

The attacking party moved on Parac in two columns. The Ninth infantry, with two guns from Santa Rita, was commanded by General Wheeler, and the Thirty-sixth infantry, under Colonel Bell, with one gun, accompanied General MacArthur from San Antonio. Both columns struck the town at 9 o'clock and opened a brisk fire, which was repelled by the enemy for half an hour. Then the insurgents fled and the Americans marched over their trenches and took possession of the place. Just before the fight Smith's command, at Angeles, made a demonstration by firing artillery up the railroad track.

Liscum reported one casualty and Bell reported four of his command wounded. The artillery did not have any men injured.

Today's movement was a strategical success, and resulted in the possession of Parac and the clearing of several miles of country thereabout. The columns, one from Santa Rita and the other from San Antonio, united before Parac, according to program, stretching around the place for some miles.

The insurgents are estimated to have numbered 600 men. Ten dead Filipinos were found, and the captain and commissary of the Mascarnos command were taken prisoners. The American loss is five killed, but there were many prostrations from the heat. The Englishmen from the insurgent lines report that the Filipinos at Bannam have 7,000 new Japanese rifles.

FORMAL WELCOME TO DEWEY.

The Great City Brilliantly Decked in His Honor.

NEW YORK, Sept. 29.—New York was decked brilliantly in honor of the gallant sailor who is waiting at her gate. Had an ocean of color swept through the city, its ebbing tide could not have stained the streets more brilliantly. Hundreds of miles of red, white and blue bunting covered the noble facades of Broadway and Fifth avenue, and a million flags flutter over the town. Not even the churches have escaped the universal decorations. The doors and gothic windows of old Trinity on Lower Broadway are gracefully draped with the national colors, and in Ancient Trinity graveyard the tomb of that gallant sailor, who, dying, issued the command, "Don't give up the ship," lies shrouded in the silken folds of the flag for which he died.

A million visitors are here to participate in the glorious celebration. Every road is pouring in a steady stream until the streets are crowded morning and night, the surface and elevated cars are filled to overflowing, and the hotel corridors are jammed with visitors.

The gaily appressed soldiers of many states, who are to take part in the land parade on Saturday, began trooping in today, and there was no hour when uniformed men were not moving in some quarter of the city to the sound of fife and drums and horns.

Kills a Thousand People.

LONDON, Sept. 29.—The Echo today says the Greek government was informed yesterday that the severe shock of earthquake around Smyrna killed 1,000 persons, injured 800 and demolished 2,000 houses and two villages.

To Succeed Tom Reed.

PORTLAND, Me., Sept. 29.—Amos L. Allen, formerly private secretary to Thomas B. Reed, was nominated for congress by the republicans of the First Maine district in convention here today. In his speech of acceptance he came out squarely in favor of supporting the president in the prosecution of the war in the Philippines.

The democrats of the First Maine congressional district today nominated Luther F. McKinley of Bridgeton, for the seat made vacant by the resignation of Thomas B. Reed.

"WELCOME HOME" IN FIRE.

Fireworks and Illuminations in New York Harbor a Great Feature.

NEW YORK, Sept. 29.—The appearance of New York harbor last night could be compared to a circle of intense light with the war ships off Tompkinsville as the hub from which the brilliancy radiated. The bay has never before had as brilliant or picturesque a display of continuous illumination as that seen last night, nor has the interest manifested by the shore dwellers been more manifest.

Beginning at the Brooklyn bridge, with its string of white electric lights punctuated at intervals with red and green-colored arc signal lamps, the immensely brilliant motto, "Welcome Dewey," was suspended as it were in mid-air. Looking from the bridge toward the Jersey coast similar signs could be distinctly read on the gateway of the railroad that are bringing thousands to swell the paen of welcome to the returning warrior.

Further down the bay on the Brooklyn side was the same fiery "Welcome" and also on Staten Island. At the portal to the city shone out in letters of the brightest light the same hearty greeting, "Welcome Home," flanked by immense illuminated American flags that could be seen for miles.

The residents at Quarantine gave for the benefit of the sailors on the ships a display of fireworks, which was followed by other patriotic residents along the Brooklyn and New Jersey coasts. After these displays of fireworks the Olympia and New York gave an exhibition with their searchlights, lighting up passing craft and picking out in brilliant relief many of the pretty wooded spots on the Staten Island hills.

DEWEY'S GOING TO MANILA.

Senator Proctor Relates Incident, Which President Remembers.

NEW YORK, Sept. 29.—Senator Proctor of Vermont told today the story of his interest in having Admiral (then commodore) Dewey assigned to the Asiatic squadron. He said that when the question of a commander for the Asiatic station was under discussion he went to the president to recommend Dewey for the post.

"I saw the president last Tuesday," said the senator, "in regard to this very matter. He remembered the conversation we had quite distinctly and, to my surprise, in detail. I had spoken of the fighting qualities of Dewey and McKinley replied: 'Yes, but all naval officers are fighters.' Then I said that was true, but that Dewey was level-headed and that he could take care of his country and his country's interest, no matter how far away he might be sent. Mr. McKinley remembered all this perfectly. This seemed to have some effect on the president, for he wrote out a card these words: 'Secretary Long—Assign Commodore Dewey to Asiatic squadron.'

"WM. M'KINLEY. 'The president placed this note behind his inkstand on his desk. Then he said to me: 'Senator, that is fixed.' I told Dewey of this soon afterward and Dewey said: 'I will celebrate this. I'll give you a dinner.' I told Dewey that he did not owe me anything, but as he was an old friend of mine I would eat his dinner and I did."

CONQUERING BEAR IS DEAD.

Grizzled Sioux Brave Steps From Motor Car to Happy Hunting Grounds.

OMAHA, Sept. 29.—Conquering Bear, the grizzled warrior of the Ogallala Sioux, is dead. The old brave fell a victim to the onward march of civilization and lost his life because he was unaccustomed to the ways of the city. He was riding down town from the Exposition grounds in company with another member of his tribe about 3 o'clock. At Nineteenth and Cuming street the other Indian alighted from the car without letting the old man know it. As soon as Conquering Bear saw that his companion had left the car he stepped off and as the car was at full speed he was hurled in a heap on the stone pavement and never made a motion of life afterward.

The ambulance was called from the exposition and the body removed. A physician did all in his power to revive the Indian, but his efforts were in vain. There were no bad wounds on his person and no indication that his skull had been fractured. The doctor gave it as his opinion that he came to his death from a shock to his brain. His heart action was good, but he seemed unable to breathe. Fifteen minutes after he was brought to the hospital he was pronounced dead.

HUNDREDS OF LIVES LOST.

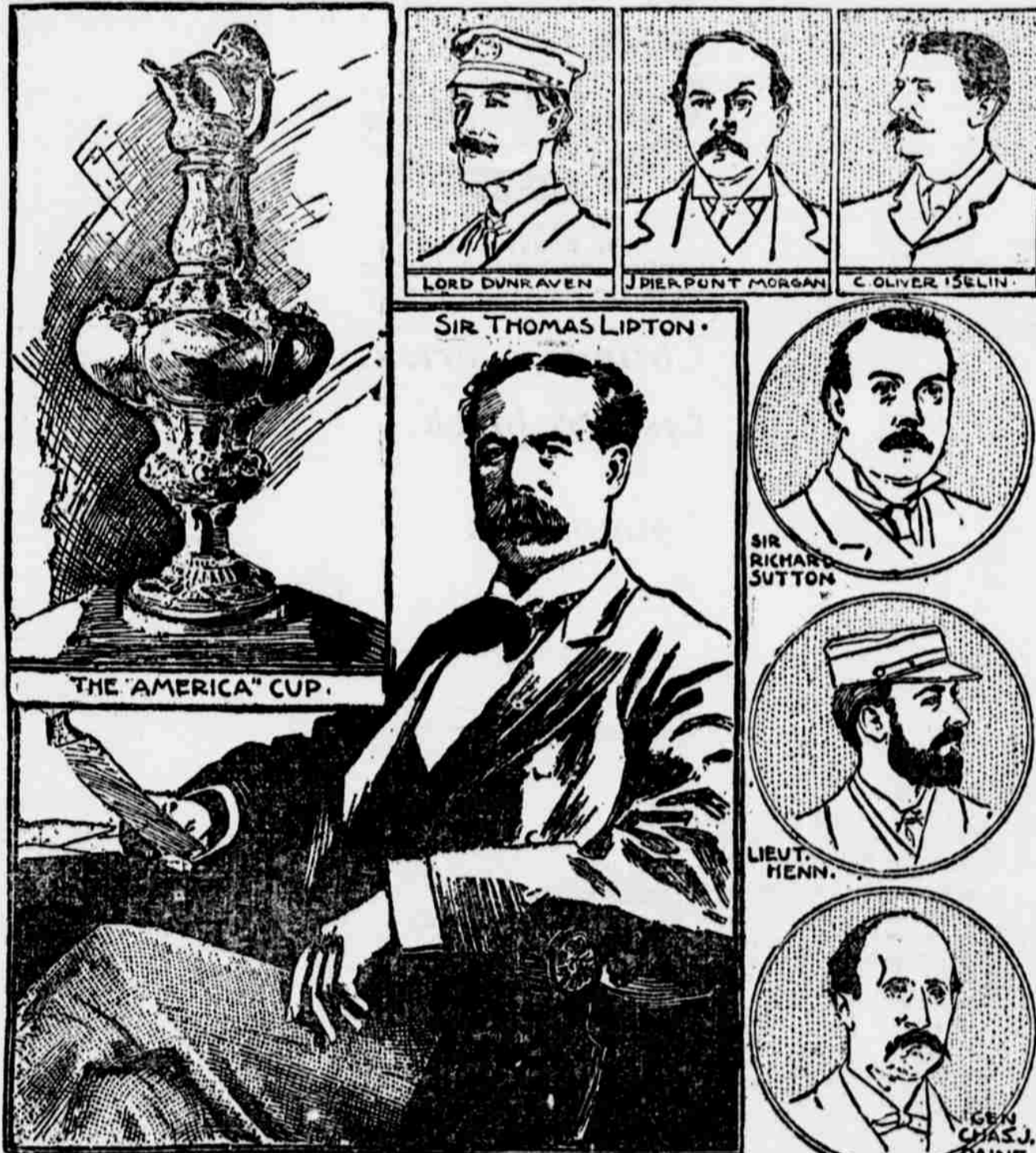
Details of Flood Disasters in India Beginning to Come In.

CALCUTTA, Sept. 29.—Lieutenant Governor Sir John Woodburn announced to the council yesterday that 400 lives were lost through the floods at Darjeeling, capital of the district of that name, in addition to those drowned on the plains. Great havoc has been caused at Kurseong. The Margaretoph estate lost 100 acres and the Mealand factory was destroyed. Some coolies were buried in the ruins of the manager's house, which was partially destroyed. The Avongrove estate lost thirty acres and 4,000 tea bushes. The coolie houses were swept away and many persons were killed, but the exact number is not known.

WJOD AND COMRADES DEAD.

Report Reaches Manila of Fate of Captured Gunboat's Crew.

MANILA, Sept. 29.—It is reported from a person just arrived from Turdac that Naval Cadet Wood, who was in charge of the gunboat recently captured and destroyed by the insurgents in the Orani river, on the northwest side of Manila bay, where she was patrolling, and five of the enlisted men composing the crew were killed in the fight previous to the destruction of the vessel.



THE "AMERICA CUP," SIR THOMAS LIPTON, AND SOME OF THE MEN WHO HAVE BATTLED FOR THE TROPHY IN THE PAST.

ca came over in 1851 and beat our English regatta at Cowes. It was not a celebrated firm, and the workmen only ordinary. One of them said he thought I ought to be fashioned in the style of Henry II, and another thought a Henry III design more suitable, so I am a sort of mixture. I had no idea that I should become an international prize then, nor did the men who ordered me dream of my coming importance. As a matter of fact the firm received just \$25 for me, and now I could be duplicated for \$150.

"I weigh 134 ounces, am 27 inches tall, measure 36 inches around the waist and 24 at the base. The decorative work on me is very simple, but I pride myself that my lines have an aristocratic appearance, my lip is certainly curved gracefully and my neck beautiful. One thing more. Many call me the Queen's cup, because I was bought by the committee of the Royal yacht squadron, but this is wrong, for when the gentlemen took me off the shelf in Gerard's office, I distinctly heard them say, 'This is to be known as the hundred guinea cup,' and that's what I used to be called on both sides."

Nevertheless, thousands of persons from all over America will come to New York shortly, and, standing before the Tiffany window on Broadway, gaze at this mug long and deferentially for, after all, it is the most historic trophy of its kind in existence, and has

"Vessels intending to compete for this cup must proceed under sail on their own bottoms to the port where the contest is to take place."

The only thing about the cup itself, however, that tells of these millions spent on account of it are the inscriptions, carved in different styles and type. In looking back fifty years these brief legends inspire awe in the heart of the veteran yachtsman. They tell him of one struggle after another when the country was all in a flutter; over the approach of a challenger, and when it seemed sure that Yankee supremacy on the water would be snatched away by the Britisher. On each occasion the result of the contests has been the same. The nearest that the game challengers have ever been to the cup is to look at it in Tiffany's window, or perchance view it on the banquet tables of the New York Yacht club house.

Tiffany is now concerned as to where he will carve these inscriptions. There is only one small panel below the six large shields about the body of the cup that is not filled. On these shields is told the story of the trophy. And the narrative has taken all the space available there for the inscriptions, also on the panels underneath, with the exception of one, leaving just enough room to contain the account of this year's races should there be more than two.

and seventh races because no boat was on hand to meet the Livonia. He accused the club of unfair treatment and left with unpleasant memories.

In 1876 the Canadians tried conclusions with the Countess of Dufferin, which cost \$35,000, and the Madeleine, a \$40,000 yacht, took care of her. Five years then elapsed when the Atlanta came down through the Erie canal and met the Mischief; got it, too. The former cost \$15,000 and the latter cost \$30,000.

The year 1885 was a gala year for racing. The English determined that they would get back the old mug that for years had been resting in Tiffany's vaults covered with cement and acquiring age and dignity. Sir Richard Sutton spent \$35,000 on building the Genesta, and Lieut. W. Henn about \$10,000 less on the Galatea. The former came over first. To meet her James Gordon Bennet and William P. Douglas, flag officers of the N. Y. Y. C., gave orders to A. Cary Smith to build the Priscilla at an expense of \$25,000. At the same time Boston yachtsmen were aroused to the task and headed by Gen. Payne, they turned out the crack Puritan. She represented \$35,000 and walked away from the Genesta.

Lieut. Henn next year brought over his cutter, and the Bostonians again took the lead and built the Mayflower