

THE KING'S SECRETARY.

SIR FRANCIS KNOLLYS HAS SERVED EDWARD VII WELL FOR THIRTY YEARS.

Gray haired, gray mustached, with keen eyes that remind one of a faithful and intelligent dog, an animal which he resembles in his dog-like devotion to his royal master, Sir Francis Knollys is probably more widely known on both sides of the Atlantic than any other member of the English Court.



TREE ARCH. In front of C. N. Garrison's house, No. 37 Oak-st., East Orange, N. J.

necessarily passes through the hands of the private secretary, it is indispensable that the latter be bound by the same solemn oath and obligation to secrecy as the members of the Privy Council, of which body the Cabinet is merely a committee.

Old Sir William Knollys, the father of Sir Francis, was the first chief of the house of Knollys to drop the title of Earl of Banbury, taking the ground that he would place himself in an undignified position by making use of a dignity which, though acknowledged and sanctioned by the courts of law, was recognized neither by the Crown nor by the House of Lords.

Lord Beaconsfield, it may be remembered, secured for his private secretary, Montagu Corry, a peerage as a reward for his services, and "Monty" now sits in the House of Lords as Lord Rowton. The services of Sir Francis Knollys to his King and to the nation have been far more important, and have called for a much longer period, and have called for the exercise of infinitely more judgment, sagacity and discretion than those of Lord Rowton.

A MAN OF INFLUENCE. Always at King Edward's side, unobtrusively guiding and directing his thoughts and his acts, discussing everything with him, it is easy to understand the extent of the influence of which he is able to dispose, and which it may safely be said he has never exerted save with a single minded regard for the interests of His Majesty.

MISSHAPEN TREES. SEVERAL IN EAST ORANGE, ONE OF WHICH RESEMBLES A STAG.

A strange freak of nature is the tree known as the "stag" to the children of East Orange. It so closely resembles a leaping stag that it is easily recognizable. Its body, head and antlers are all clearly defined. Until recently it was closely hedged in by trees and underbrush, and only a few people who were familiar with the woods knew of its existence.

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To the uninitiated the recent trouble over Billman, the rigger, has seemed to have been noticed too much, because to them the different grades among riggers are unknown, and there are other things to be considered besides excellence of work. Billman has been in the habit of sailing on all the Cup defenders which he rigged for the final tests, and he thus could keep his eye on every part of his work and be ready to remedy any defect as soon as it was pointed out to him.

Billman has been one of the important events which remain in the background in Cup races and are not heard of, and which American managers of Cup defenders pay for merely to have ready; and, curiously enough, his services at Cup races are unlike all other services in that they are paid for most gladly when he does nothing. This means that his previous work has been perfect, and that nothing has carried away. Although he has again been used after a week about a great many Cup defenders, there is no record of his work proving faulty. According to the reports Herreshoff has made a fuss about Billman rigging the Boston boat, Herreshoff wanted his services solely, and the understanding was that Billman was to be allowed to have the Bristol work if he rigged the Lawson craft. The rigger's pecuniary interests undoubtedly pointed him to Bristol, but his eyes were with the home boat. He went to see Herreshoff, and was worried himself into a sick bed. Last night it was reported that the Boston boat and let Herreshoff go. It was also reported the other way, and the regularity of the situation is such that neither boat can afford to lose him. Yachtsmen are a unit in saying that he ought to be allowed to fit out both craft.

The managers are reported to be preparing yellow pine for the deck planking, butternut wood for the bulkheads and mahogany for the hatches and skylights of the Herreshoff boat. It is expected to have little more to do on the boat after she is launched. Four riggers are expected from Boston next week, and it is thought that some of the work will be far enough advanced for them to work upon. Except the duplicate steel mast, the spars will be attached as soon as the mast is ready, and when the big steel cylinder is stepped the rigging will go up with it. Mr. Duncan, the manager for the craft, at present has no idea what the syndicate of owners will call the boat.

The following officers have been elected for the ensuing year in the Brooklyn Yacht Club: Commodore, Cornelius K. G. Billings; Vice-commodore, J. E. Humphreys; Rear-commodore, J. E. Haviland; Treasurer, Robert C. Hopkins; Secretary, Willard Graham; and Regatta Committee, P. H. Jeannot, chairman; W. A. Sandbank and R. C. Hopkins, Membership Committee; Nathaniel T. Corey, chairman; J. C. Riecher and Joseph M. Gans, Nominating Committee; E. H. Converse, chairman; James Mathias and J. E. Haviland.

THE HURRY ON THE BELMONT BOAT. MANY PLATES IN POSITION READY FOR THE WORK OF RIVETING.

Bristol, R. I., Feb. 16 (Special).—Many plates are now in position on the garboard, third and fifth strakes of the Belmont-Stillman Cup defender, though these are not completely riveted. Work is being rushed on the fastenings of the floor plates connecting the latter with the frame heels and keel plate, with the intention of having the fastening riveted so as to prevent the general work of riveting at once. It is found necessary to bolt solidly and clamp the edges of the plates to the frames when first placed to prevent buckling, and even then the strain on the frame is of such proportions that a close watch is maintained to preclude the possibility of any departure from the specified curves.

A large number of bolt strakes are ready on hand to be riveted to the plates, and a few have been adjusted, but only on the garboard strake, every plate of this strake having been placed except the one at the bow. The other strakes, on the frames on the third strake, but not consecutively, as there are gaps showing on both sides.

The second and fourth strakes plates are punched and countersunk, ready to be set up. In the forward end of the big cutter several of the rivets are being punched, and to finish the steel platform into which the mainmast is to be stepped. The plates of the platform are flanged in some places, and are being punched and countersunk when completed.

While this work is going on, just overhead, at the deck level, another force of men is working from a platform, connecting the partner plate with rivets and adjusting the rings in the positions in which they will be riveted. This is of heavy sheet steel and is of the best quality.

THE DEFENDER REDIVIVUS. BOSTON SECURES THE BEST OF TRIAL YACHTS.

Yachtsmen of New-York will all be pleased to hear that Mr. Lawson has been able to secure the Defender as a trial horse for his new Cup yacht designed by Mr. Crownshield. As was told by The