

WINNING THE DERBY.

How the Little Yankee Horse Sailed Around Epsom Downs.

Special to the New York World. Over the rainbow streak on the hill there is a moment's hesitation; one horse tries apparently, to stand upon his hindfeet, another prances round on his hindfeet and spurs with his forefeet at vacancy, then the tiny blot of flag falls, and the horses seem, as if smitten by an electric shock, to become half as high and twice as long as they were an instant before. "They're off!" bursts with a single impulse and a sort of relieved sigh from every lip; then, "No! False start!" as three or four horses are seen still at the post, towards which the others whirl back, one that had gone furthest fighting his jockey, and bearing his head rebelliously from side to side, as if protesting against being checked in such an auspicious department. Again they are marshaled; again the same hub and craning of necks; again the same exclamation. The rainbow streak breaks up, shifts, is recomposed by pits of painted glass in a kaleidoscope. It is as if a handful of gay beads had been thrown along a table. "They're off!" in earnest, this time, and every bound of the horses means £10,000 for backers or fielders.

A third man could almost have followed the different phrase of the contest by the commenting murmur of the throng, growing louder and louder as the horses tore along, painted shadows in the distance. As they scudded up the hill, Marshall McDonald—making strong running for his stable companion, Don Fulano—led, Geologist and St. Louis close upon him, then Peregrine and Troquois, as if watching each other. On the level ground St. Louis goes up to him, then takes a slight lead; then the American scampers up as they descend the hill to Tottenham Corner, the critical point of the race. It is hard to say what their exact positions are as they scurry about the bend, heading towards home, but the leaders are dropping back to the main division and the tail is lengthening out. For a moment Voluptuary shows in front as St. Louis and Marshall McDonald die away, and the humming commentary grows louder and more excited. "They're round! Voluptuary's leading! A-ah! (a long sigh of relief as Geologist, against whom Peregrine has caromed, after staggering almost to his nose and knees, recovers himself.) Peregrine has it! Geologist wins! Peregrine wins!"

Up the level stretch thunder the horses coming nearer and nearer, curiously fore-shortened, a phantasmagoria of flashing colors, legs working like pistons of steam engines, plaited manes bobbing, silk caps with bits of faces—compressed lips and sharp chins—seen between the horses' ears; Town Moor, Tristan and Peregrine are in front, Don Fulano, Scobell and Troquois just behind, like two Roman chariot teams. Up goes a jockey's hand, and his whip falls three or four times on his horse's flank; the animal wriggles for a second, then seems to float backward, and the cry is raised, "Tristan's beat!" Town Moor and Peregrine are a span now, and the greyhound-like favorite draws out amid a delightful roar, "Peregrine wins!" "It's all over!" and scores of watchers shut their glasses with a contemptuous click, as the horses flash up to the grand stand. Then a counter roar breaks out, denouncing the shouting like a prairie fire: "Troquois! Troquois! The Yankee's coming! He has him! (Everyone knows who 'he' is and who 'him'!) Peregrine! Troquois! Archer!" and the two leaders dash by, leaving the others at every stride, their ears aflame and flanks all wet; every muscle strained; their panting like the breathing of steam engines. Troquois' nose is at the favorite's shoulder—at his head—it shows in front; Webb raises his whip and at the stinging cut Peregrine springs forward, but his hoofs are shot, and with a single Archer shoots past the judge's box with Peregrine's red nostrils at his knees. And amid such a roar as Epsom Downs have rarely heard. Jealousy, pride, all hostile emotions are swallowed up on the instant, and the crowd cheers and laughs and cheers again, and breaking all restraint, overflows into the green ribbon of track towards where the gallant American, with his ears pricked and neck arching, is coming back to the scales, his young rider sitting calmly triumphant with one hand on his lap. The stalwart blue-coated policemen have to beseech and threaten and shoulder, and almost use their truncheons to force a way for the horse and rider, while every banjo, fiddle, brass and stringed instrument on the Downs is blowing or twanging something more or less American, and the Americans, in delicious delight, are breaking each other's hats and giving each other trip-hammer greetings on the back. The hundred and second Derby has been run for and won by a "Yankee."

President Garfield on Labor. At the time of his recent visit to Fortress Monroe and vicinity, President Garfield addressed the colored and Indian students at Hampton Institute substantially as follows: LADIES AND GENTLEMEN:—I should be glad to see you, and to see you as I sat here, that behind us (referring to the graves) is the past, recalling the hardships of the camp, the heroism and sacrifices of those times. And, as I saw the old veterans pass before me, many of them with their backs bent with age, I realized indeed that it is the old past. One of the results of that past we see here to-day in you. You represent the future—the future of your race—a future made possible by the past, by those graves that are back of us. Two phases of the problem of the human race strike me as I look over this congregation: for I see another race here—one from the far west. You two races approach the great problem into four words: Labor must be free. And for those of you from the far west I would take off the last word in order to enforce the first—labor must be free. Without it there can be nothing great in civilization. You come from a people who have been first taught to destroy, to fell the forest, to sweep away and all obstacles in your path. To kill is the basis of that kind of life. Therefore, to you I would say that without labor you can do nothing. The first text in your civilization is labor must be free. You of the

colored race have learned this text—have learned it under the lash. Slavery taught you that labor must be free, but the voice of mighty war spoke out and said to you, as to us all, that labor must be forever free. The basis of all civilization is that labor must be free. The basis of everything great in civilization, the glory of our civilization, is that labor must be free. I am glad to see that Gen. Armstrong is working out this problem on both sides, reaching one hand to the north and one to the south, with all the strength of the Anglo-Saxon civilization behind him. This will give us a country without sections, a people without a stain. I am very glad to see you.

ACROSS THE ATLANTIC.

A correspondent of the London Times says: "Her Majesty Queen Victoria will, on the 20th of June next, have reigned over this kingdom for forty-four years, a record which has been exceeded by four English sovereigns only—three of them kings, and one queen, Elizabeth, whose reign of forty-five years. Will you allow me to draw attention to the fact that, on the 25th of October next, Queen Victoria will have reigned exactly the same length of time as Queen Elizabeth."

The Czar's rumored intention to fix his summer residence at the little port of Peterhof, standing 16 miles west of St. Petersburg on the south shore of the Gulf of Finland, shows at least a very decided contempt for one of the gloomiest among the countless superstitions that cluster around the house of Romanoff. Peterhof has more than once played a very important part in Russian history, but always in a sinister and malignant fashion. Of the point that shuts in its tiny bay, its founder Peter the Great, while gallantly endeavoring to save a drowning sailor, received the injuries which caused his death. Tradition brands it with the murder of the infant Ivan V. Peter III, was brutally assassinated in a dreary old chateau amid the gloomy woods that skirt it to the left. Nicholas, on the very day of the Alma, reviewed for the last time before his death the cavalry of his guard in front of his stately palace. With the present Czar, however, the fact of his beloved wife having landed there on her first arrival in Russia (September, 1861), is doubtless sufficient to outweigh all these memories of evil, although the torpedo-boats sent to guard his passage show that even he is not wholly proof against their influence.

M. Gambetta's recent visit to Cahors his native place, was the first he had made since he entered public life. He was born there in 1828, and 11 years later was taken to a small school at Montfaucon to learn Latin. In appearance he is said to have been short and stout; but of his standing in school at that time and afterward the current reports disagree. Fugate declares that he was "a turbulent, noisy chatter-box," "good-natured, and so lazy that he required the most severe discipline for two years in the thirteen years of his age. Up on the house where he was born commemorative tablet has been placed. On his arrival at the Cahors station, a fortnight ago, the Prefect and the Mayor, with Gambetta's father, who lives there in retirement from business, were in waiting for him. He at once threw himself on his father's neck, kissed him thrice, and warily embraced several of his old playmates. Both father and son were in tears when the Mayor began to welcome him.

Emigrants from Europe to this country are vividly impressed with the hopeless situation of poor men in the Old World during the last days of their stay on its soil. Complaints so frequently, and often with some reason, made against their so-called accommodations on the journey, extend now to the treatment they get in London lodging-houses while waiting for their steamers to sail. In large companies they are assigned to London agents, who undertake to provide them with food and sleeping places at a fixed price each. As a consequence, houses in the Whitechapel district and elsewhere near the great docks are scandalously overcrowded. Sanitary inspectors have reported strongly against these things. In some cases persons were found with as little as 100 cubic feet of space for each of them to live and breathe in. One room had a quantity of straw on the floor, and not a particle of furniture in it. Emigrants of both sexes were allowed to sleep there at 44 per cent. Laws governing lodging-houses such as these exist in England, and steps have been taken to secure their better enforcement.

For forty millions of dollars a London engineer, who has acquired some fame in the service of the East India railway company, will give the railways a channel crossing that would be a novelty of construction. The Pall Mall Gazette describes his plan: "He would tunnel under the Thames at all points, and erect a bridge of a submerged suspension tubular bridge. A straight cylindrical steel tube, sixteen feet in diameter, would be submerged forty feet below the lowest water level, or twelve feet lower than the deepest draft of the largest class of iron-clads. The tube would be ballasted as to make it weigh one and one-quarter tons to the foot-run less than the water displaced. Its buoyancy being counterbalanced by moorings at every two hundred and fifty feet. At the shore ends the tube would be laid in dredged or excavated channels, and would be made to rise from the mid-channel depths by easy gradients. Mr. Leslie gives detailed drawings of his plan, which seems to be extremely ingenious, although questions as to the immobility, imperviousness, and durability of such a structure appear likely to give rise to dispute."

D. Godard, who acquired fame with his balloon during the siege of Paris, having escaped in it in company with M. Gambetta, fell seen in the neighborhood of Berlin. Shortly after dark, about a fortnight ago, he was filling the balloon preparatory to going up with Bengal lights attached, when a storm of rain arose and the spirits of the spectators present suddenly deserted them. M. Godard, however, feared not, but in the midst of a heavy fall of rain, he threw himself overboard. When about a hundred feet above the spectators he turned on the Bengal lights which shone out brightly as he rose higher and higher into the clouds. After one day of waiting no news had been heard from the daring voyager, and his safety was a source of anxious debate and inquiry at Berlin.

An Impostor.

Some of the northern papers are republishing a paragraph from the Waxahachie (Tex.) Enterprise, which says: "Miss Belle Boyd, the celebrated Confederate spy, now Mrs. Murphy, is in this city, engaged in writing the history of her life and an account of the many interesting events and thrilling incidents through which she passed during the late civil war. She is a native of Martinsburg, Berkeley county, Virginia, and was captured several times during the war, and still has many war relics and letters from distinguished southerners bearing testimony to her personal identity. This Mrs. Murphy is an impostor. The genuine Belle Boyd is Mrs. Marie Isabelle Hammond, who has resided in Philadelphia for nearly two years past, having come to this city from Baltimore in the autumn of 1879."

SCIENCE AND MECHANISM.

The Progress Being Made in Them.

M. Janneman proposes to manufacture an improved soap by dissolving twenty-eight parts by weight in 100 parts of molasses, and then stirring in 100 parts of oleic acid.

The New York Board of Fire Insurance Underwriters have decided to rate as specially hazardous fire insurance on the electric light, unless the wires are insulated.

Old paint can be soon loosened and easily removed by stirring together, and applying while warm, a mixture made of two parts of lime and one gallon of hot water.

A Dresden man has made a good lubricant for shafts by mixing the white of eggs with the finest graphite powder, and the consistency of firm butter. This is kept in boiling water till the whole is coagulated. The mass is then reduced to powder.

The city engineer of Louisville, Kentucky, had prepared a plan for the sewer man-holes constructed in 1880, and has recommended to the sewer committee to have all the tight man-hole covers throughout the city replaced by perforated ones.

A newly varnished carriage is liable to spot. To prevent this, some wash the carriage two or three times in clean cold water, applying with a sponge instead of using a brush. This will help harden the surface, and prevent it, to some extent, from being injured by the mud or water-getting-splashed on it.

It will surprise many to learn that rice has a nutritious per centage of 88, while beef has but 26. Still civilized mankind will adhere to the latter with the idea that it has the most nourishing qualities. In fact, it is a pound of beef and a pound of rice will cost the same, the latter being 100 per cent cheaper and 100 per cent more valuable to the common laborer than the beef.

One of the leading Paris lithographers has been very successful in substituting zinc for lithographic stones. By using 5000 zinc matrices worth \$7700, he has avoided an expenditure of \$50,000 for stones, besides considerable saving in the cost of handling and manipulating. He has published in this building the illustrations of the works of the Polytechnic school, the department of bridges and highways, the ministry of public works and different municipalities. Each plate is good for 10,000 impressions.

Dr. Gehring, of Landshut, Bavaria, has invented an enamel liquid, which is said to render ordinary stones and cements harder than granite, and to form a coating of impenetrable and other valuable minerals. When applied to metals he claims that it will be found an excellent preservative against rust.

Engravers are said to harden their tools in sealing-wax, making them white-hot and plunging them into the wax, withdrawing on the instant and plunging again until cold to enter the wax to the steel is said to become almost as hard as the diamond, and to be well fitted, when touched with a little oil or turpentine, for engraving or marking the hardest metals.

A correspondent of The Baltimore Sun thus describes a filter which he says he has used with perfect success for all the water his family requires. It is a galleon-glass funnel with a small pipe at the top, and at the bottom, and on which rests a half a dozen slender sticks to facilitate the decoloration, then placed at intervals all around and beneath a piece of muslin. The muslin is filled with, say, a pint of closely powdered charcoal. Through this he filters the water. At first a little of the charcoal passes through, but it soon becomes a perfect filter.

One of the great trials which the builder has to endure is the "salty water" of the brick work, or the white streaks which too often disfigure the best buildings. It is worth noting that this can usually be prevented by adding oil to the mortar at the rate of a gallon to the cubic yard. Lined oil is generally used, but any kind will do which does not contain salt. If cement is used in the mortar an extra gallon of oil must be used for each cubic yard of mortar. When the mortars have been formed on a building they can be permanently removed, though they can be for a time by washing with hot water or the muriatic acid generally used for washing down brick work.

Looking-glasses used to be made by covering the plates with an amalgam of tin and mercury; but this has been superseded by a process of depositing a coat of real silver upon the glass, and then covering a smooth film by adding oil of cloves or other organic substances to a solution of ammonia-nitrate of silver, retained upon the plate by means of a wetting.

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CARS RUN BY ELECTRICITY

Success of the Berlin Experiment Described by one Who Saw It.

To the Editor New York Times:—I was invited on Sunday, the 13th of this month, by the chief engineer of the firm of Siemens & Halske, the world-renowned manufacturers of electrical cables and apparatus, to witness the trial opening of their new electric railway. From the complete success of what might be called an experiment in the use of electricity as a motive power on this new railway, I feel sure that people at home will be interested in some of the details of its construction and operation, as well as some of the objects proposed to be accomplished by the application of electricity as a moving force. The electrical railway was built for the purpose of showing that passenger trains could be run on it, and freight trains as well, and, in addition, to secure to Germany the credit due her for the first practical railway carrying passengers operated by electricity. The electrical railway is built from a small village called Lichterfeld to the principal Cadet school in Germany, (9 kilometres from Berlin), and is 2 1/2 kilometres in length. The width of the track is 1 metre, the rails are of steel, and rest on cross-ties of wood, and this is all the installation they have; in fact, the whole road is constructed in the ordinary manner. A short distance from the roadway in the machine building of the water-works the dynamo-electric machine is placed, and is driven by ten-horse power engine, which furnishes the current of electricity which is conducted by means of an insulated cable under ground to one of the rails of the railway. From this rail the electric fluid passes by means of the tire of the car wheel (resting on the rail charged with electricity) by a system of springs in contact and rubbing against it to the electric engine fastened underneath the car, and after ser-

ving its purpose in driving the engine is conducted to the tires of the wheels on the opposite side, and from these wheels to the opposite rail they are in contact with, thus completing the electrical circuit. I will explain that the tires of the car wheels are insulated from the hub and axles by the use of wooden disks. The electrical engine is placed equidistant between the two sets of car wheels, as before stated, underneath the car. Its rotating shaft lies parallel to the two car axles. On the end of the engine-shaft is a small grooved pulley, and connected with the car wheels are drums with similar grooves. Small belts made of spiral steel wire connect the pulley and the drums, one set of belts running to the drum on the front wheel and the other to the one on the back axle. By this arrangement of steel belts the power is transferred from the engine to the car wheels. The starting and stopping of the car and engine are arranged by the movement of a crank on either platform of the car, which breaks or connects the electric current; there are also a car brake and bell signal, and within easy reach of the conductor, who can run the car as well as receive fares and tickets. The car itself was built at Cologne and is similar to a one-horse car on an American horse railway. It is handomely fitted up and can be run either way without turning. By resolution of the authorities the rate of speed is limited to fifteen kilometers an hour, but on the return trip from the Cadet school with twenty persons on the car we run at least thirty miles an hour and at a steady continuous rate, proving that a high speed was attained.

When one considers the entire absence of smoke, cinders, and dirt, the discomfort incident to the use of steam locomotives, this invisible, noiseless power seems a great step forward in the mode of moving railway trains. Some of the advantages of the employment of electricity as a power may be stated as follows: A great saving in the force required to move the train, as there is no boiler, water, or coal required to be carried. The cars can be built much lighter, as no dead weight is transported, and are much more easily controlled by the brakes in stopping. The electric engine occupies little space underneath the car, is of small weight, and free from danger. Water-power can be utilized to produce the required electric current, it need not be near the railway, thus doing away with the use of coal and steam engines. Two tracks are needed they can both be supplied with power to move their respective trains. Two or more cars can be run together as a train, or at intervals behind each other. Much credit is due Mr. C. Frischer, the chief engineer, for his great perseverance in overcoming the many difficulties in the way of this great enterprise, as also the firm of Siemens & Halske, for their liberal expenditure of capital for the building of the car and railway. In fact, all the promoters of the electrical railway at Lichterfeld may well feel proud of the success that has attended the opening of the first of the kind in the world. In conclusion I will add that the road is now open for passenger business, and the car is making regular trips between Lichterfeld and the cadet school. W. M. GIBSON. Berlin, Friday, May 20, 1881.

Hon. Thomas B. Price, United States treasury department, Washington, D. C., recommends the St. Jacobs Oil as the most wonderful pain-relieving and healing remedy in the world. His testimonial is endorsed by some of the head officials of the treasury department, who have been cured of rheumatism and other painful complaints.

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