NOTES FROM CALIFORNIA.

THE RABBIT SCARE—COURT TOPICS—A FLOUR POOL.

[BY TELEGRAPH TO THE TRIBUNE.]

SAN FRANCISCO, Feb. 26.—The decision of Attorney-General Garland that Chinese women acting as servants or nurses do not come under the provisions of the restriction law will lead to a lively trade among the slave-dealers in Hong Kong. The hardest task the Custom House authorities have had in San Francisco is to keep out Chinese women imported for immoral purposes. The demand for them is so great that every device has been resorted to to evade the law. Within the past year scores have been admitted on return certificates that were purchased for them here or in Hong Kong; and a case occurred only a fortnight ago in which one of these women tried to enter on a certificate made out to a woman four inches taller than herself. To allow them to enter by merely testifying that they are servants of passengers will be to open wide the doors to this peculiarly offensive form of Chinese slavery and vice. Most of these women are imported under contract to brothel keepers in this city. Their passage is paid under a stipulation that they give the wages of their debauchery to their employers for five or seven years. At the end of that term they are to be free. But disease and cruelty usually carry the poor creatures off long before the period of slavery is ended. They cannot escape, even although a Chinese lover may offer to redeem them, unless their employer is willing to sell them. Should they attempt flight, cruel high-binders will track them down like bloodhounds and drag them back to punishment.

The two men charged with having dynamite bombs and other explosive material in their possession were examined in the police court this week and held in $5,000 bonds for felony. The evidence of police activity which the arrest of the two men involved has a wholesome effect, and it is doubtful whether other conspirators will indulge in any more explosions on cable car tracks.

The alarm over the importation of Australian rabbits was groundless. The steamer arrived without any of the animals that have proved so destructive to crops in the colonies. In fact, the report of their shipment was a canard, invented by Mr. Buckland, the Editor of "The San Francisco Merchant," who thought it would be a good thing to excite discussion on the subject. His plan succeeded, as the report aroused great indignation in the press and led to a resolution on the subject in the Legislature.

Another legal farce has ended here in the acquittal of May Jackson, the young woman who threw vitriol in the face of Martin Fuller, a bank clerk, sixteen months ago. Fuller narrowly escaped the loss of his eyesight and was horribly disfigured by scars. The scandal drove him from the city and he is said to be in railroad employ in Southern California. As long as he remained in this city Miss Jackson's counsel secured continuances of the case on various pretexts, but when Fuller left they began to demand trial. The prosecution showed no energy in the case, and as it was stated that Fuller could not be found the judge ordered the jury to acquit, which they did without leaving their seats. This escape of the vitriol thrower will probably lead other jealous women to adopt the same revenge.

A pool of flour milling men has been formed to limit production throughout the State, as the supply was exceeding the demand. It is called the Central Milling Company. The owners of closed mills will share in the profits of the others. The larger mills of this city, Sacramento, Vallejo and Stockton did not enter the pool, as the foreign demand consumes all their flour.

The city is full of Eastern tourists, most of whom came by the southern route. More than five thousand have arrived within a week and as many more are expected within a fortnight.

MR. LOWELL AT CHICAGO.

LEGISLATIVE TOPICS—A BIG BUDGET—SOCIAL.

[BY TELEGRAPH TO THE TRIBUNE.]

CHICAGO, Feb. 26.—The visit of Mr. James Russell Lowell to Chicago upon invitation of the Union League Club this week has evidently not been entirely satisfactory to the distinguished guest of the club or to the club itself. The public interest which had been created by the announcement that Mr. Lowell would deliver an address on "American Politics" was certainly highly complimentary to the orator, as a counterpart of his essay on "Democracy" was anticipated. The audience which greeted Mr. Lowell on Monday afternoon was in many respects one of the most notable which had ever assembled in Chicago to greet a speaker, and when without any previous warning the orator said he had decided not to give the announced address owing to a possible fear of giving offence, and proceeded to speak on the question of the authorship of the play of "Richard III.," it provoked a feeling of surprise and keen disappointment. Mr. Lowell has been absolved from any intention to offend the splendid audience which gathered to do him and the occasion honor. The only explanation offered is that Mr. Lowell was restrained from delivering his political essay owing to the suggestion of an intimate friend, which was accepted as the view held by a large portion of the club members. It is known that a stormy session of the executive committee of the club was held to determine whether the courtesy of an invitation to the club banquet, which followed the lecture, should be extended to the supposed offender. Mr. Lowell was handsomely entertained by the Harvard Club on Thursday night, when there were present Mr. Edward G. Mason, Dr. S. J. McPherson, General George W. Smith and General A. C. McClurg, representing the Harvard, Yale and Princeton alumni and the Chicago Literary Club. Mr. Lowell has been the guest of Mr. Wirt Dexter during his stay in Chicago.

Two significant measures were proposed this week in connection with the local Socialistic propaganda. One is a proposed statute offered in the Legislature clearly defining the responsibility of any person who shall incite a local revolution or disorder and making such offender a principal to any crime thus committed. An ordinance was suggested in the City Council prohibiting the city from giving any of its printing to a newspaper advocating disregard of the laws. It has been one of the scandals of the present city administration that the newspaper organ of the Anarchists has been the medium for printing the city advertisements.

The Appropriation bills now before the Legislature promise to make the most formidable budget which has ever been authorized by that body. The establishing of the State Soldiers' Home and the abolishment of convict labor place a burden upon the taxpayers they have never before known, and taken with enlarged appropriations asked in behalf of the numerous State charitable institutions, promise to make the aggregate of the appropriations from three to four millions in excess of any former year's. The ingenuity of the revenue collectors will be taxed to devise means for collecting this unusual levy.

The Great Western Terminal Company has secured a block of ground at the corner of Harrison-st. and Fifth-ave. and is about to commence the erection of a depot building to cost one million dollars. The Wisconsin Central, the Atchison, Topeka and Sante Fe, and three other railways will enter the depot, which it is claimed will be the finest structure of its kind in the West.

There were many club balls and banquets preceding the beginning of Lent, but very few noteworthy private entertainments. In fact it has been commented upon that hospitality has gone away from the homes to the club rooms, and that in no previous season in recent years were there so few private entertainments as in this. The Knights Templar Commanderies Monday night gave a large ball at the Cavalry armory, the proceeds to go to the Masonic Orphans' Home.

Mr. Lawrence Barrett, who has appeared in "Rienzi," closed a very successful two weeks' engagement at the Chicago Opera House. Miss Genevieve Ward has been presenting "The Queen's Favorite" at McVicker's, and George C. Miln in a round of Shakespearian plays had fair audiences at the Columbia Theatre. Messrs. Leon and Cushman have been giving "On The Stage" at the Grand Opera House, the management of which finally announced this week a reduced scale of prices. Adelina Patti Nicolini is announced for three farewell concerts at McVicker's Theatre, the first to occur on March 7.

SPORT WITH THE PRINCE OF WALES.

From The Philadelphia Times.

The mention of the Prince of Wales recalls a story of his visit to the carnival at Nice a year ago. The future King of England is expected there now and will probably be present, but it is feared that he will not take the active part in the fun that he did on the former occasion, for then he was proving himself a gallant warrior in the battle of flowers. He was received wherever he went as a matter of course with numerous salutes. Responding to them he gallantly bared his head. Once when he did this an unknown woman, who was standing near, could not resist the temptation to hit his top-knot, and a light stick, garnished with flowers, fell with a "dull thud" upon his cranium. The aggressive lady slipped away into the crowd and presently was lost to sight and no attempt was made to aggravate the nature of the offence by following her. It was said at the time that she was a visitor from Baden. The Prince scowled darkly, but he said nothing and passed on and shortly after withdrew from the festivities.

GLANCES AT MEN AND THINGS

PERSONAL INCIDENTS AND TRAITS CAUGHT UP HERE AND THERE.

When Senator Henry M. Teller was in New-York recently the circumstances of his appointment as Secretary of the Interior under President Arthur came out in conversation. It seems that Mr. Teller had united with General Grant and Don Cameron in recommending Jerome B. Chaffee for that position. General Arthur had expressed the wish to appoint a Western man for Secretary of the Interior, and the powerful influences behind Mr. Chaffee seemed to indicate that he would be appointed. One night Mr. Teller was invited to go to the White House. General Arthur retired with him to the private office and there told him that he had made up his mind not to appoint Mr. Chaffee because he thought the necessities of the office required a lawyer for its head. He described the sort of man that he wanted, indicating that he should have a knowledge of the land laws, Indian affairs and similar matters, with legal learning and judicial determination. Senator Teller, who had all the while been turning over in his mind the problem of who it could be that the President had in view, was presently astonished to be told that it was himself, and emphatically declared that under no circumstances would he accept the place. He told the President that it was the department from which no man ever had been able to retire with as good a reputation as he entered it with, on account of the laborousness of the work, the intricacies of its ramifications, and the fact that the head is largely dependent upon subordinates for information and guidance. The President merely asked Mr. Teller to consider the matter and call again. Don Cameron was then told of his desire and sent for Senator Chaffee, who was in Florida. The matter got into the newspapers and Senator Teller was besieged with telegrams from Colorado asking him to accept. The feeling out there was that it was a great honor to the State to have a Cabinet position, and on Mr. Chaffee's arrival in Washington he advised Senator Teller that it would never do for him to refuse the position, and he was finally prevailed upon to accept it.

Senator Teller has two personal hobbies which he always rides when he comes to New-York. He takes great delight in fine porcelain and glassware and in books. He is an early riser and almost any day when in New-York may be found strolling up and down Broadway as early as 8 o'clock, until he finds some book or fancy pottery store into which he will walk, and there he will spend hours in looking at the various articles presented for sale.

Thomas A. Edison, the inventor, is now at his winter home in Florida for his health. A friend of Edison says that he was at Fort Myers some two years ago when Edison arrived there on his first visit. The electrician was so pleased with the climate that he bought his present home within four hours after his arrival. In conversation at the time Edison said that he was liable to attacks of pneumonia and had been obliged to spend parts of his winters in Florida for eight years; that the climate of Jacksonville and St. Augustine did not suit him, as it was subject to the disagreeable east winds that he feared, and that he started out to find a place that did suit him and that he had found it. He spent the last winter there and received great benefit. He has a beautiful villa on the banks of the Caloosahatchee River, one mile south of Fort Myers. The Gulf Coast of Florida seems to be growing in favor. It is a resort of Mr. Gould, General Eckert, Major B. S. Henning and many other New-Yorkers. The Duke of Sutherland and Lieutenant Henn expect to spend some time there this winter.

Ex-Senator George H. Pendleton, United States Minister to Germany, said the other day on his return from Berlin: "The Emperor is for peace this time," and Mr. Pendleton's opinion was undoubtedly based on personal knowledge of the Emperor's views. As to Bismarck Minister Pendleton was not so ready in expression, possibly, because Bismarck is not as communicative to the American Minister at Berlin as he was before the hog question came up to disturb his relations with Mr. Sargent, who held the post at that time.

It is reported that another of the Cleveland coterie of the Standard Oil Company millionaires has decided to come to New-York for permanent residence. This time it is John Hutchinson. He is said to have made three or four million dollars by his Standard Oil connection, and while one of the lesser lights as regards the bulk of his property he is one of the most popular because of his jovial good nature and boundless generosity. It was said when Henry B. Payne was elected Senator that Mr. Hutchinson spent even more money to accomplish that object than the Senator's own son, Colonel O. H. Payne.

A prominent Connecticut man is Alvin P. Hyde, an attorney of Hartford, who was for a number of years the law partner of Governor Hubbard, and is now the senior partner of the law firm which succeeded to Governor Hubbard's practice, which was the largest in the State. Mr. Hyde is a stoutly built man, with an inclination to be facetious in his conversation. He has a full gray beard. A marked feature of his face is a heavy scar across his nose as if it had sometime been cut with a cleaver. Mr. Hyde was the son of a fairly prosperous Connecticut farmer who sent him to New-Haven for his education. The lad had no sooner entered upon his college course than his father died and his estate was found to be so involved that there was no provision for young Hyde to remain at college. He went among his acquaintances and borrowed money from them to complete his education and gave his notes for the amounts, which were rarely over $50 or $100. After he became of age he went around to his creditors and said to them that his notes given as a minor were valueless and he would like to renew them now that he was of legal age and give binding notes in their place. He paid every dollar of his indebtedness. Mr. Hyde is an intense Democrat, but swears by President Cleveland as the best and only President the country ever saw.

The ups and downs of life are illustrated in the person of a slender man, with a lean and anxious face and gray mustache, who is occasionally to be seen in uptown hotels. He is John F. Coyle, who was at one time owner and editor of "The National Intelligencer" at Washington, and an intellectual force that was followed and obeyed by Southern Democrats. He was considered extremely wealthy and invitations to his table were prized almost as much as invitations to the White House by Southerners in Congress. He lost his fortune and is in bad luck generally.

The Ohio Society of New-York, which has already established a monthly evening reception for ladies, has decided upon another feature which is somewhat new to New-York, having only been attempted once or twice before. Their annual banquet, which will take place immediately after Lent, will be an affair which ladies may attend. It is a part of the programme that the banquet shall be coupled with a reception and a ball. The speechmaking feature will be confined to two or three persons who have not yet been selected. The committee having the matter in charge is composed of Colonel C. W. Moulton, General Samuel Thomas, Joseph Pool, J. A. Bostwick, General Thomas Ewing, General H. C. Burnett, General A. J. C. Foye, A. W. Greene, Colonel W. L. Strong, Homer Lee and Judge Warren Higley.

General J. J. Torrence of Chicago, the iron manufacturer, who was the intimate friend of General Logan and manager of his tour over the country in 1884, has been here for two or three days. In talking about general politics he said: "Illinois has no great man to put to the front since General Logan died. We have no Presidential candidate and will look to other States to present names from which to select a standard-bearer to carry the country. I think that Indiana and New-York will be the States most consulted. We can carry Indiana with the right ticket. In my judgment ex-Governor Porter is the most popular Republican in that State. I have a part of my business interests located in Indiana and I have occasion to test the sentiment there frequently. It seems to me that with Porter on the Presidential ticket we might be able to take Indiana away from the Democrats. Above all things we must carry New-York. The man who can demonstrate his ability to carry New-York is the man who should head the ticket."

A stately man of fine physique, with the venerable appearance that is given by gray hair and whiskers, who sat beside John C. Calhoun at the Southern Society banquet, and attracted much notice, was General Rosewell W. Ripley. He is a native of Franklin County, Ohio, but was in command of Fort Moultrie in Charleston Harbor at the outbreak of the war.

A member who takes much interest in the affairs of the Republican Club in this city is General Cyrus H. Bussey, who lives at the Murray Hill Hotel. He is an Iowa man, who raised a regiment to enter the army from the Northwest. At the close of the war he settled down in New-Orleans, and although the term "carpetbagger" was applied to every Northern man who remained in the South, General Bussey succeeded after years of persistence in securing in New-Orleans not only business but social recognition. He was at one time president of the Cotton Exchange of New-Orleans, a position to which no Northern man had ever before aspired. The General is a stump speaker of reputation and force. During the second Lincoln campaign his regiment was located out of the line of active army operations and he secured a furlough and went home to assist in the canvass in Iowa.

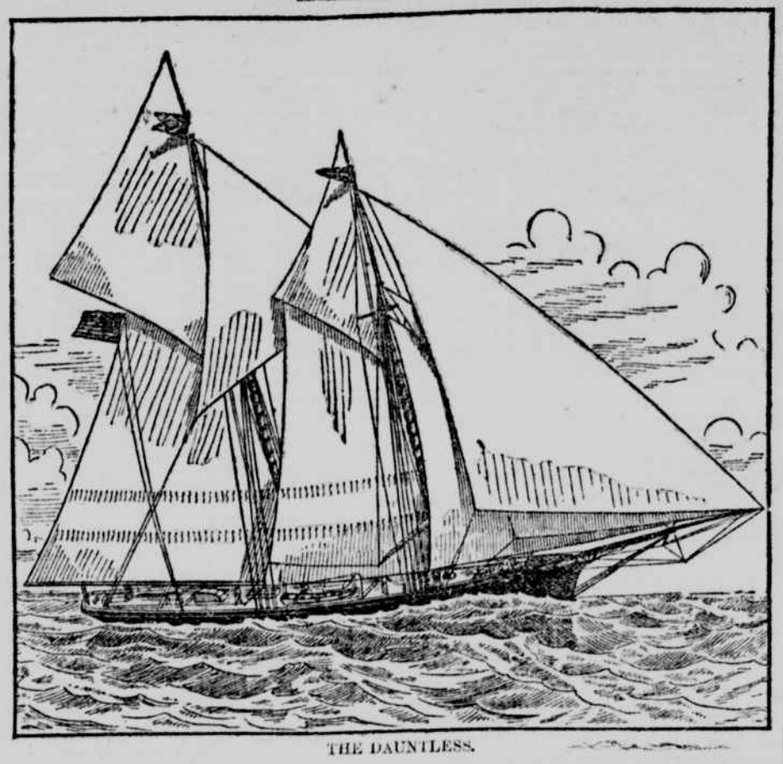
HIS ONLY MARKET, ANYHOW.

From The Chicago Tribune.

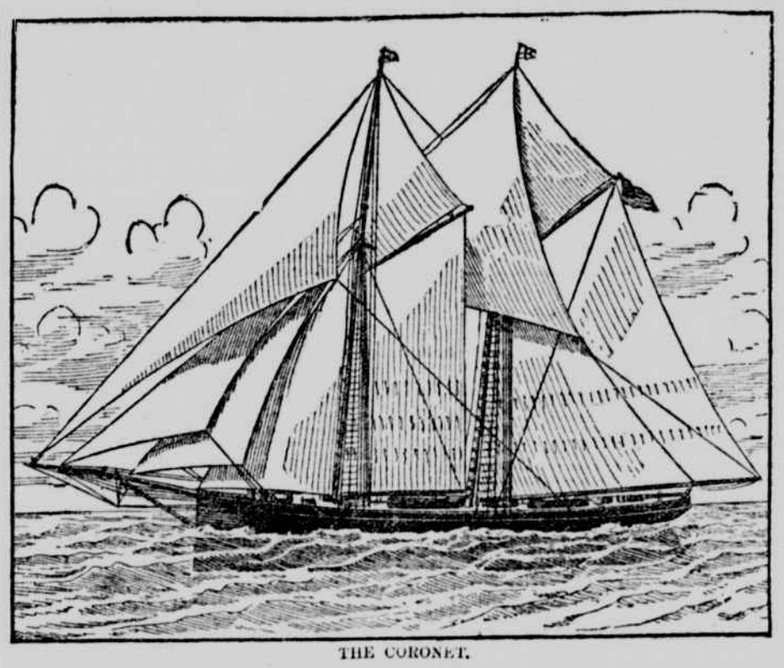
When the Hon. John P. St. John pauses to reflect that the bill for changing the name of St. John County, Kan., to Logan County passed the Kansas House of Representatives with only one dissenting vote, we do not see how he can have the hardihood to rate his services to the Democratic party in the next campaign as worth $50 per lecture.

YACHTS THAT WILL RACE ACROSS THE SEA.

HOW THE DAUNTLESS AND CORONET WILL LOOK ON THEIR GREAT CONTEST FROM SANDY HOOK TO CORK HARBOR.



THE DAUNTLESS.



THE CORONET.

READY FOR THE OCEAN RACE

WHAT THE TWO FLEET BOATS HAVE DONE.

HOW THE MATCH WAS STARTED—THE TWO DARING OWNERS—PREVIOUS CONTESTS OF THE KIND.

Weather permitting, the third transatlantic yacht race in nautical history will be started next Saturday. The competing boats, the keel-schooners Dauntless and Coronet, have been undergoing necessary repairs and alterations during the last month, and both are now nearly ready for the contest, which involves speed, endurance and the judgment of the navigators. This race is the outcome of a challenge posted on the bulletin of the New-York Yacht Club house on the first day of the year by R. T. Bush. In it he proposed an ocean contest for all American keel schooners, placed the entrance fee at $10,000 for each boat and suggested that the winner receive the whole sum thus deposited. No sooner did Caldwell H. Colt, the owner of the Dauntless, read this manifesto than he announced his acceptance and showed that he was thoroughly in earnest by taking immediate steps to put his boat in commission. Mr. Bush had expected that at least six or eight other yachts would be entered, and offered to make any alterations in his original challenge which would be likely to tempt owners of other keel schooners to pick up the gauntlet thrown down by him. No others seemed inclined to enter the race under any circumstances, however, and so Messrs. Colt and Bush proceeded to complete arrangements.

It was at first intended that the contest should take place in May, but at the request of Mr. Colt, who believes that heavier winds are to be encountered earlier in the year, the time was changed to March. At a conference held two weeks ago the two principals settled the minor details, including the starting and finishing points and the night signals to be used. Since then these have been slightly altered through correspondence. As finally agreed the yachts will start from Owl's Head at 1 p. m. on March 5, if the wind is westerly. The New-York Yacht Club's Regatta Committee will give the starting signals from the tug Luckenbach. The finish will be off Roche's Point, Queenstown Harbor, and the judges there will be members of the Royal Cork Yacht Club. If the yachts arrive at the finish line at night the officers of the Coronet will make their presence known by firing five guns and burning red magnesia lights, and those of the Dauntless by firing three guns and burning blue lights. When passing vessels at sea between sunset and sunrise both will display the Coston night signal of the New-York Yacht Club and the Coronet will show a red light and the Dauntless a blue light. There are no limitations as to sail to be carried. No allowances are made for difference in the sizes of the boats.

MR. BUSH AND THE INTERNATIONAL REGATTA.

When Mr. Bush issued his challenge he had made up his mind to participate in the international regatta which will form part of the celebration of the fiftieth anniversary of Queen Victoria's accession to the throne, and he thought it would make the trip to England more interesting by having a race. He does not regard the tortuous course around the British Isles as calculated to offer any chance of winning for a boat so large as his, and has therefore decided not to participate in the Royal Regatta except as a spectator. Mr. Bush has but recently become imbued with the racing spirit, and in fact is a recruit in the ranks of active yachtsmen. Having passed his boyhood days on the shores of Lake Ontario he has always taken considerable interest in sailing craft, but did not become a yacht-owner until 1882, when he bought the steamer Falcon, when President Garfield's estate was being settled. The Falcon was built at Wilmington, Del., by the Harlan & Hollingsworth Company in 1880 and shortly after being launched was purchased by President Garfield through an agent. It was used by him considerably during that summer and fall, but to avoid any unpleasantness which might arise in forming parties to accompany him on his yachting expeditions the agent always figured as the owner of the boat and the President preferred to consider himself a guest on board. Late in 1884 Mr. Bush decided to build a large schooner suitable for carrying himself and family to any part of the globe, so, selling the Falcon, he contracted with C. & R. Poillon to construct for him just such a vessel as he has in the Coronet. It is his intention at the conclusion of the ocean race to make the circuit of the globe in her, accompanied by his family.

Mr. Bush is a tall, heavily built man, weighing not less than 225 pounds. He is less than fifty years old, and yet his hair and closely cropped full beard are so white that he looks fully ten years older. As president of the Bush & Denslow Manufacturing Company, refiners and dealers in oils, his time is fully occupied with business cares and has been constantly for twenty-five years, but he now believes that he has earned a rest, and will look for that and considerable enjoyment besides in his yacht.

Mr. Colt, who so promptly accepted Mr. Bush's challenge, is the son of the famous inventor and manufacturer of firearms and lives at Hartford. His father left him an enormous income and he spends it in a way in which he can derive the greatest enjoyment and comfort from it. He is about thirty years old, slenderly built and nervously active in his movements. His complexion is light, his eyes gray and restless and his hair and side-whiskers sandy. He is the owner of several yachts, but the Dauntless is his special pride and he is confident that she will be snugly ensconced in Queenstown Harbor hours, if not days, before the Coronet. He will make the voyage in her himself and will be accompanied by Ernest Staples, John H. Bird, the secretary of the New-York Yacht Club, who goes as the representative of Mr. Bush, and one or two other friends, besides two reporters. Mr. Colt's representative on the Coronet will be J. N. Winslow, the owner of the schooner Agnes.

THE CAREER OF THE DAUNTLESS.

The Dauntless was built at Mystic Bridge, Conn., by Messrs. Forsyth & Morgan, and was launched in June, 1866. She was then known as the Hirondelle, and was the property of S. D. Bradford, jr. Her frame was composed of white oak and hackmatack and the outside covering of white oak. The combings, skylight and cockpit were of solid St. Domingo mahogany. At that time her length over all was 115 feet; keel length, 107 feet; breadth of beam, 25 feet, depth of hold, 10 feet; draft, 11.6 feet, and her tonnage was 260.8. Her first appearance in a race was on Wednesday, October 31, 1866, when she beat the schooner Vesta in a run of twenty miles to the windward and back from the Sandy Hook Lightship. Her time was 5 hours, 28 minutes and 57 seconds.

In 1867 La Hirondelle was purchased by James Gordon Bennett, and during the following winter was rebuilt at Noank and rechristened the Dauntless. She was then lengthened nine feet and her model was somewhat altered by J. B. Vaudusen. Her dimensions at that time were: length on deck, 120.70 feet; water line, 116.90 feet; breadth of beam, 24.80 feet; depth of hold, 9.70 feet; draft, 12.3 feet; tonnage, 267.9. She was again put in the water in May, 1869, and almost at once crossed the Atlantic, making the run from New-York to Queenstown in the then unprecedented time of twelve days, seventeen hours and six minutes. When the news of this quick passage was cabled to New-York, the flags on the City Hall were raised. The feat was eclipsed within a month, however, for the Sappho sailed between the same ports in twelve days, nine hours and thirty-six minutes, which time has never been equalled. Within a few weeks of her arrival in foreign waters the Dauntless became a contestant in the Channel race for yachts of all nations from Cherbourg around the Fab light and back for a cup of the value of 2,500 francs, given by the Emperor of France through the Société des Régates de Cherbourg, with a prize for the second vessel valued at 1,000 francs and a gold medal. The other yachts entered were the Guinevere, Shark, Egeria, Mystele and Deane. Shortly after the start the Dauntless carried away her foretopmast, but notwithstanding this accident remained in the race and finished third.

Shortly after this came the International ocean race of 1870 between the Dauntless and the Cambria. In preparation for this the former vessel was again thoroughly overhauled at Cowes. Her bowsprit was then reduced four feet and more was added to her keel. She made the passage in twenty-three day and seven hours, reaching Sandy Hook two hours seventeen minutes and fifteen seconds later than her English rival.

From 1870 to 1879 the Dauntless figured prominently in many important races and in a large number of instances carried off the chief honors. In the latter year she was sold by Mr. Bennett to Commodore J. R. Waller, who owned her until 1882, when she came into the possession of Caldwell H. Colt.

SOME OF THE YACHT'S RACES.

The Dauntless's first appearance in a race after being rechristended, according to the full and valuable records compiled by Neils Olsen, steward of the New-York Yacht Club, was at the twenty-first annual regatta of that club on June 13, 1867. The Phantom, Magi, Widgeon, Silvie, Vesta, Palmer, Rambler and Fleur de Lis were pitted against her in the schooner class and she finished third, the Phantom winning. Some of her subsequent performances as a racing vessel may be briefly summarized as follows:

August 10, 1867—Ocean sweepstakes for Commodore's cup. Course, from Brenton's Reef Lightship to stakeboat one mile East by North from Lighthouse at Sandy Hook, Block Island, and back to Fort Adams. Entries, Palmer, Sappho, Idler, Rambler, Fleetwing, Silvie and Dauntless. The Palmer won. The Dauntless was the last boat across the finish line.

August 11, 1868—Race for schooners for cup presented by Pierre Lorillard sailed at New-London, Conn. Entries, Palmer, Dauntless, Restless, Phantom, Widgeon, Josephine, Haleyon, Fleetwing, Fleur de Lis, Alice, Idler and Rambler. Won by Haleyon. Dauntless third.

August 14, 1868—Race for cups presented by Thomas C. Durant at Newport, R. I. Entries, Alice, Eva, Scud, Widgeon, Restless, Josephine, Juliet, Fleetwing, Dauntless, Palmer, Magic, Rambler and Phantom. Won by Eva. Dauntless finished fourth.

August 8, 1870—Contest over the New-York Club's course with the Cambria for the future possession of the America's cup. Entries, Cambria, America, Phantom, Madgie, Silvie, Tidal Wave, Madeleine, Rambler, Idler, Dauntless, Magic, Fleetwing, Palmer, Alice, Fleur de Lis, Eva, Restless, Josephine, Calypso, Widgeon, Haleyon, Jessie, Taralinta, Alarm, and Vesta. Won by Magic. Dauntless second and Idler third.

September 11, 1870—Contest for Newport Citizens' Cup over the Block Island course. Entries, Madeleine, Calypso, Tidal Wave, Palmer, Phantom, Magic, Dauntless, Cambria, Idler, Haleyon and Madgie. Won by Phantom. Palmer second, Dauntless third.

In the regatta of the New-York Yacht Club on September 28, 1870, the Dauntless won a cup presented by Rear Commodore Douglass. On October 14, 1870, she beat the Cambria in a race from Buoy No. 5 off the False Hook twenty miles to windward and return for a cup valued at 50 guineas. In the Brooklyn Yacht Club Regatta of June 27, 1871, she won the schooner prize in competition with nine of the fastest schooners of the time. On October 24, 1871, she sailed from the Sandy Hook Lightship twenty miles to windward and return six minutes quicker than the Livonia in a contest for a 50 guinea cup, and three days later she beat the Dreadnought over the same course. On August 14, 1874, she sailed a "scrub" race with the Foam, Wanderer and Alarm from Brenton's Reef to Vineyard Haven for a set of colors and won. In a match race, $1,000 a side, with W. T. Garner's Mohawk in 1875, from Sandy Hook Lightship twenty miles to windward and return, the Dauntless won through an error in judgment on the part of the Mohawk's sailing master in not following the sailing directions, and on the following day she beat the Resolute from the club house at Stapleton, S. I., to and around the Five Fathom Bank Lightship to the Sandy Hook Lightship.

The preparations for the coming contest included the shortening of her lower masts five feet, which has been compensated for by making her upper sticks just as much longer. She has been fitted with new rigging and eight tons of lead have been put in her keel. Her recorded dimensions now are, tonnage, 254.04; length over all, 123.11 feet; water line, 116.7 feet; breadth, 25.7 feet; depth, 9.3 feet; draught, 12.6 feet.

THE DAUNTLESS'S FAMOUS SKIPPER.

Although Captain Samuel Samuels, who will shape the course of the Dauntless in the expected March gales, has lived fully three score years and has been most of that time a seafaring man, he is still as active and full of vigor as many of the youngsters who defy old age from a perch on the skysail yard of a clipper ship. He has been so much at sea that he is thoroughly salted, as the expression goes, and has sailed in nearly every description of vessel that ever floated. He first gained celebrity through his connection with Governor E. D. Morgan's famous clipper ship, the Dreadnought, which made so many fast trips across the Atlantic that she acquired the reputation of being as fleet as a steamship. The Dreadnought was built at Newburyport, in 1853, and in February of the following year made a phenomenal run from Liverpool to Sandy Hook, crossing the bar at the same time that the Cunard steamer Canada, which left Liverpool a day earlier than Captain Samuels's vessel, entered Boston Harbor. In 1859 she made the 3,000 miles from Sandy Hook to Rock Light in thirteen days and eight hours, and in 1860 surpassed all previous records by sailing from Sandy Hook to Queenstown in nine days and seventeen hours. On a trip from Liverpool to New-York in November, 1862, Captain Samuels had a leg broken by a spar which had been torn from its fastenings by a heavy sea. At the same time the rudder was carried away and a jury rudder was improvised under the directions of the suffering captain. This, too, was lost and the ship was run to Fayal, the nearest port, a distance of 600 miles, by "backing and filling." At Fayal the surgeons decided that Captain Samuels's leg must be amputated. He refused to allow this to be done and returned home with his ship. He did not arise from his bed until December, 1863, and it was several months later before he was able to resume command of a ship.

Since leaving the Dreadnought, Captain Samuels has been identified principally with ocean yachting. It was he who sailed the Henrietta when she beat the Fleetwing and Vesta in the race from Sandy Hook to the Needles in 1866. He was also engaged by James Gordon Bennett to command the Dauntless in her race with the Cambria in 1870. That the Dauntless was second in this contest is said to have been more the fault of the owner than the sailing master, since the former persisted in carrying out his ideas in regard to course and sails when Captain Samuels was resting in his cabin. Much confidence is placed in Captain Samuels's judgment and through knowledge of winds and currents in the Atlantic, and when it was known that he would command the Dauntless in the coming race she immediately became a favorite with betting men.

THE CORONET A YOUNGER VESSEL.

The Coronet was launched at C. & R. Poillon's Brooklyn shipyard in 1885, and was pronounced by them the best and most thoroughly equipped yacht of the many excellent specimens of naval architecture of that class ever turned out by their workmen. The material used in her construction is of the choicest. It was rigidly inspected, and every piece that had the slightest flaw was rejected. All of the planking and timbers were planed on both sides and varnished so that there would be no sawcuts in which water could lodge and cause decay. Her staterooms, six in number, and saloon—twenty-four feet long—are finished in mahogany. All the sofas and furniture are upholstered and covered with silk plush. The ceiling decorations are in white and gold, and the companion-way stairs are marble. There are stationary washstands and flowing water in all the staterooms, and each is connected by electric bells with the steward's quarters. The officers' quarters are just aft of the forecastle, and are entered by a separate companionway. The sailing master and mates have a separate room, twelve feet in length and the width of the vessel aft of the saloon. This has a chart-table, so that they have no occasion to run up and down the main companion-way to spread their charts upon the saloon table. In addition to these rooms are a commodious store room, steward's pantry and gallery, two ice houses and bath rooms.

She had hardly been launched when her owner took occasion to test her sea-going qualities. In July, 1885, he sailed in her with his family to England, making the passage in seventeen days and seventeen hours. The winds were not favorable for the first ten days and little progress was made, but the last 2,000 miles of the trip, from the Grand Banks to Queenstown, were made in seven days and seventeen hours. Coming back in September head winds and rough weather were encountered and the trip occupied thirty-two days. It was on the return voyage that the Coronet displayed her remarkable aptitude for beating into the wind, her sailing-master vouching for the fact that she made 195 miles in twenty-four hours in the teeth of a heavy head wind. The only material alterations thought necessary to prepare her for the ocean race were the shortening of her foremast and both top masts a trifle and the placing of seven tons of lead in her keel. She is being thoroughly overhauled, of course, but was too well put together to need much close attention so soon after building. Her dimensions as recorded are: Tonnage, 380; length over all, 133 feet; water line, 1.3; breadth, 27 feet; depth, 12.4 feet; draught, 12.6 feet.

CAPTAIN CROSBY PROUD OF HIS CHARGE.

Captain C. P. Crosby, who will guide the Coronet to Queenstown Harbor, is familiar with every bit of timber and every piece of metal in the craft. He assisted in preparing her model, jealously watched every detail of her construction, and is proud of the fact that he is master of a boat that suits him in every particular from stem to stern. The captain has been in Mr. Bush's employ for four years, and has unlimited authority to contract for what he wishes for the yacht. He is a well-built, muscular-looking man of about fifty years and looks every inch a sailor. He has a sharp blue eye, which is capable of many expressions, and when he is in a quizzical mood rather betrays his Yankee origin. He is a native of Eastport, Me., and has been at sea since he was a child. He has sailed in all styles of vessels and has had enough remarkable experiences to fill a library. Among his perilous undertakings which are pointed to as guarantees of his grit, are the sailing of a small tug-boat from New-York to Cape Town and of a cat-boat from Boston to Bermuda.

The transatlantic yacht races of 1866 and 1870 are still fresh in the minds of most of those who are at all familiar with yachting affairs. The first was started on December 11, 1866, from the Sandy Hook Lightship and the finishing point was the Needles at the southwest point of the Isle of Wight. The schooners competing were James Gordon Bennett's Henrietta, George and Franklin Osgood's Fleetwing, and Pierre Lorillard's Vesta, and the entrance fee for each was $30,000. Leonard W. Jerome was the stakeholder. The Henrietta won, arriving at the Needles at 3:45 p. m. December 25, having sailed 3,106 miles in 13 days, 21 hours, and fifty-five minutes. She lost six sailors on the trip. The Fleetwing passed the Needles at midnight, having covered 3,135 miles in fourteen days, six hours and ten minutes, and the Vesta finished forty minutes later, having sailed 3,144 miles in fourteen days, six hours and fifty minutes.

The second race was between James Gordon Bennett's Dauntless and the English schooner Cambria, and was started at Daunt's Rock, Cork Harbor, at 2.20 p. m., July 4, 1870. The Cambria passed the Sandy Hook Lightship, the finishing point, twenty-three days, five hours, seventeen minutes and fifteen seconds from that time, arriving in New York Harbor on July 27 at 3:30 p. m. She had traversed 2,917 miles. The Dauntless came into port less than two hours behind her rival and her log showed that she had made 2,963 miles in twenty-three days, seven hours, four minutes and forty-seven seconds. Two of her sailors had been washed overboard and lost in a storm.

WHAT YACHT CLUBS COULD DO IN WAR.

NUMBERS OF OFFICERS AND MEN THAT MIGHT BE FURNISHED AS AN AUXILIARY NAVY.

Some time ago a prominent naval officer of the highest reputation wrote to the different American yacht clubs requesting to be furnished with a list of the vessels belonging to each club, and more particularly with a view of ascertaining the number of persons employed on board of the yachts in order to establish a list showing the total number of officers and men which could be called upon by the country in time of war to man an auxiliary navy. The desired information has been obtained and the following lists will show that 268 yachts composing twelve yacht clubs can furnish an auxiliary force of 1,581 officers and men.

VESSELS.

Clubs.	Steamers.	Schooners.	Sloops.	Cutters, etc.
American, of New-York	12	.....	.....	.....
Atlantic, of Brooklyn	2	6	13	.....
Boston, of Boston	4	5	7	.....
Chicago, of Chicago	.....	3	8	.....
Cleveland, of Cleveland	21	.....	15	.....
Eastern, of Boston	5	11	9	.....
Jersey City, of Jersey City	.....	1	17	.....
Larchmont, of Larchmont, L. I. S.	.....	3	12	7
Michigan, of Detroit, Mich	1	.....	.....	.....
Narragansett, of Providence, R. I.	.....	2	.....	.....
New-York, of New-York	19	25	19	.....
Sawbantucks, of New-York	1	3	4	.....
Totals	65	59	109	35

Total number of yachts, 268.

OFFICERS AND CREWS.

Clubs.	Number of officers or sailing masters in regular service	Number of other officers	Number of able-bodied seamen	Number of ordinary seamen	Number of landsmen, including cooks, stewards, etc.	Number of engineer officers	Number of machinists	Number of firemen	Number of coal heavers	Totals in each club
Totals	270	121	590	106	330	71	64	4		1,561
Seawanhaka	5	2	13	4	5	1				30
New-York	79	43	252	29	130	25	30	4		592
Narragansett	3		15		3	1				19
Michigan	1		3		1	1				6
Larchmont	18	5	34	12	13					82
Jersey City	2	6	8	10	5					31
Eastern	39	12	105	7	41	6	5			215
Cleveland	21		38		20	1	1			83
Chicago	11	2	15		5					33
Boston	51	31	66	15	50	16	6			230
Atlantic	31	7	44	3	25	2	2			120
American	18	13	30	3	32	19	20			137

CHIPS ON THE CURRENT.

BITS OF THE CHAT AND GOSSIP OF THE DAY.

One of the earliest horseback riders in these days in Central Park is the young Baron de Lorme, of France, whose stout figure is somewhat in contrast with his good horsemanship, for he rides like a cavalier. His favorite hour for exercise is 6 o'clock and it rarely happens that the stormy weather prevents him from taking his enjoyment. He will be missed from the bridle-path shortly as he will sail for France this week. The Baron is somewhat of a mystery to New-York capitalists. Upon his first appearance here he attempted the promotion of an American company to build railroads in China. The scheme had indifferent success at first, but it is understood he worked it to a successful conclusion, or at least put his project in the way of a successful completion by organizing it successfully. He is one of the allies of the company of Count de Lesseps in the Panama Canal scheme, and makes the New-York office of that company his headquarters while in New-York. It has been whispered around that he is one of the agents sent over here by the French Government to make investigations as to arms and ammunition which could be purchased in this country in the event of war between Germany and France. If that is his mission it has been secretly and diplomatically conducted.

The studio of an artist who has wealth with which to gratify his tastes and whims is generally a curiosity shop strewn with all sorts of knick-knacks. Such a place is the studio of C. E. Proctor in Twenty-second-st. Mr. Proctor is a slender young man with a pale white face, dark black hair and eyebrows. He is a grandson of the man who was associated with Singer in the early days of the Singer sewing machine, and his father is v