

## SIR THOMAS J. LIPTON.

THE IRISH SPORTSMAN WHO WILL RACE FOR THE AMERICA'S CUP.

HIS COUNTRY SEAT NEAR LONDON, AND HIS BACHELOR LIFE—HIS ENTHUSIASM FOR SPORT.

There are not many men in the yachting community who are of more importance to the American yachtsmen at the present time than Sir Thomas J. Lipton, the challenger for the America's Cup. The man who builds a yacht in English waters for the purpose of bringing her to America "on her own bottom," and then to race her against the best craft that Yankee skill and ingenuity can devise, has a gigantic task, and American sportsmen have always taken keen interest in the men who had the pluck to devote time and money to an enterprise which promised little glory for the challenger. The true sportsman spirit has made the cup races friendly meetings in most instances. The sentiment "May the best boat win" has been drunk in English and American clubs on the eve of many of the races, and when the news came—as it has for over forty years—that America had won again the Englishmen never murmured, but promised to win next time.

The last race, in which the Earl of Dunraven represented Great Britain with his beautiful Valkyrie III, was an exception to the rule, and the victory of the Defender brought accusations and charges from Dunraven which placed the New-York Yacht Club in an unenviable light and threatened to make an end to international yacht-racing. But Dunraven's charges were investigated by a committee of undoubted ability and fairness, the charges were found to be groundless and false, and Dunraven's name was stricken from the list of life members, and although the name of the New-York Yacht Club was cleared and the racing methods vindicated hundreds of yachtsmen believed that decades would pass before an Englishman could be found to take up the fight for the coveted cup, and some went so far as to say that he would not come in this generation. The action of Dunraven brought ridicule as well as censure upon him, and for a long time the word Dunraven became synonymous with false and foolish charges.

When can his folly fade,  
Oh, the wild charge he made!  
Marked him a craven,  
Fie on the charge he made,  
Shame on the base crusade,  
Made by Dunraven!

The fact that the ill will was felt only toward the little Earl, and that neither the yacht club nor the people of the United States blamed England for the charges, became evident when Sir Thomas J. Lipton announced that he would build a yacht with which he would compete for the America's Cup. Sir Thomas was well known in the United States in business and in sporting circles, and the members of the New-York Yacht Club felt that any race in which he would take part would not result in unpleasant controversy. The challenger gained in popularity when he sent \$10,000 to the United States to be applied to the relief of United States soldiers in the field, and the spirit in which he is regarded by the Americans was shown a few weeks ago, when he was the guest of a number of Americans at a dinner in London. The invitation cards were ornamented with shamrocks, and contained in green script these words: "From his American friends sojourning in the land of their ancestors to Sir Thomas J. Lipton, who this year comes with Shamrock to dispute the Blue Ribbon of

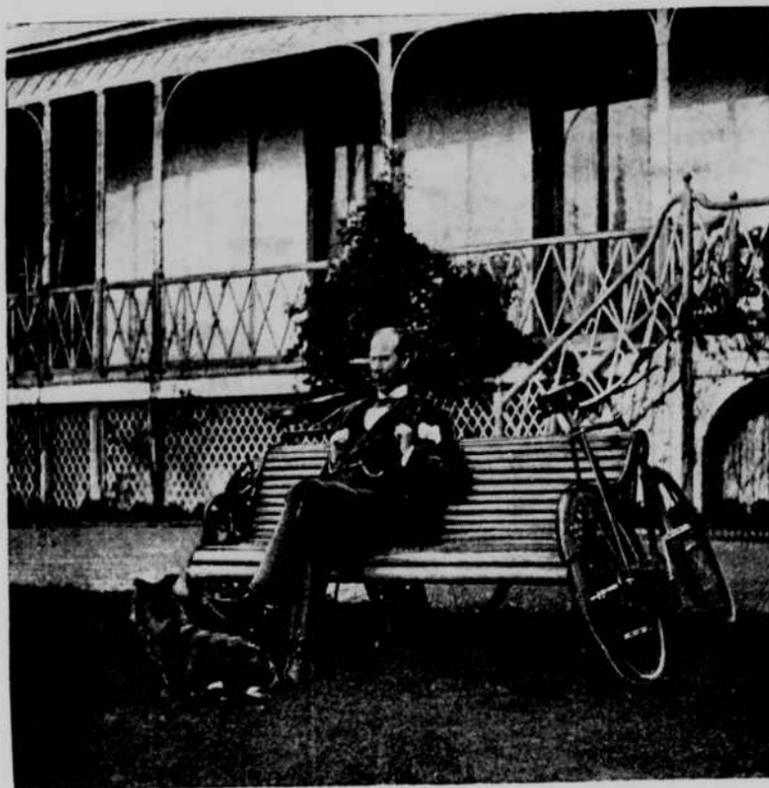
'The sea, the sea, the open sea,  
The fresh, the blue, the ever free.'

"May the Star Spangled Banner and the British Jack entwined float over the greatest race for the Cup the world has ever seen, and may the best boat and crew win."

Edward A. Sumner, who acted as Sir Thomas's agent for the distribution of the Lipton fund in Cuba and Porto Rico, attended the dinner, and in speaking of it said that there was as much enthusiasm for America as for England. A similar demonstration took place in New-York a few weeks later, when Mr. Sumner delivered a lecture at the Marble Collegiate Church on "Our New Possessions in the West Indies." When the picture of Sir Thomas was thrown upon the screen the large audience applauded heartily, showing that the Irish merchant challenger was more popular with the people than the Irish Earl who preceded him.

## HOSPITALITY AT OSEEDGE.

"Sir Thomas J. Lipton," said Mr. Sumner, "is proud of the fact that he is an Irishman born and reared in Glasgow. His country seat at Oseedge, Southgate, near London, is a charming spot, made more so by the hospitality of the owner. To be entertained at Oseedge as an American is a treat not to be forgotten. Your host is no stranger to Yankee land, and he knows what Yankees like. His stables hold a score of Kentucky thoroughbreds, and behind a pair of these he drives his guest from his London hotel to the country house. Sir Thomas himself, tall, quick of action, with just a delicious flavor of the brogue of the Old Sod, has the faculty of making his guests feel that the house is theirs. He is a bachelor, and visitors to the place who see the broad halls, lofty rooms, cosy nooks and wide-open fireplaces, large library and the perfect appointments in all parts of the house usually leave with a high opinion of what bachelors can do in the way of housekeeping.



SIR THOMAS J. LIPTON.  
The Challenger for the America's Cup.

"From a lounging-room with a great backlog, where the daintiest of English breakfasts are served, one sees through the large windows a scene of lawn and meadow, forest and rolling upland, hundreds of acres of Oseedge, making a most beautiful picture. There is an art gallery in the house which is rich in old and modern masterpieces, and one room is given over exclusively to his museum of Spanish-American War relics which were sent to him by United States Army and Navy men as tokens of appreciation of his gifts to the sick and wounded. In this room there is a beautiful illuminated memorial, signed by Senator Depew as chairman of the Empire State Society of the Sons of the American Revolution, in acknowledgment of the Lipton fund."

## WRAPPED UP IN THE CONTEST.

In speaking of Sir Thomas's enthusiasm on the subject of the yacht race, Mr. Sumner said: "His whole soul is in the contest. After dinner—which is, like everything else at Oseedge, a matter of simple elegance and thorough enjoyment—he leads the way to the billiard-room, where everything, from great tiger skins and elephant

supposed that it was entirely due to her new form of motor. In great part no doubt it was; but there is reason to believe that the excellent steam-raising qualities of her boiler contributed in no little degree to the result. Relatively considered, the performance of the Turbinia was more meritorious, for the reason that she is only a 40-ton craft, while the Schichau boat is of 180 tons displacement, or four and one-half times larger. The new and enlarged Turbinias will be full-sized torpedo-boats, and for this reason it is likely that they will surpass the Hal Lung by a considerable margin of speed. Just what the excess will be is a matter which is exciting much speculation in naval quarters.

## APPARATUS FOR STOPPING SHIPS.

H. Albert Johnson, United States Consul at Venice.

The agent of the Austrian Lloyd Steam Navigation Company in Venice has brought to my notice an interesting series of experiments recently conducted at Fiume by the director of the Lloyds shipyards. The experiments tested the efficiency of an invention by a Hungarian engineer, Mr. Svetkovich, for stopping vessels under full steam. The Austrian Lloyd placed its towboat Clotilde at the disposal of the inventor, and three trials were made to test the invention under different conditions.

This marine brake is a sort of parachute of fine spring-steel plates which, when out of use, fit into one another and hang above the water.



SIR THOMAS J. LIPTON'S COUNTRY HOUSE AT OSEEDGE, SOUTHGATE, NEAR LONDON.

heads to the tea tray and the big war drum of Omdurman, given to him by the Sirdar, is Oriental, and gathers close about the table his guests, his keen-eyed private secretary, Mr. Westwood, and Martha, his ever-present body servant. He spreads out the plans of his new steam yacht, the Erin, and goes into them with the enthusiasm of a boy. No wonder; for she is a beautiful craft, and when entirely furnished will be one of the most complete vessels of her type afloat. She will convey the Shamrock and bring a large party of Sir Thomas's friends to the Cup race."

## THE FASTEST VESSEL AFOAT.

From The Scientific American.

Until the new and large torpedo-boats of the Turbinia type, now building at Newcastle, England, have been completed, the credit of having turned out the fastest vessel will belong to a German yard. The Hal Lung, built at Schichau, of Elbing, for the Chinese Navy, is credited with having made a run of 18½ knots at an average speed of over 85 knots an hour. The builder states that the highest speed realized during the run was 86.7 knots, or 42.26 miles, per hour. The best run of the Turbinia for a mile is 35 knots, so that the Schichau vessel has a substantial lead.

The most remarkable feature of this boat next to her speed is the fact that she is fitted with reciprocating engines. At the time the Turbinia made her phenomenal speed, it was popularly

For the first trial, the apparatus was attached to the stern of the Clotilde, and the steamer put on full steam. When maximum speed was attained—in Austrian reckoning, nine miles per hour—the retaining hook was released, and the parachute plunged into the water. With a scarcely perceptible shock the vessel came to a standstill in ten yards. It was found, however, that the rods and guys supporting the brake were badly strained. If they had not yielded, the shock would have been much more severe. The fact that the supports did yield did not argue seriously against the efficacy of the brake, but was attributed to the provisional character of the arrangements.

The second trial was designed to show how far the vessel would proceed when her engines were stopped at full speed, no brake being used. The distance was found to be 300 yards.

The third trial measured the forward movement when the engines were reversed from full speed ahead to full speed astern. This time the Clotilde stopped in sixty yards.

While the second and third trials were in progress, the marine brake was re fitted with more powerful supports, and a fresh experiment was made. This time the vessel stopped almost instantly.

These results, while hardly to be considered valid for the powerful ocean liners, with which the necessity for a quick stop is occasionally so crucial, indicate that an important principle has been introduced among marine safeguards. The Austrian Lloyd Company is awaiting with interest the results of an improvement which Mr. Svetkovich wishes to add to his device, and seriously contemplates equipping its great fleet with the useful apparatus.

## STRAW TENANTS.

A DEVICE OF LANDLORDS TO HELP LET APARTMENTS.

The "straw tenant" is abroad in the land, and he attracts more attention at this time of the year than the straw bondsman, the straw voter and the other men of straw who flourish in communities where the government methods are fashioned on Tammany principles. The straw tenant, like the other straw men, is a conspirator who is the chief aid to the owners of apartment-houses which are for sale and who wish to make a good showing for their house and demonstrate to the possible purchaser the desirability of the property.

"The man who invests in a mercantile commodity usually does so with a view to what he will receive in return," said a real estate man, "and if that is the case with stocks and bonds, drygoods or 'industrials,' why should it not be so with real estate? A house which has its quota of tenants is easier to dispose of than one which may be equally well built and equally well located but only partially occupied, and the cunning real estate man who recognizes this fact fills up the vacant spaces with straw tenants. If the investor makes searching inquiry and finds that a number of tenants have been favored with several months' rent free he is likely to become suspicious and break off negotiations, but there are many purchasers who take matters as they find them, and when they have acquired the property they awaken to the fact that they have a number of apartments to let.

"The straw tenant is useful to the owner in other instances also, and people who are willing to lend themselves for the purpose and to pay moving expenses frequently worry along through long periods without paying rent. Houses or apartments in which tragedies have taken place are often difficult to rent until the 'cuss' has been taken off by new tenants, and rather than allow such places to remain empty and the prejudice against them to grow landlords fill them full of 'straw.'"

There are times when the landlord is justified in putting straw people into his house, when he has no choice between that course and serious loss. An instance of that kind was spoken of by the real estate man, who said: "There is an apartment in a large, well-built modern house uptown where two children died of diphtheria within a week. The place was fumigated by the employes of the Health Department, the plumbing and drainage were examined and found to be in perfect condition, but the family moved away. As soon as the apartment became vacant the owner had it thoroughly overhauled. Every wall was scraped, and before it was re-decorated the place was fumigated again under the direction of the health authorities. Several months later the apartment was billed 'to let,' and although many people looked at it and some of them went so far as to take refusals, it remained empty. The landlord heard that some one invariably sent word to the people who wanted to take the place that there was diphtheria in the apartment. He could not deny the story, although he knew that all danger from that source had been destroyed, and he put an end to the matter by taking in a straw tenant who knew all the facts in the case. When the time agreed upon was over the man became a paying tenant, and has had only good luck in the place, which would probably have remained vacant if the straw system had not been resorted to."

## THE QUEEN'S VISITS TO THE CONTINENT.

From The London Chronicle.

The number of times that the Queen has visited the Continent is now considerable. Two years after Her Majesty and Prince Albert paid a visit to Louis Philippe, in 1843, and afterward crossed to Belgium to see her uncle, Leopold I. She went to Belgium, Germany and France. She visited the Belgian King again in 1850 and in 1852; was at the Paris Exhibition in 1855; at Cherbourg in 1857 and 1858, and in the latter year also visited her eldest daughter at Potsdam. In 1860 she was again in Germany. Her Majesty's next trip was a very sad one, for it was as a widow that she travelled to Germany in 1862. Belgium and Germany were revisited in the years 1863 and 1865. Her first stay in Switzerland was in 1868. She was at Baden-Baden in 1872 and 1876. Her first acquaintance with Italy was in 1879, when, travelling via Paris, she went to Bayeno on Lago Maggiore. Next year she was again in Germany. She visited Mentone in 1882, Darmstadt in 1884, Aix-les-Bains and Darmstadt in 1885, Cannes and Aix-les-Bains in 1887, Florence and Berlin in 1888, and Biarritz in 1889. In 1890 she was at Aix-les-Bains and Darmstadt, in 1893 at Florence, in 1894 at Florence and Coburg, in 1895 at Cimiez and Darmstadt, while since then she has gone each spring to Cimiez.

## A PRESENT FOR PRINCE EDWARD.

From The Lady.

The Queen, who delights in planning surprises for the Duchess of York's children, has lately made Prince Edward a present which is the joy of his heart. This is a complete Highland costume, beautifully carried out in the royal Stuart tartan, and completed in the most orthodox manner by brooches, buckles and weapons. The dirk is a lovely little toy; and Prince "Eddie" struts about in truly warlike fashion, brandishing it and receiving the homage of the other inhabitants of the nursery. The gay colors of the dress meet with general approval; but the warlike accessories occasioned some alarm to the small Princess until she got used to them. Prince Eddie is a delightfully sturdy boy, noisy enough to satisfy the heart of the most anxious mother. He is also a great chatterbox. Young as he is, he has already developed hobbies, the principal of which is the collection of toy soldiers, though his museum of mechanical toys (especially engines) and his stud of horses, big and little, almost rival it in his affection.