BISMARCK AND HUMBERT.

ITALY'S KING OFFERS THE PRINCE A WINTER HOME NEAR NAPLES.

The Prince Will Not, at Present, Accept the Proffered Hospitality—Strong Attacks on Caprivi's Policy to Be Made in the Coming Session of the Reichstag—The Agrarians Make a Bitter Onslaught Upon the Chancellor—A Winter of Gayety.

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BERLIN, Oct. 8.—Before leaving Kissingen yesterday morning Prince Bismarck received a despatch from King Humbert of Italy offering him for a winter residence the royal castle at Capodi Monte, near Naples. Bismarck, although declining the offer, expressed himself as greatly touched by the King's kindness. It is understood also that his reply left the way open to his future acceptance of the royal hospitality.

Bismarck's dauntless resolution to get well and his determination not to submit to the treatment accorded to a dying man are his motives for refusing unusual favors from any quarter. Just what his condition is it is difficult to learn. The reports from day to day are entirely contradictory. Some of his old friends have ascertained, however, that he is again taking keen interest in public affairs. In Kissingen during last week he dictated communications which have reached Herr Von Bennigsen, leader of the National Liberals, Baron Wangenheim, leader of the Agrarian League, and several other politicians. Probably some of these communications were merely answers to inquiries as to his health. Others are known to have had a bearing upon impending political developments.

The change in the financial and foreign policy of the Government might well arouse interest even in a dying man. The coming session of the Reichstag promises to test the firmness of Caprivi's position more than the last one. One strong influence against the Government is the opposition to Dr. Miquel's scheme for the taxation of tobacco and wines. This may be enough to upset the whole project of financial reform. The tobacco tariff is calculated to produce a revenue of 40,000,000 marks. It was denounced by the official delegates to the financial conference as sure to prove absolutely ruinous to the German tobacco industry. This condemnation in advance has already moved Miquel to revise the scheme, which, even in its modified form, will provoke a hot conflict.

The next grievance of the opposition will be the new naval credits, which now are estimated at 50,000,000 marks. The financial guarantees given by the Government last week to prop Italy's credit in Berlin, and the concessions offered to Russia in the present negotiations for a treaty of commerce, render Caprivi's partisans uneasy and his opponents furiously suspicious. A manifesto issued and signed by Baron Wangenheim for the Agrarian League says:

"Although the Agrarians supported Count von Caprivi on the military question, they recognize his incompetence to deal with vital economic questions. The truth ought to be told to the Emperor that the Agrarians mean, if possible, to end Count von Caprivi's bureaucratic régime. The price demanded by the Agrarians for their continued support of the Government is the abandonment of the commercial negotiations with Russia and the reduction of the concessions to Austria, Hungary, and Italy."

The *Nord-Deutsche Allgemeine Zeitung* says of this manifesto: "It is the bitterest attack ever made upon the Chancellor. The fact is, the Agrarians are making a coalition with the centre, with a section of the anti-Semites and with the malcontent Liberals who object to the domestic taxation. Such a coalition can defeat the Government decisively."

At the command of the Emperor the Foreign Office is preparing a special report on the financial condition of Italy. Rumor credits the imperial Government with the plan to send a financial commission to Rome. Such an enterprise would excite great popular indignation undoubtedly, but the amount placed by Germans in Italian stocks is immense. Berlin financiers have long been absorbing Italian rentes unloaded by the French, and the big Italian loan now in prospect will be taken in Germany.

Most of the party programmes for the general election in Prussia have been published. The Free Conservatives have issued a notably agrarian manifesto to the Prussian electors. It says that bad harvests and low prices, together with the reduction of the grain tariff, have ruined agriculture and have spread Socialist and Radical discontent to the point of demoralizing the army and menacing the social life of the country. The return to the protective tariff and the rallying of conservative men round the Government are the sole remedy for the threatening evils.

The Clerical election manifesto demands sectarian schools, the readmission of the Catholic societies expelled during the Kulturkampf from the empire, increased salaries for minor officials, and betterment of the condition of the workingmen. Impartial forecasts indicate that the present balance of party power will be little changed by the elections.

The anti-Semites are contesting seven districts against Conservatives and National Liberals and may capture four of them. The Socialists are doing nothing.

Upon his return from Rominten the Emperor will remain in Berlin for a day or two and then go to Mayence. Later he will go to hunt on the preserves of the King of Wurtemberg. His visit in Berlin was not part of his original programme. It is due to the refusal of Count Pasadowsky, the new Secretary of the Treasury, to play his role of Miquel's humble servant. Maltzahn was removed from the Secretaryship because he was but a doubtful adherent of the Miquel policy. Pasadowsky, however, has shown himself at several points to be an equally unflinching opponent to the Prussian Finance Minister.

The imperial court will leave Potsdam for the Berlin season early in December. Society here is expecting a winter of unprecedented gayety.

The committee of cavalry umpires met here on Friday with Gen. von Krosigk presiding. There was an animated discussion of the recent manœuvres which will lead probably to notable changes in cavalry drill. It was agreed that raiding the enemy's country in the American style would not work in Europe, as the troops could be cut off too easily from their base of operations. The committee will prepare a report reforming the drill regulations.

Another military reform now under discussion is the completion of a system of strategic canals connecting the Rhine, Ems, Weser, Elbe, and Oder. Boats on these canals will be able to carry ammunition, war materials, wounded prisoners, and so on by way of the rivers directly to Berlin, Breslau, and even districts on the Vistula. The canals will be more easily defended and less easily damaged than railroads, and can be used to facilitate military operations at home.

Mr. Mattes, agent of the United States Department of Agriculture, has been appointed United States Deputy Consul in Berlin. He has been in Leipsic, looking up markets for American pork; in Worms, opening relations with a house that buys American corn, and in Munich, where he thinks American corn has a future in the breweries.

The villages on the Russia-German and Austria-German frontiers are crowded with Hebrew families who have been expelled from Russia, and are eager, but powerless, to emigrate to the United States. All are absolutely destitute and miserable. Men and women prostrate themselves before travellers and beg for bread or money.

Annie Lee Fitch of New Orleans gave a successful concert here last Wednesday.

He Won't Live Much in Berlin.

BERLIN, Oct. 8.—As the Town Council has refused to improve the Castle square here so as to provide a playground for the Emperor's sons, he has decided to limit his residence in Berlin to the period required by official necessity. He and his family will pass the rest of their time at the new palace in Potsdam.

Marshal MacMahon Very Ill.

PARIS, Oct. 8.—The condition of Marshal MacMahon, ex-President of France, who has been ill for some time, has suddenly become worse, and is now believed to be dangerous.

Notes of Foreign Happenings.

A despatch from Mozambique says that the Beira-Pungwe River Railway, which provides the shortest route to Mashonaland, was opened on Saturday.

Gen. von Kaltenborn-Stachau, Prussian Minister of War, will be appointed commander of the Third Army Corps to succeed Gen. von Versen, who died on Saturday.

At St. James's Palace, London, on Saturday, the Lord Mayor presented to the Duke and Duchess of York the corporation's gift of a service of plate and a diamond and pearl coronet. The service consists of 1,200 pieces, and contains nearly 5,000 ounces of silver.

The British steamship Haleen, from Batoum for Bombay, collided with the troop ship Crocodile on Saturday in Bitter Lake, Suez Canal. Four of the Crocodile's small boats were damaged and two of her plates were cracked. The Haleen leaks slightly. She will be repaired and will proceed on her voyage. Nobody was injured by the collision.

SUBURBAN CHESTNUT TREES.

Italians Crowd the Schoolboys Hard in the Gathering of the Nuts.

Van Courtlandt Park is richer in nut-bearing trees of many kinds, and especially in chestnuts, than all the other public parks combined. It seems that in a region of stone fences the chestnut trees usually endure into advanced old age. Now that part of Westchester county immediately adjoining New York city is a region of stone fences, and there probably never was a time when the greed for chestnut posts and rails, so prized elsewhere, brought about the early destruction of the chestnut trees. A chestnut grove in many parts of the United States is valuable solely because of the number of chestnut rails it will produce. Few trees are permitted to reach a diameter of twelve inches, and the chestnut grows so rapidly that several crops may be cut in a generation. So it happens that in a land of rail fences large chestnut trees are scarce. Westchester county, however, is rich in great chestnuts. Some of the finest in the whole country are rooted in that suburban wilderness, the Bathgate woods, and not far behind them in height and girth are the chestnuts of Van Courtlandt Park.

Every chestnut burr that grows in the suburban region has envious eyes fixed upon its prickly development, and as the season of frost approaches this avaricious inspection is daily more frequent. Suburban lads used to have it pretty much their own way with suburban chestnuts, but the boys have recently encountered a horde of lively competitors in the Italian newcomers. The Italian colonies of Westchester county and the annexed district are scattered in little groups all over the region, and these people know all about chestnuts. Italy is the land of the chestnut. There are whole forests of chestnut trees on the sides of the Alps and the Appenines. The greatest chestnut tree in the known world, the "chestnut of a hundred horses," stands on the slope of Etna. The chestnut furnishes the chief food of many Italian peasants. It is eaten roasted, it is brazed into a meal that is used to thicken soup and even to make bread.

When the Italians had looked over the suburban Westchester county and discovered the chestnut trees they began to feel at home, and when October came the suburban boy learned that a fellow with only Saturday and Sunday for chestnut gathering stood no chance with men, women, and children who seemingly had nothing to do but gather chestnuts all the week. From the time the first chestnuts are ripening until snow begins to fall the Italians haunt the woods and parks and road sides in search of the nuts. They carry them home by pecks and bushels to be roasted in the oven or made into mush. Chestnuts enter into the calculations of every suburban Italian family when the cost of animal living has to be figured up. When the chestnut blossomed last spring the suburban boys began to hope that there might be some chestnuts for them this autumn in spite of the Italians. The trees had seldom been so whitened over with blossoms. But the midsummer drought came, blighting the young chestnuts, and now the crop seems smaller than usual. Even the tops of the giant trees in the Bathgate woods show few burrs, and trees in the half settled region immediately north of Woodlawn Cemetery and Van Courtlandt Park are almost bare.

The notion that a sharp frost is necessary to open the chestnut burrs is not entirely correct. They often open without the aid of frost in a dry season, and few suburban boys wait for the frost. The approved method of gathering chestnuts is to climb the tree and shake limb after limb. If the burrs are open the chestnuts fall down by the hundred. But the competition of the suburban boy and the suburban Italian makes that process impracticable in Van Courtlandt Park and neighboring suburban woodlands. The trees are industriously chunked from about the last week in September, sometimes as much as ten days before the earliest burr opens. Whole Italian families engage in the pursuit of chestnuts in this fashion, the men casting stones and clubs into the trees, the women and children beating out the nuts.

This process, however, leaves an aftermath that is gathered by gleaners who come when the frost and wind have done their persuasive work with the chestnut burrs. The observant lad who can start bright and early on a morning after the first sharp frost is likely to come home with well-filled pockets, and Van Courtlandt Park is the best place for this manner of chestnuting. The most beautiful and fruitful grove of young chestnut trees in the park borders Mosholu avenue immediately east of Mosholu station. The grove covers about two and a half acres, and the trees are nearly all of moderate size. There are few more inspiriting expeditions than a chestnut hunt in this grove, on the wooded sides of the neighboring hills, and even as late as the middle of October there is still a scant aftermath to be picked up from beneath the fallen leaves. The park thereabouts is at its best and wildest, although the railway station is but two minutes distant, and the grove is charming with sun-dappled carpet of grass, subdued by frost and tree with fallen leaves almost as golden as the sunlight itself. The hillsides near at hand conceal several great chestnut trees that are less frequently visited than those of the grove, because of the rank undergrowth and fallen trunks that make the ascent difficult. The walk thence eastward across country to Woodlawn or Mt. Vernon takes the venturer through a region fairly set with chestnut trees great and small, each with some remnant of its fruitage, overlooked by keen Italian gleaners, still hidden beneath the leaves.

AT PARNELL'S GRAVE.

Thousands of His Admirers Strew His Resting Place With Flowers.

DUBLIN, Oct. 8.—Memorial services in honor of Charles Stewart Parnell, who died two years ago last Friday, were held here to-day. Thousands came in excursion trains from all parts of the country to show their reverence for the work of the great Home Ruler.

The procession started at 1:30 for Glasnevin Cemetery, where Parnell was buried. The column required seventy minutes to pass a given point. Prominent Irishmen on horseback rode at the head. Behind them came a wagon bearing a pyramid which was covered with wreaths and designs in flowers. A floral harp was inscribed:

"Sent with love from the Irish of New York."

Many of the wreaths were sent by Parnell's relatives and Irishmen who sat in Parliament with him. Members of the National League and of many clubs and societies, Parnellite members of Parliament, and scores of men who worked with Parnell in and out of Parliament followed the wagon.

Behind them in a closed carriage came the relatives of Parnell. Delegations from Dublin political and trade societies, bands playing dirges, banner bearers, and visiting associations stretched from the carriage to the municipal authorities, who, clothed in all their robes of office, rode at the head of the last division of the procession.

The Cork delegates, who were next, followed a carriage wholly occupied by a huge wreath which was sent by the Mayor of their city. The end of the column was made up of miscellaneous county and town delegations and excursionists who came some special claim to consideration on account of their association with Parnell in his work.

The procession passed around Parnell's grave, scattering over it loose flowers and wreaths. The column then turned back to the city. The streets of the city were crowded all the afternoon. Almost everybody wore ivy. There was no disorder at any time. The arrangements for the day were perfect and the programme was carried out exactly.

A Parnell memorial entertainment was held last night at the Grand Opera House. Twenty-third street and Eighth avenue, under the direction of the Central Council, Irish Independent party. The hall was completely filled by an audience that cheered loudly at every mention of the name of Charles Stewart Parnell. On the platform was a large picture of the Irish patriot circled with crêpe and green ribbons. A short speech on Irish politics and the Home Rule bill was made by Dr. James W. O'Brien, who acted as Chairman in the absence, due to illness, of Mr. Edward O'Flaherty. Dr. O'Brien introduced Mr. James Clancy, the orator of the evening, who made an eloquent address in eulogy of Parnell. The entertainment concluded with the singing of "The Wearing of the Green," in which the audience joined.

Cholera.

ROME, Oct. 8.—Two fresh cases of cholera were reported to-day in Leghorn. In Palermo there have been thirty-four fresh cases of cholera and fourteen deaths in the last twenty-four hours.

MADRID, Oct. 8.—In the last three days there have been 104 fresh cases of cholera and forty-one deaths in the province of Biscay, whose capital is Bilbao.

Undertaker Cole's Third Incendiary Fire.

PLAINFIELD, N. J., Oct. 8.—Fire destroyed the house of George Cole of the firm of Terrill & Cole, undertakers, early to-day. The house was empty when the fire took place. Mr. Cole and his wife having gone to Brooklyn. The fire was the work of an incendiary. When first seen it was breaking out of the house in a dozen places. The house and its contents were entirely consumed. This is the third building owned by Mr. Cole which has been set on fire and destroyed.

Everybody Knows
That Flint makes the best furniture.—Adv.

REV. DR. SMITH SPEAKS OUT.

TELLS FROM HIS PULPIT WHY FATHER MURPHY WAS REMOVED.

It Was Because of His Irregular Behavior—Father Murphy Produces a Letter Showing that He Is a Good Irish Nationalist.

PATERSON, N. J., Oct. 8.—At the 7 o'clock mass in St. Joseph's Church this morning the Rev. Dr. Sebastian Smith, the rector, announced that he would have something to say about the removal of the Rev. Father Henry B. Murphy, at the 9 o'clock mass. This caused the church to be overcrowded at that service. The rector, on taking his place in the pulpit, gazed searchingly over the large congregation for a few seconds, and then said:

"Ever since Bishop Wigger removed Father Murphy from this church the Bishop and myself have been greatly belied and slandered. Father Murphy, with one or two others, has used the newspapers almost daily to slander us for the purpose of raising a feeling of sympathy for himself and indignation against the Bishop and myself. Father Murphy has gone from house to house throughout the parish talking in a glib-tongued manner, and circulating falsehoods.

"When a few Sundays ago I announced to you the removal of Father Murphy, I also said at the same time that his removal was for no cause. This I said in charity in order to lay no stone in the way of his future career. It was a mistaken charity on my part, and I now have to say that there was great cause for his removal. In like manner Bishop Wigger gave him a letter of recommendation, simply and solely through kindness, so that he might be enabled to find employment elsewhere.

"I should have asked the Bishop long ago to remove Father Murphy, but I hoped and prayed that God would change his heart, and I felt the deepest pity for him. I knew that if I asked for his removal and laid the facts before the Bishop he would remove him immediately, and, as he does not belong to the diocese, such a dismissal meant a total and absolute prevention of the exercises of the sacred ministry.

"About four years ago Father Murphy was dismissed from the diocese of Glasgow, Scotland, and he came here under a cloud. He says it was pureon political grounds that his faculties were taken from him there, but any one conversant with the rules of the catholic Church knows that no priest will be dismissed for participating in political matters. After landing in this country Father Murphy came here, and the Bishop, with great kindness of heart, employed him in two or three churches, but, in each, he could not stay on account of his conduct.

"In one place where he was only a few weeks the pastor preferred charges against him and asked for his removal."

Dr. Smith went on to say that Father Murphy was in a wretched state when he applied to him for a place, and that his condition moved him to pity, and he engaged him as his assistant, telling him that no matter what his past life had been, he would be a friend to him if he promised to do right in the future.

"Soon after I engaged him," continued Dr. Smith, "the Bishop received information which was derogatory to the character of Father Murphy, and wrote me, saying that under no circumstances could he leave Father Murphy in charge of this place.

"He proposed to withdraw all faculties from him, but, in the face of all this, I interceded for him, and finally induced the Bishop to allow him to remain. But soon complaints regarding his irregular behavior came to me from parishioners and even from Protestants of a serious nature, and I was forced to consent to his removal."

When seen this evening Father Murphy repudiated all the statements made by Dr. Smith.

In regard to his coming here from Glasgow under a cloud, he produced a copy of a letter signed by Parnell, Justin McCarthy, and six others showing that the cloud under which he left Scotland was a cloud of insubordination to his superiors in refusing to cease attending Irish Nationalist meetings.

Father Murphy said that Dr. Smith was obliged so leave Rahway, N. J., for his hostility to the Irish cause.

A New Catholic Church in Passaic.

PATERSON, Oct. 8.—Bishop Wigger officiated at the corner-stone laying of the Slavonian Roman Catholic church at Passaic this afternoon in the presence of a large crowd of people. The Bishop and other clergy drove from Seton Hall College to Passaic in carriages, and were met outside the city by the various societies of the church, headed by a brass band. The procession passed through the principal streets en route to the church. After the ceremonies the Bishop and clergy, together with the prominent laymen, went to the residence of Father Shepherd, where refreshments were served. The church in course of erection will be of stone and brick, and will cost $30,000.

THE COPPER WIRE ASSASSIN.

The Pike County Backwoodsman Getting in His Supply for a Purpose.

"About this time of year, up in Pike county," said a resident of that picturesque locality, evidently in a confidential mood, "the country stores do quite a business in fine copper wire. A person not entirely familiar with the habits and customs of certain classes of backwoods people in Pike county might wonder, if he should happen to be present in one of those stores just now, why fine copper wire should be asked for by so many patrons of the store. If he should venture to make inquiry the chances are that he would be told that the wire was wanted for 'mendin' things.' But a person even slightly familiar with backwoods ways would not need to be told that the true service the fine copper wire was expected to perform in the employment of its purchaser was to be as an infallible destroyer of ruffed grouse, or pheasant, as that incomparable game bird is called in Pennsylvania.

"The wire is made into snares, which are set in great numbers in and about the haunts of the grouse, and which annually kill hundreds of the birds in Pike county in spite of the act of Assembly in such case made and provided. The snares are placed on the ground in places where the grouse come to feed and on old logs, which are great resorts of the bird, the cock pheasant, especially, making them his favorite promenading places. The wire is made into a slipping noose, which is suspended above the ground or log and spread out so that the bird in walking cannot avoid running its head and neck through it, and the pressure of his body against it as he walks on, unconscious of the deadly presence, tightens the noose. Then the bird discovers that something is wrong, and in its struggles to release itself from the snare draws the noose tighter and is soon strangled.

"When the snare is set in the ground little pens are built by making a miniature fence, which is done by sticking twigs in the ground around three sides of a space two or three feet square. This leaves the pen with an open end. In the other end a small space is left in the middle of the fence, and in that the snare is suspended. The grouse, feeding along, comes to the opening in the pen and walks in. Keeping on its way, prevented from making any detour by the sides of the enclosure, it comes to the opening where the snare is hanging. It tries to pass out there, and is caught in the same way as the bird is caught on the log. Less than eighteen inches of wire will make a snare, and some idea of the number of them that are annually scattered about in the woods of Pike county may be had when it is known that hundreds of yards of the copper wire are purchased every year by poit hunters.

"The number of ruffed grouse killed during a season by these snares is calculated by the thousand. One well-known market provider has sold as many as 500 of these birds in a season, and if they were critically examined at least nine-tenths of them would show the unmistakable marks of the snare upon them. Snaring is by far the most damaging thrust at the woods and among other haunts of the grouse find and destroy scores of these snares every year, but the great majority of them go undetected and do their work right along. As this illegal and wholesale destruction of the finest of all American game birds has been going on for time out of mind, not only in Pike county but in every other county in Pennsylvania where the ruffed grouse abounds, rivalling, if not exceeding, the onslaughts of the fox, the weasel, the hawk, and the owl, the wonder is that the game is still to be found at all anywhere in the State; but all reports from the hunting grounds of Pike county and adjoining counties are to the effect that grouse this season promise to be more numerous than they have for many seasons past."

Cut an Electric Car in Two.

CINCINNATI, Oct. 8.—Through the carelessness of a watchman at the Elmwood railroad crossing the Big Four fast passenger train from Cleveland, running sixty miles an hour, struck a crowded electric car and cut it in two. Motorman Lon Case was instantly killed, Mr. and Mrs. William Glasgow were seriously injured, and Mr. and Mrs. Harry Huffman, their little child, and A. H. Burch injured.

Where Yesterday's Fires Were.

A. M.—11:45, 187th street and Gerard avenue, Patrick McDougal; no damage.

P. M.—3:58, 64 Centre street, E. C. Eustaci; damage grinding; 6:45, 709½ Columbia street, Max Kaetz; damage, $50.

Opals Commemorate October.

"And lo! the beautiful Opal,
That rare and wondrous gem,
Where the moon and sun blend into one,
Is the child that was born to them."

Mounted with Diamonds in Marquise Rings, $50, $75, $100 and upward. In three stone rings, $10, $15, $25 to $500. A charming line of "pinky" rings, $5, $7, and $10, making an interesting birth gift for the month. Send for price list.

J. H. Johnston & Co.,
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YACHTING, FROM THE BEGINNING.

The First International Race in the Time of Charles II.—Imposing Array of Pleasure Craft Now Existing in All the World—Numbers and Value of English Yachts—History of a Glorious and Booming Sport

From the London Times.

The term "yacht" is derived from the Danish word *jaght*, meaning a chase; hence yachting is the chasing of one vessel after another, and, accordingly, yachting and yacht racing are synonymous expressions. A yacht is and always has been essentially a pleasure craft, but in the early days no yacht of any size existed; thus we find a writer in 1706 referring to a yacht as "a small ship built for swiftness and pleasure rather than for merchandise or warlike service." History does not tell us where, when, or under what circumstances yachts were first built, but it is certain they are of ancient origin, and were only owned by royal persons and great nobles; the latter fact receives corroboration from an ancient but carefully compiled dictionary of singular words where a yacht is defined as "a pleasure craft of not more than 100 tons for the King's use." The earliest mention of a yacht in this country was as far back as the Anglo-Saxon period, when King Athelstan received from the king of Norway a present of a magnificent state barge, rigged with purple sails and decorated with wrought gold. Queen Elizabeth, we know, frequently used a state barge, and so have successive sovereigns to this day. It is curious to relate and goes far to show the primitive nature of our early resources, that while foreign potentates were able to build yachts, their example was not followed in this country till 1588, when the first English yacht was constructed at Cowes and launched from that port.

But while 1588 may be fixed as the commencement of yacht building in England, it cannot be said that during the next half century much progress was made with the newly acquired industry. Indeed, had it not been for Charles II, it is probable that the trade would not have been established for some time to come. King Charles, however, was very fond of sailing, and the Dutch East India Company, with the view of gaining royal favor, presented him with a small sloop-rigged vessel. The advent of the foreign vessel evidently stimulated native talent, as we find Evelyn in his diary of Oct. 1, 1661, writing: "I sailed this morning with his Majesty in one of his yachts or pleasure boats, vessels not known among us till the Dutch East India Company presented that curious piece to the King." But the King was not only a yachtsman, he was also a designer, and drew the lines of the Jamie, a 25-tonner built at Lambeth, and raced her against the Bezan, a small Dutch-built vessel belonging to the Duke of York. The course was from Greenwich to Gravesend and back, and the prize £100, which was won by the Bezan. As the ships were designed and constructed in different countries, the race may fairly claim to have possessed an international character, while from the fact that the royal owners steered their own boats it was clearly an amateur match. Unfortunately, with the death of Charles II. came another lull in the history of yachting, and it was not till early in the eighteenth century that any real revival took place. During this long interval, however, yachting had gradually become a more democratic amusement, and the sport of kings had descended to the level of commoners. Cork harbor became a favorite yachting ground, and during the summer months was crowded with diminutive pleasure vessels. Indeed, so popular did the sport become that in 1720 the Cork Harbor Water Club was formed to encourage yacht racing. The club ultimately developed into the present Royal Cork Yacht Club. Here, then, we have the first authentic attempt at organization in the yachting world.

A few years later the sport came into favor in the south of England, and Maitland in his "History of London" (1739) refers to sailing as one of the amusements to be met with on the river Thames, while later still (1801) Strutt, his well-known work on "Sports and Pastimes," mentions the existence of a society consisting of certain gentlemen who gave a silver cup to be sailed for annually in the vicinity of London. Toward the close of the eighteenth century Cowes became the favorite resort of yacht racing, but still the contending vessels were of small size, none being over thirty-five tons. It was not until the foundation of the Yacht Club, afterward the Royal Yacht Club, and now the world-renowned Royal Yacht Squadron, that yachting in this country may fairly be said to have established itself as a national sport; and even then (1812) the number of yachts afloat only reached fifty all told. But from this time the popularity of the pastime rapidly grew, and club after club followed in quick succession. The Royal Thames was founded in 1823, and in the next year the Royal Northern was started on the Clyde. In 1827 the Royal Western was formed at Plymouth, and in 1830 the Royal Eastern came into existence. Then succeeded the Royal London and the Royal St. George in 1838, the Royal Southern and the Royal Harwich in 1843, while two years later came the Royal Mersey and the Royal Victoria at Ryde, so prominent this year by reason of the international match between the Britannia and Navahoe. The Royal Irish was founded in 1846, the Royal Welsh in 1847, and the Royal Clyde in 1856. Now there is scarcely a place where yachting is possible that does not possess its own club, and in many cases a handsome club house. According to Hunt there are at the present time about 70 recognized clubs in the United Kingdom.

The little fleet of 50 vessels in 1812 has grown into the gigantic roll of over 6,000 in 1893, of which about one-fourth are steam yachts. Placing the gross tonnage, steam and sail, at 300,000 and the initial cost, at £40 per ton, we find that in order to provide this pleasure navy £13,500,000 must have been spent in building alone. To get at the annual expenditure we may take it that two-thirds are in commission at one time, which means a yearly yachting account of about £3,000,000. Naturally the expenditure of so large a sum has caused a corresponding increase in the number of builders, and at the present time the number is not far short of 150. Designing has also improved, and now the profession is a fairly lucrative one, while a successful designer is a very much sought-after individual. It is scarcely possible to calculate the number of men engaged on shore in connection with this industry, but about 12,000 are employed in the management of the fleet at sea.

Turning to foreign countries, it will be found that yachting has also made great strides in recent years. France is fast becoming a yachting centre, and it is only necessary to glance at the entries and the amount of the prizes offered to show the rapidly growing interest taken by the French in this pastime. Twelve years ago hardly a yacht existed in France; now in the Cercle de Voile de Paris, which may be considered the principal French club, seventy vessels fly the colors. It is true that the sailing ships for the most part are not of large tonnage, but on the club list are two schooners of 310 and 127 tons respectively.

The largest European yacht club is, perhaps, the Royal Swedish, with (in 1892) ninety yachts on its list, but here again the sailing vessels are of very small tonnage.

Another important club is the Regio Yacht Club Italiano, with its three schooners of 197, 170, and 142 tons, respectively. The purchase of the first Valkyrie by the Archduke Carl Stephen supplies an impetus to the Austrian Imperial Royal Yacht Squadron, and last, but not least, the sale of the Thistle to the German Emperor greatly helped to encourage sport in the German Imperial Yacht Club.

Other European clubs of recognized importance are, in France, besides the Cercle de la Voile, the Yacht Club de France, Societé de Regats du Havre, and the clubs at Nice, Dinard, Trouville, and Arcachon; in Germany, besides the Imperial, the Norddeutscher Regatta-Verein, and Segel Club Rhe; in Portugal, Real Associacao Naval; the Royal Netherlands, and the Royal Belgian.

In America yacht racing is as popular as in England, and many of the improvements that have been made in designing and building are in a great measure due to the ingenuity of our cousins across the Atlantic. The United States clubs number seventy, of which the principal are the New York, the Boston, the Knickerbocker, the Buffalo, the Larchmont, and the Seawanhaka-Corinthian. Taking steam and sail together there are upward of 1,300 yachts.

That yachting has not lost its character of a royal sport is shown by the racing of the Prince of Wales's Britannia and the German Emperor's Meteor this season. That it is still popular with nobles and commoners is seen by the performances of Valkyrie and Satanita. And that the love of international contest infused into the sport by King Charless II. still remains is proved by the visit of the Navahoe to this country and the interest exhibited in the coming match between Valkyrie and Vigilant in New York waters.

"It will all come out in the wash," if you use **Pearline.**

CHICAGO FULL OF PEOPLE.

THE CITY NEVER ENTERTAINED SUCH CROWDS BEFORE.

They Fill All the Hotels—Thousands Unable to Hire a Bed Last Night—This Is Chicago's Great Day at the Fair and 500,000 People May Gather in Jackson Park.

CHICAGO, Oct. 8.—This was a perfect day, and an increased Sunday crowd at the World's Fair devoted its sightseeing to the art galleries and the Midway.

The crowning success of the big show, if clear skies continue for twenty-four hours, will be recorded to-morrow—Chicago Day. Estimates gathered to-day from the railroad offices show that in forty-eight hours the railroads have brought to Chicago 300,000 strangers, attracted by the gorgeous promises of the good things offered to the eye and ear in to-morrow's doings.

For the first time on record the native Chicagoan observed that the streets were crowded. Last night the thoroughfares were unduly taxed and to-night the streets down town were almost impassable. Every place of amusement turned away thousands of applicants for seats. The hire of a vehicle of any kind for driving purposes, or the rental of a hotel room was almost out of the question. The tickets sold to employers of labor and others exceeded 150,000 on Friday and 25,000 were sold yesterday at the headquarters of the celebration. When the booths open for business to-morrow morning the record will stand at 175,000 at least, and there seems little doubt that before the big crowd gets down to Jackson Park the entire issue of 500,000 souvenir tickets will have been disposed of.

In the city it will be the biggest holiday ever known. Every business house, factory, workshop, and store will be closed all day, and every inducement made to send every man, woman, and child to Jackson Park. While Chicago folks are apt to stay away from the Fair for fear of crowds, it is estimated that the city will furnish 200,000 of the Fair visitors to-morrow. St. Louis alone is expected to send 25,000, and trains from every point are choked to their utmost. The general plan of entertainment is as follows:

1. A Welcome to the World in music and song in the morning from 10 to 12 o'clock.
2. A reunion of States, illustrated by youths and maidens, at 2 P. M.
3. Night Pageant, entitled "Chicago in Her Growth Welcoming the World," to conclude with a magnificent display of fireworks and special illumination of the Wooded Island and Midway Plaisance.

The grounds and all the State buildings will be open until twelve o'clock. The carrying out of this programme will involve a large expenditure and will employ the services of every appropriate military, musical, and spectacular organization within reach. It will not be possible for any visitor to see or hear one-half of what is going on, for the celebration will be continuous and the special features will be given in widely scattered portions of the grounds simultaneously. Pain says his $40,000 worth of fireworks will be the greatest display he ever attempted, and the other special feature of the night, aside from the great pageant, will be the queer and wonderful exhibition by the Cloud Projector Company, which will illuminate the heavens with portraits of famous men and novel descriptive pictures.

The leading pyrotechnic pieces will be the Burning of Chicago, 200 feet long, in the lake, and Niagara Falls over the Peristyle, while the Midway will be ablaze with fire.

Tuesday is North Dakota Day. The firemen, also, will then have a special celebration. On Wednesday Connecticut will observe its day. On Thursday the Italian societies and Spain will be on the grounds. Friday will bring Minnesota to the Jackson Park.

The coming events at the New York State building are: Oct. 11, Brooklyn *Eagle* Day; Oct. 14, Mrs. Huntington's "kitchen garden reception;" Oct. 21, Manhattan Day; Oct. 24, Mary Washington tea party.

For once the capacity of Chicago's vast array of hotels has been put to the test. Thousands of men, women, and children spent the night as best they could in and outside the Fair grounds. They overran the hotels, and thousands will have to sit up all night.

Never before in its history has Chicago been so taxed to furnish entertainment for visitors as now. Never before have so many strangers slept in its beds or broken its bread.

Political conventions have brought to Chicago thousands upon thousands of sojourners, but for a week past the strangers have been pouring into the city by the tens of thousands; and they are still coming.

On every track of steel that binds the World's Fair city with the East, the West, the North and South are rolling trains loaded to their utmost capacity with men and women anxious to participate in the joys of a holiday.

Old Chicagoans gazed upon the down-town street scenes of to-day with wonderment. The whole district bounded by the two branches of the river, the lake, and Twenty-second street was so jammed with humanity that the usual week-day multitude of State street was discounted.

The multitudes surged through street after street until the First ward became one mass of moving humanity. It choked every crossing, and momentary delays caused by the passing of a cab or car or cable train created the utmost confusion. Thousands of people walked in the roadways, unable to find place in the passing processions upon the sidewalks.

In the hotels proprietors clamored for accommodation. Cots were at a premium. Every hostelry is crowded to its upmost limit. Boarding houses are full, and thousands of private families are giving shelter to more visitors than were ever entertained by them before.

To find a place at the tables of the down-town restaurants during the afternoon and early evening was a piece of great good luck.

Still the whole crowd is not yet here. To-morrow morning the railroads will be taxed to their utmost limit to deliver their patrons in Chicago. Railroad officials say that the number of trains scheduled to arrive over their respective roads before the hours of 7 A. M. and 2 P. M. is greater than ever before believed to have been possible.

To-day's paid admissions to the Fair were 88,045. This is the largest crowd that has been within the Fair gates on any Sunday since it was opened.

KEEPING UP WITH THE PROCESSION.

The Trials and Tribulations of an Old-fashioned Father.

"My children used to tell me," said a man of family, "that I was a good dancer. My oldest daughter has told me, and it was so recently as three years ago, that she would rather dance with me than with anybody she knew; and I need not tell you that I counted that a very high honor, but she doesn't tell me that now. In fact, she and her brother tell me boldly that I am slow and old-fashioned. I think I dance as well as ever, but they say, 'Oh, no!'

"Something of this may be due to the increasing years, the broadening acquaintanceship, and the finer accomplishments of the young people themselves; something, no doubt, is due to the fact that I have failed to learn the two-step, and so have really fallen two or three years behind the times. I freely confess that when the two-step first became prevalent I did not think it would be of great duration; the short-time music is stirring and lively, but I don't think it begins to be so smooth and delightful as the three-time music of the waltz. But the life and animation of the two-step seem to appeal strongly to the youthful fancy, and, far from declining, it has steadily continued to increase in popularity.

"This fact was impressed upon my mind on the occasion of a recent party. At country hotel, where I had gone to bed early, I was awakened by the sound of the piano in the parlor below. The buzz of voices made it apparent that a company had assembled, and that there was to be a dance; and presently the music began, and it was not a mellifluous waltz, but the jolly two-step; and in the numbers that followed the two-step was heard oftener than the waltz.

"I suppose there is nothing for me to do but to learn the two-step."

Court Calendars This Day.

SUPREME COURT—GENERAL TERM.—Nos. 88, 71, 73, 99, 98, 116. CHAMBERS.—Motion calendar called at 11 o'clock. SPECIAL TERM.—Part I.—Case unfinished. Nos. 1361, 1327, 1004, 1084, 1087, 1137, 1144, 1186, 1237, 1257. Part II.—Case unfinished. Nos. 83, 863, 10, 913, 905, 908, 904, 985, 856, 825, 30, 894, 910, 486, 207, 441, 412, 272, 328, 94, 237, 246, 236, 186, 276.

CIRCUIT COURT—Part III.—Cases for Term. 2468, 2522, 898, 394, 1044, 864. Part I.—Clear. Cases from Part III. Part II.—Clear. Cases from Part III. Part IV.—Clear. Cases from Part III.

SURROGATE'S COURT—Trial Term.—Will of J. F. Johnson, 10:30 A. M. For Probate—Wills of Dorcas S. Ketcham, Anna Lisea, M. Dauernheim, John Oehsenreiter, Valentine Lennan, Thomas B. Veeder, James Hughes, Eliza Ann Sykes, Sarah Ann Mary A. Conant, Samuel McCollough, Thomas McCormack, Walter E. Bennet, at 10:30 A. M.

COMMON PLEAS—GENERAL TERM.—Adjourned until Oct. 25. SPECIAL TERM.—Motions, Nos. 27, 29, 22. EQUITY TERM.—Case unfinished. Nos. 25, 21, 30, 43, 73, 74, 75, 19, 36, 16, 17, 23, 26, 32, 33, 51, 52, 59, 71, 72, 80, 81, 89, 90, 101, 104, 10. TRIAL TERM.—Part I.—Clear. Nos. 862, 609, 836, 1239, 1177, 431, 1128, 1240,