THIS GLORIOUS JULY 4.

CELEBRATIONS IN ALL PARTS OF THE CITY AND OUT OF IT.

Crowds Going to the New Jersey and Long Island Coasts—Tammany Hall's Patriotic Gathering—"Sunset" Cox's Statue to Be Formally Presented to the City.

Most New Yorkers who wish to do something out of the ordinary to celebrate this glorious Fourth of July, either have gone or will go out of town for the purpose. Many have gone already, and the trains and boats to near-by resorts like Long Branch, Asbury Park, the Highlands, and other Jersey shore places, and to similar resorts on Long Island have been crowded for a day or two. Many more thousands will go to-day on barge or steamboat excursions or to Coney Island, South Beach, Rockaway, and equally popular places, while other thousands will congregate in the summer gardens or parks of the upper part of this city.

There will be no official celebration of the day in this city, but it will not be difficult for any person to fill the whole day with patriotic observances by following the doings which have been arranged by societies and private persons. A day of such observances would begin at sunrise at the time-honored ceremonies of raising the flag at the Battery and at Fort Fisher in Central Park.

During the forenoon there will be a number of interesting ceremonies. The most important of these will be undoubtedly the celebration at Tammany Hall of the 119th anniversary of the Declaration of Independence. Ex-Recorder Smyth will call the meeting to order at 10 o'clock, and George Lindsay Gordon will read the Declaration of Independence. Then will follow two long talks, one by ex-Governor Thomas M. Waller, of Connecticut, and the other by ex-Governor James E. Campbell, of Ohio. There will also be short talks by several speakers, among them Franklin Bartlett, William Sulzer, District Attorney Ridgway of Brooklyn, and men from other States. At about the same hour there will be a great gathering of letter carriers and their friends at Astor place and Fourth avenue, to make a formal presentation to the city of the statue of "Sunset" Cox which stands there. Postmaster Dayton will make the presentation speech, and Mayor Strong will respond in behalf of the city. Then the 4,000 letter carriers and their friends will go to Lion park for a picnic.

At noon the chimes of the old Trinity Church will be rung by Mr. A. Meislahn, Jr. The bells will celebrate the day with the rhythmic notes of "Yankee Doodle," "Unfurl the Glorious Banner," "Hail Columbia," "My Country's Flag of Stars," "America," "Columbia, the Gem of the Ocean," and "Auld Lang Syne." In the evening the Washington Republican Club will begin an old-fashioned Fourth of July celebration, with oratory, music, refreshments and good fellowship, on the historic ground on Washington Heights. Their exercises will begin at 7½ o'clock at the clubhouse, just east of Amsterdam avenue on 153d street, and Edward Lauterbach and Charles M. Murray will be the principal speakers.

The veterans of Meagher's Irish Brigade will hold a reunion at Morrisania Park all day.

For those who go out of town Manhattan Beach will offer great attractions. There will be an extra afternoon performance of "1492," special concerts by Sousa's band, fantastic parades of the circus clowns and mimics, and a special three-heat mile race on the bicycle track for a purse of $1,000, between Walter Sanger, John S. Johnson, and Harry Taylor.

Then, too, there are celebrations for the cranks. The golf crank will be able to see the first of a series of matches for a $900 purse, between William Park, Jr., ex-champion of England and Scotland, and William Dunn, at the Shinnecock Hills Golf Links at Southampton, L. I. The yachting crank may see the regatta of the Larchmont Yacht Club at Larchmont. The Prohibition cranks will be treated to an interesting programme at Prohibition Park, Staten Island, which will include a talk by Sam Small and a banquet presided over by Mrs. Clinton B. Fisk. Dr. McGlynn's admirers may hear him speak at the opening of Oak Island Beach, on the far shore of the Great South Bay and eat a clamb bake besides. There will be a convention of Anarchists, presided over by Herr Most, at Manzel's Park at Fort Wadsworth, Staten Island, where there will be much fiery talk, mixed with beer.

The New York Scottish-Celtic Club will go on an excursion up the Hudson to Pleasant Valley, and Horace Greeley Post, 577, G. A. R., will visit Horace Greeley's daughter, Mrs. Clendenin, at the rectory in Westchester village.

At Randall's Island the boys of the House of Refuge will have an all-day celebration which will include swimming, ball games, field sports, a dress parade, and a concert. The police force will have every man on duty from 5 A. M. to-day until 5 A. M. to-morrow, and it has orders to enforce the ordinance against the firing of guns, pistols, or fireworks in the streets.

TAMMANY'S LETTERS OF REGRET.

Hill and Cleveland and Frederic Coudert Say Some Interesting Things.

Not the least interesting feature of the exercises at the Tammany Society's celebration of July 4 will be the reading of letters from conspicuous Democrats who have been invited to be present.

Among these will be one from President Cleveland, who will have something to say about sound money; one from Senator Hill, who will speak of the necessity for a united Democracy; and another from Frederic R. Coudert on Democratic harmony. Mr. Coudert, until last year, had been a consistent anti-Tammany man.

He was invited to make one of the longs talks to-day in the interest of Democratic harmony. Instead of doing that, however, he has written a long letter on the subject. All the men from other States who are to talk at to-day's celebration were in the city last night and were entertained by ex-Congressman Amos J. Cummings, chairman of the Committee on Speakers.

The Fourth in Brooklyn.

There will be no public display of fireworks in Brooklyn to-day, but the Aldermen have directed that flags shall fly to-day from the five flagstaffs on the roof of the City Hall and from all the other municipal buildings from sunrise until sunset. The birthday of the nation is to be ushered in with a salute to the Flag on Fort Greene, where the arrangements for the demonstration will be under the direction of Stephenson Post, G. A. R.

The people of Bay Ridge and Fort Hamilton will celebrate the Fourth in an old-fashioned way. There will be a parade of the public school children and orations during the day. The Declaration of Independence will be read, and a big band will play patriotic airs.

SPORT ON LAND AND WATER.

Varied and Attractive Series of Fixtures Invite Patronage To-day.

Sporting events are almost as numerous and accessible as fireworks to-day, and citizens who have outgrown the toy-pistol stage can celebrate in less noisy fashion to their hearts' content. The schedule is both lengthy and varied, and sportsmen of all classes are catered to lavishly. On sea and river, race course and cinder path, ball diamond, cricket crease, and golf links, the experts in each popular branch of outdoor sport will be busy struggling for fresh laurels, and, given the fine weather promised by Sergeant Dunn, the day should furnish a memorable outing for all concerned. Holiday folk who turn out this morning without any definite scheme of enjoyment already planned will be difficult to suit if some of the following attractive features fail to catch their fancy:

Athletics—Individual all-round championship, handicap cycling and athletic games, football, and baseball at New Jersey A. C. grounds, Bergen Point; St. George A. C. games, Weehawken; South Orange Field Club's annual athletic and athletic games, at the club grounds, South Orange, N. J.; the Jolly Drummer boys' annual games, at Barry's Williamsbridge Park; the Letter Carriers' annual picnic and games, at Lion Park, Brooklyn; A. C. club games, at Monterde's Park; Vigilant A. C., Caledonian and Foresters' games, at Jersey City; Montclair A. C. games, Montclair, N. J.

Rowing and Other Aquatics—People's annual regatta of eight races under auspices of the Schuylkill Navy, Philadelphia; Palisade Boat Club regatta on Hudson River; grand aquatic carnival and burlesque of the Wyanoke Boat Club at 152d street and Harlem River; swimming races for soubrettes and comedians at foot of West 116th street.

Cricket—Harlem against Columbia, at Central Park.

Lacrosse—Metropolitan Insurance Athletic against Iona, at Central Park; Kings County St. George against Manhattan, at Prospect Park; Manhattan second eleven against Union County, at Elizabeth, N. J.; Staten Island Cricket against New Jersey Athletic, at Livingston, S. I.; St. George's Athletic against Brooklyn, at Prospect Park; St. George's Athletic second eleven against Brooklyn second eleven, at Prospect Park; New York against Roseville, at Central Park; Harlem second eleven against New York second eleven, at Central Park. All games commence at 11 o'clock.

Cycle Runs and Races—Pequod Wheelmen, Tottenville, Sussex Wheelmen, Patchogue, Excelsior Cycle Club, Catskill Club, Hoover Cycle Club, Tarrytown Union County Wheelmen, Rahway; Amity Wheelmen, Far Rockaway; Carteret Cycle Club, Long Branch; Castle Point Cyclers, Rockaway; St. George A. C. Wheelmen, Coney Island; Harlem Wheelmen, Central Valley; Liberty Wheelmen, Jamaica; Brooklyn Club, Coney Island; Lincoln Wheelmen, Flushing; South Brooklyn Wheelmen, Jamaica; Twenty-mile road race, Merrick, L. I., course of tourist cycle Club, at Clifton race track; Harlem Wheelmen Club race, at Central Valley; Columbia Wheelmen meet, at Bridgeport; Vineland Wheelmen races, at Vineland, N. J.; Babylon Wheelmen of Babylon.

At the Morris County Golf Club, Morristown, handicap match for women, over the short course; handicap match for men, over the long course, at 9 o'clock in the morning, and a handicap for men, over the long course, at 4 o'clock in the afternoon. The club will also hold the first club event over the new 9-hole links. At the St. Andrew's Golf Club there will be a handicap in the afternoon, for a piece of silver plate presented by the Board of Governors. Special matches are scheduled by the Myopia Hunt Club, and on the Lenox, Hollywood, and New Brunswick links. Willie Park, the champion of Great Britain in 1887 and 1889, and Willie Dunn, who claims the title of American champion, and is undoubtedly the best player among the professionals in this country, will meet in the first of a series of three matches on the links of the Shinnecock Hills Golf Club. They will play 36 holes, an 18-hole round in the morning, and the same in the afternoon.

Canoeing—Sixth series of races for the New York Canoe Club International challenge cup, off the grounds of the Marine and Field Club, Bath Beach, L. I.

Lawn Tennis—Annual club handicap tennis tournament of the Crescent Athletic Club, Bay Ridge, N. Y.; annual invitation tennis tournament of the Tuxedo Lawn Tennis Club, Tuxedo, N. Y.; eighth annual Pacific coast championship tennis tournament of the Pacific States Lawn Tennis Club, San Rafael, Cal.; annual club tennis tournament of the Clifton Tennis Club, Clifton, S. I.; annual club tennis tournament of the Orange Lawn Tennis Club, Mountain Station, N. J.; tournament of Sewaren Land and Water Club, Sewaren, N. J.

Polo—Opening of the four-day annual tournament for the Cedarhurst challenge cup, open to teams of four under the handicap existing when played for. First tie, Rockaway second vs. Meadowbrook second, at grounds of the Rockaway Club, Cedarhurst, L. I.

Trotting—Continuation of the Huntington (L. I.) meeting; Orangeburg meeting; Waverly (N. J.) meeting.

Racing—Coney Island Jockey Club, Sheepshead Bay track. Features, Double event and Realization Stakes.

Yachtsmen will celebrate the Fourth by racing in the sixteenth annual regatta of the Larchmont Yacht Club on the Sound off Larchmont, N. Y. There are in all something like seventy-six entries in the various classes, ranging from little half-raters up to big hundred-foot schooners, and outside of the cup races it should prove the largest and most interesting regatta of the year.

In addition to the above the Waterside Yacht Club of Waterside, Conn., will also hold a race on the Sound, the Sewaren Land and Water Club a regatta on the Kill von Kull, while there will be numerous small boat races on the Hudson.

MOTT HAVEN'S COTTAGES.

A Part of the Annexed District that Has Not Yet Become Cityfied.

Mott Haven, which runs for half a mile between the New York Central track and the Harlem and its flats, will before many years be transformed from suburban to urban. The eastern side of the street, indeed, has progressed far toward the latter condition, and the upper end of the west side is undergoing the same change. Meanwhile no street car line has yet invaded the avenue, and the thoroughfare with its soft surface, its trees, and its cottages on one side mounted on a terraced bluff still suggests a village.

The bluff on which the cottages stand is indeed a continuation of that high and rocky ridge running through Cedar and Claremont Parks. Part of the ridge is still in pasture, traversed by rude fences and peopled only with cattle. Before the region of Morrisania was scraped clean of verdure and built up into rectangular streets the cottages of Mott Haven must have commanded a fair outlook upon green fields with trees and shrubs and country houses, and beyond the Sound, vexed indeed, of commerce, but pure and beautiful. The cottages are among the few in New York that have not fallen into shabbiness or squalor. This city is most inhospitable toward any style of architecture that does not fully comport with its intensely urban character, and the cottage agrees less with the city than any other style of structure.

Mott Haven cottages are white, many gabled, with vine-clad porches, inviting hammocks, green terraces, and white fences. The grounds about them are ample and well set with great trees—maples, elms, and evergreens. The trumpet vine, the Virginia creeper, the wisteria, and the ampelopsis embower the pretty white houses of Mott avenue, so that one side of the street looks like a succession of village homes while the other side is for the most part an unbroken row of tall city houses. Along with the cottages are a few white-pillared houses of the colonial style. One of these lies half a block west of Mott avenue, on a side street, and its ample grounds extend through to the dreary waste of Walton avenue. Some of the colonial houses are as inviting as they must have been forty years ago, before New York had crossed Harlem bridge and laid its utilitarian hand upon rural Westchester county.

Mott Haven ends at the entrance of Cedar Park, and the pretty Greek pavilion on the highest point of the park looks straight down the street through the double row of Norway maples. The handsomest modern house in Mott avenue, the large and beautiful Morris cottage, has its beautiful grounds, Hebrew charity, and is now occupied by the wards of that organization. It is easy to guess that the Mott avenue cottages will not long survive after a trolley line has been extended through the street, and that something of the sort will happen sooner or later any one that has watched suburban development these treasonous times cannot doubt. Meanwhile the cottages are fanned with pleasant breezes that reach their airy perch when lower set neighbors are sweltering, and cheered with the songs of birds that have not yet discovered that Mott Haven was annexed to the city more than twenty years ago.

HARD TIMES FOR OIL PEDDLERS.

Their Business Hurt by the Rise in the Price of Crude Petroleum.

Ever since the rise in the price of crude petroleum, and consequently of its products, peddlers of the products have had a hard time to earn a living. The rise in price of the products was not quite in proportion to the rise in crude oil, but the increase is enough to materially lessen the consumption. Some persons burn fewer lamps and some have substituted gas for oil. The gas companies attempted to run out the oil and gasoline stoves by giving away gas stoves to those that would use them. Sales, especially of coal oil, have been greatly reduced, and the peddlers charge that the Standard Oil Company, under the cover of a different name, peddles oil at retail in some cities.

The coal oil peddler's profits are not large at best, and he can prosper only by large sales. He has also to contend with a license fee, and when he operates in two or three suburban villages he usually has to pay a fee in each. One village demanded $25 of oil peddlers, but finally came down to $5. The average fee is considerably higher than the latter figure. Some peddlers have discontinued the sale of special brands of coal oil because the wholesale price is so high that the retailer must ask a price quite beyond most customers. In fact, if the price of crude oil is to continue as it now is, coal oil as a domestic illuminator is likely to disappear wherever moderately cheap gas or electric light is obtainable. Meanwhile store dealers and others are cutting under the oil peddlers with intent to make the supplying of coal oil and gasoline to customers a sort of by-business and a feeder for more important trade.

Gasoline, although it has ranged in price from 15 to 20 cents, has not suffered so much from the rise as coal oil. It is still extensively used in the arts and in domestic stoves. The rural peddlers, however, are forcing a further rise in the wholesale price of gasoline. The Standard Oil Company, which practically controls the whole trade in such products of petroleum, has recently made a rule of putting on two cents a gallon for gasoline sold in barrels to make up for the price of the barrel. This puts the barrel at from $1 to $1.10, and the company allows only about 80 cents for the empty barrels, so that about one-half cent a gallon is added to the price of the gasoline when the transaction is complete. The peddler has also to lose a considerable percentage by evaporation. The Standard people say that their company has stood an enormous loss on cooperage for twenty-five years, and is determined now to avoid that loss in the future by selling the barrels outright to customers and paying a little less than the selling price for barrels returned.

THE SEASON OF APRICOTS.

Most of the Fruit in This Market Supplied by California and Arizona.

Most of the apricots consumed in this city come from California and Arizona, though a few are grown in this State. These last, the dealers say, do not stand carriage or storage so well as the Western fruit. Arizona sends a few apricots very early, perhaps a little earlier than California, for the sheltered and irrigated valleys of the southern part of the Territory have an almost semi-tropical climate. The apricot season is not a very long one. It began a little more than a month ago, and will last scarcely more than two or at most three weeks longer.

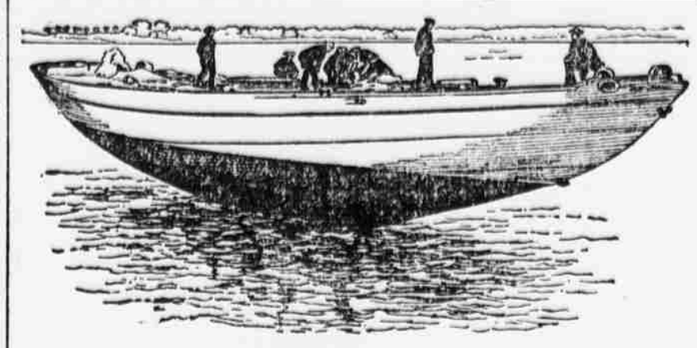
The fruit has recently been at its cheapest, though it is never very cheap. The price is seldom much below 15 cents a dozen retail. It is one of the best selling fruits of the corner stand and the push-cart man. The green grocers say that women are especially fond of the apricot and always include some of the fruit in their purchases. Medium-sized apricots are of richer flavor than the very large apricots, two inches or more in diameter, though the latter fetch more money.

In the case of the apricot, as in the case of other fruits, and of meats, milk, cream, and the like, cold storage makes preservation possible, and in that way the apricot season is artificially lengthened. Before the natural season of the fruit ends, the best of that sent from the West is bought up and placed in cold storage. There it remains until the fresh fruit ceases to come East, when the reserve in cold storage is brought out and sold at a high price. Luckily for the men thus engaged in aiding nature, the Eastern peach crop has not by that time begun to deluge the market, for even cold storage apricots cannot stand up against cheap and good peaches.

THE DEFENDER NEARLY RIGGED.

To Have Her Trial Spin Saturday—Still Strictly Guarded.

BRISTOL, R. I., July 3.—In order that there shall be no delay in getting the Defender in shape for her first trial spin, scheduled for Saturday afternoon, the Herreshoffs sent to Boston yesterday for additional riggers. They arrived to-day and went immediately to work



DEFENDER, AS SEEN ON SUNDAY LAST.

splicing rigging. Lingering sightseers who came to town the day of the launching were watching from the dock and harbor, while a guard was posted around the boat to keep the curious at a safe distance. The greater part of the splicing for the masthead shrouds and forestay was finished this afternoon. As soon as it was done the rigging was put through a process of stretching. Late in the day the topmast was sent aloft and at 5 o'clock was in place.

Arrangements have been made with the riggers to forego the pleasures of the Fourth, and all hands will continue work to-morrow. So strict is the watch kept on the boat that the two mates of the Defender were prevented from going ashore last evening, all pleadings to the effect that they were of the new crew going for naught. To-day the syndicate tender Hattie Palmer was moved out into the stream from the dock, the object being, it is said, to prevent the crew from looking the cup defender over while she is tied to the dock. Ten men are busy putting the finishing touches to the deck, and if Saturday's winds are favorable the American public will likely get a hint of what the big powered racer is capable of doing.

CAPRICIOUS LOCOMOTIVES.

A Western Engineer Tells How One of Them Prevented an Accident.

LOS ANGELES, June 24.—"I will tell you about one of the strangest freaks of a locomotive that ever occurred in my experience on the road," said Harmon P. Butler, the best known Southern Pacific engineer in California, the other day. "It happened in the summer of 1884, when I was pulling freight from Tucson, Ariz., to Los Angeles, and I have never come across anybody who could give an explanation of my experience, and have never been able to see through it myself. You may draw your own conclusions.

"The night I had my experience was dark and stormy. It was in the period of peculiar storms and cloudbursts down in Arizona. I was ordered from Tucson for the overland express that left there at midnight. Somehow everything seemed to go wrong that night. The fireman seemed to be slower than usual, and he had a great time getting his coal placed in the tender. The locomotive hostler at the round house had forgotten to fix the oil valves, and the boiler never made steam so slowly. To make matters worse, the train despatcher kept us in the station a plump hour past regular leaving time, and just before we started the conductor came to me and said the general superintendent was on board the train and would go way through with us.

"I ought to say here, even if it does sound egotistical, that I had at that time made the best time known over the Southern Pacific, and was generally deputed to haul the big bugs from the East over the road whenever they came in a special car and wanted extra consideration.

"This was the first time the superintendent had ever been on my train, and of course I was anxious to sustain my good reputation. But the fates were against me—an hour late, the night dark and stormy. Well, we pulled out of the station with my mind made up to reach our destination on time if the wheels would stay under her. As soon as we were out of Tucson I put on all the steam and let her go. But she didn't seem to move at half her usual speed, and then she didn't make steam well, either. I began to be impatient, and scolded the fireman for not doing good work with his fire. He seemed to try his best, but it was no go. She would not steam well, in spite of his exertions. Then the pumps began to be troublesome. One of them stopped working altogether, and the other became more ineffective every minute. It began to dawn on me that making up time was out of the question.

"You can may imagine my feelings, for it seemed to me as if my whole reputation was staked on this trip. I profess to know my business pretty well, and can get speed out of an engine if any man can, and my heart was down below zero when we began to drop behind our regular running time. But it was no use. Everything was against me. I was mad clear through.

"When we left Maricopah we were one hour and ten minutes late, and the conductor had just made a remark that nettled me quite a little. I had asked him if there were any orders at Maricopah. He answered: "None except to try to get to Yuma in time for dinner," which was pure sarcasm, for if we made our running time we would be there in time for breakfast. Well, my heart was clean down in my boots, and when I shut off the steam going into Big Wells I found the water so low in the boiler that something had to be done for the pump before we could leave that station, as there was then a heavy grade to climb for several miles. I informed the conductor that we would be delayed fifteen or twenty minutes with the work of taking down one of the pumps, and then proceeded with the work.

"We were just about ready to start again when I heard the sharp whistle of an engine, and, looking up, I saw a special tourist excursion train from Southern California approaching from the very direction in which we were going. When the train pulled into the station we found that the telegraph operator at Maricopah had neglected to give us meeting order for this train. Had it not been for the pumps we would have dashed on to what would probably have been one of the most terrible collisions in the history of railroads.

"Now comes the remarkable part of the story. From the time we left Big Wells both pumps worked like a charm—bear in mind that I found nothing whatever the matter with the pump that I had taken down, and there was apparently no reason for its not working—and the old engine seemed to dart along with twice her usual speed. Gradually she began to pick up time lost, and in the next fifty miles we made up fifteen minutes, which was lightning speed in those days. There were just nineteen minutes to make up the last twenty miles in, and I need not say that we pulled into our destination on time. Here was an instance of a cranky engine's saving a collision that would probably have resulted in a great loss of life and property.

"Railroading is full of such experiences. As to the peculiarities of engineers, it is not best for me to say much, for I am a queer sort of a fellow myself. But there is one engineer running on this road now who thinks his engine can feel, for when she slips he will say enough to please him he beats her with a heavy stake club that he always has aboard the locomotive when he takes her. Old Hank Turley, who ran on the Central Pacific from Ogden to Reno for twenty-five years, would never sleep anywhere but in his engine cab when he was out on the road. Georgia Jim, who was in charge of lots of experiments that his own engine wanted constant company day and night in order to give the best speed in her. He told me that he had left his engine alone several times in the round house at night, just to prove to himself that he made no mistake in his belief, and that he invariably made poor time and had much trouble with the machinery for several days afterward.

"The locomotive engineers here think a heap more of their engines than the Eastern engineers. Many a man out here will stick to an old engine after it has become so worn and old as to be dangerous, because he can't bear to give up his old machine. Many times I have seen the men of the plains and hundreds of miles we travel on the plains without seeing villages and cities as the engineers do in the Eastern States, where the Western men more attached to their engine."

Refused to Lower the Rates on Fruit.

ATLANTA, July 3.—The Georgia Railroad Commission will make charges against the Southern Railroad and Steamship Association before the Inter-State Commerce Commission upon the rates given to fruit growers. For several days there has been a controversy between the growers and the roads, the growers asserting that the roads were discriminating against them.

The matter was taken before the State Railroad Commission, and after a hearing the Commission to-day informed the roads that a rate of sixty-five cents a hundred from the orchards to New York was a fair rate, and that the eighty-one cents charged was excessive. This makes a difference of nearly $50 a car in favor of the grower. This afternoon the Rate Committee of the association met and refused to make the reduction.

An Italian Murderer Arrested in Newark.

Giovanni Carrozzi, who fled from California after killing Roy Kemer, a colored blacksmith, in Los Angeles, on Dec. 20, 1894, was captured in Newark yesterday morning and is held for the California authorities. The Newark police have a charge against him for stabbing Donato Scarponi in April, 1895. Carrozzi fled from Newark after cutting Scarponi, and found his way to California.

Hood's Pills

Do not gripe or cause pain. Purely vegetable. Easy to take. 25 cents.

WON'T IMPAIR LAKE NAVIGATION.

Canadian Authorities Needlessly Alarmed About Chicago's Drainage Canal.

CHICAGO, July 3.—Little importance is attached by the Sanitary District trustees to the report that the Canadian Dominion Government will investigate the effect of the Chicago drainage canal upon the level of the St. Lawrence river. General Manager Gildersleeve of the Richelieu and Ontario Navigation Company is said to consider the matter a subject worthy of international action, because he thinks the present low water in the St. Lawrence will be much aggravated by the opening of the canal at the southern end of Lake Michigan.

Trustee Lyman E. Cooley, who is conversant with all the engineering features relating to the drainage canal, called attention to the fact that in 1881 the Canadian Government deepened the rapids below Odensburg from ten to sixteen feet. This added from six to eight per cent. of water to the free channel. There was fear that the level of Lake Ontario would be considerably lowered, and finally the matter was investigated by Gen. Comstock and Col. McFarland of the United States Army Engineer Department. The conclusion was that the effects would extend to no great distance, and that the level of Lake Ontario would not be impaired. Similar cases are presented by the Lime Kiln Crossing of the Detroit River and at the St. Clair flats.

"It is estimated," said Mr. Cooley, "that the water passing down the St. Lawrence will be diminished from one to three per cent. on the opening of the drainage channel. If a six to eight per cent. diminution in 1881 did not affect the level, certainly three per cent. will not. But of course we cannot take two or three per cent. of the water away from 100 per cent. and still have 100 per cent. left. I mean that the decrease will be immaterial. Experts estimate that the water level at Niagara Falls will be lowered from 2½ to five inches—probably not more than four inches. If there is four inches of difference at Niagara there will be still less change at the St. Lawrence Rapids.

"But a variation of that extent will cut no figure in navigation, for the actual variations from change of wind and barometer are far greater. A boat starting from Buffalo cannot tell within two to four feet what the depth of water will be when the St. Clair flats are reached, or how the water will stand over La Salle street tunnel. A strong southwest wind will cause the level of Lake Michigan to change materially and suddenly. I myself have seen it vary as much as eighteen inches within twenty minutes. The reduction which the canal will cause is insignificant beside the actual daily variations in the levels of the great lakes, and will hardly be noticeable along the St. Lawrence.

"The Canadian people are concerned about our channel, yet there is now pending in the second House of the Dominion Parliament at Ottawa a bill to enlarge the Welland Canal. This bill, which has already passed the first House, provides for the taking of water from the summit of the Welland Canal to create a big water power. This is an enterprising scheme, but it will necessarily lower the level of Lake Erie and the Niagara River."

The drainage trustees have prepared a report of the effect of the canal on the lake levels, giving a full and complete discussion of the matter in response to a request from the Board of United States Engineers. It will be submitted to the trustees at their meeting, and then forwarded to Washington. The general tenor of the report is substantially as outlined by Mr. Cooley.

FITZSIMMONS GOES FREE.

The Middle-weight Champion Acquitted in His Trial for Manslaughter.

SYRACUSE, N. Y., July 3.—Fitzsimmons is free. Shortly after 8 o'clock to-night the jury filed in before a crowded court room, and after they had answered to their names their foreman announced the verdict, "Not guilty."

Immediately a tremendous cheer went up. Such a boisterous demonstration has not been seen in the Onondaga Court House in many years. County Judge Ross pounded with his gavel in vain for order, and finally commanded the Sheriff and his deputies to put everybody under arrest. This had the effect of quieting the crowd, and, inasmuch as the order was not carried out, everybody went away happy. On account of the verdict the 4th of July demonstration seems to have started in early, for Bob Fitzsimmons's friends are celebrating in the good old-fashioned way. The summing up of Attorney Frederick House of New York for the defence was an eloquent effort, and it took the jury but a short time to arrive at the verdict of acquittal.

The ninth day of the Fitzsimmons manslaughter trial opened up with one of the strongest witnesses for the defence on the stand. He was Dr. George A. Lyon of New Rochelle, who had attended the dead pugilist Riordan when he had been taken ill with brain and heart trouble while training Reynolds at Larchmont. Riordan was then in very bad condition, and was warned that violent exercise would bring on his death. The witness said that the probability of brain hemorrhage was much increased by Riordan's condition. He thought the *crus cerebri* found to be lacerated in Riordan's brain was very apt to be torn in the course of the autopsy.

Dr. Lyon swore positively that a laceration of the *crus cerebri* could never have taken place without some fracture of the skull. On the cross-examination Dr. Lyon said that with the brain arteries in a diseased condition a blow upon the head or jaw would be more liable to cause rupture. The boxing gloves used by Fitzsimmons were put in evidence to be taken to the jury room, and the defence rested.

The prosecution tried to call witnesses in rebuttal upon the question of laceration of the crus, but the evidence was ruled out after a sharp fight by the defence. Lawyer Frederick House then summed up for Fitzsimmons and District Attorney Apgar spoke for the people. The case was given to the jury at 4:20 o'clock.

Big Ocean Waves.

From the Chicago Daily News.

An article quoted in *Current Literature* gives this interesting information on ocean waves. Dr. G. Schott, as the result of studying the form and height of the waves of the sea, claims that under a moderate breeze their velocity was 24.6 feet per second, or 16.8 miles an hour, which is about the speed of a modern sailing vessel.

As the wind rises the size and speed of the waves increase. In a strong breeze their length rises to 1,000 feet and their speed reaches 30 or 36.4 feet per second. Waves the period of which is nine seconds, the length 400 or 425 feet, and the speed twenty-eight nautical miles per hour are produced only in storms. During a southeast storm in the southern Atlantic Dr. Schott measured waves 1,010 feet long; and this is not a maximum, for in latitude 28 degrees south and longitude 30 degrees east he observed waves of fifteen seconds' period, which were 1,150 feet long, with a velocity of 78.7 feet per second, or 46½ nautical miles an hour.

Dr. Schott does not think that the maximum height of the waves is very great. Some observers have estimated it at thirty or forty feet in a wind of the force represented by eleven on the Beaufort scale (the highest number of which is twelve); and Dr. Schott's maximum is just thirty-two feet. He believes that in great tempests waves of more than sixty feet are rare and that even those of fifty feet are exceptional. In the ordinary trade winds the height is five or six feet. The ratio of height to length is about 1:33 in a moderate wind, 1:18 in a strong wind, and 1:17 in a storm, from which it follows that the inclination of the waves is respectively about 6, 10, 11 degrees. The ratio of the height of the waves to the force of the wind varies greatly.

VALKYRIE III. BEATEN.

FINISHES LAST OVER THE FIFTY-MILE COURSE OF THE MUDHOOK Y. C.

The Prince of Wales's Cutter Britannia Wins by Seventy Seconds from Ailsa—Both Leave the Cup Challenger Astern from the Start—Lord Dunraven's Racer Fails to Concede the Allowance and Finishes 3 Minutes 8 Seconds Astern of the Winner on Elapsed Time—Her Tenderness the Subject of General Comment.

HUNTER'S QUAY, Scotland, July 3.—Lord Dunraven's new cup challenger, Valkyrie III., was fairly beaten to-day over the fifty-mile course of the Mudhook Yacht Club by the Prince of Wales's cutter Britannia and A. Barclay Walker's Ailsa. The Britannia averaged 11.27 knots per hour. There was no dead-to-windward work. The contest was limited to close and free reaching, and on these points of sailing the Britannia is incontestably better than either the Ailsa or Valkyrie III. in a fine whole-sail breeze and a smooth sea.

It is probable that the colossal new cutter will not be able to distance the Britannia in windward work, except in light breezes. It is the opinion of many yachtsmen that she is too heavily sparred and over-canvased, and that she will have to be trimmed down a little to have a show against the yacht that will defend the America's Cup. She was beaten by the Britannia three minutes and eight seconds, elapsed time, and seven minutes and ten seconds, corrected time, Valkyrie allowing Britannia four minutes two seconds. The Ailsa was second boat, getting in one minute and ten seconds astern of the Britannia and one minute and fifty-eight seconds ahead of Valkyrie III. Her alterations appear to have helped her in a stiff wind.

The course of the big racers was the same on which Valkyre II. was sunk last year in collision with the Satanita. It was from the club house at Hunter's Quay, seven miles southward to Skelmorlie; thence, four miles west-southwest, to a mark off Ascog; thence, northeasterly eleven miles to a mark off Kilcreggan, and back to the club house, three miles to the westward; twice around.

The starting gun boomed at 10:30, and the Ailsa crossed the line, with the wind over the starboard quarter, at 10:30.16. The Britannia followed on the Ailsa's weather quarter at 10:30.22, about half a length astern. The Valkyrie was three lengths on the lee quarter of the Prince of Wales's cutter. Jibtopsails were set just after the yachts started on the seven-mile run down to the Skelmorlie mark. Valkyrie III. carried her smaller clubtopsail. The Britannia sailed to the front a few minutes after the start and led her rivals around the Skelmorlie mark. The times there were:

Britannia	11:06:01
Ailsa	11:06:15
Valkyrie	11:06:30

In the four miles of broad reaching to the Ascog mark, with the wind just forward the starboard beam, the Britannia held her advantage. From Ascog up to the Kilcreggan mark, a stretch of eleven miles, it was a close reach, with sheets hauled well aft. The wind, over the port bow had grown stronger, stirring up the white caps. The trio were having a magnificent race, outsailing some of the steam yachts of the attending fleet. The cup challenger and the Ailsa lay down to their work under their tremendous pressure of sail, while the Britannia stood up like a church.

Valkyrie's tenderness was a matter of general comment and wonder. She showed more of her bilge than was consistent with speed, practically sailing on her uppers at times. The Britannia increased her lead at Kilcreggan, where the yachts were timed thus:

Britannia	12:26:39
Ailsa	12:27:32
Valkyrie	12:28:18

In the three-mile reach to the home mark, finishing the first round, with the wind over the starboard bow, Valkyrie III. lowered her small clubtopsail, the wind being too strong for her to carry it advantageously. Besides, there was a possibility of carrying away her lofty topmast. Occasionally, when the wind went down, the new yacht would rush forward, threatening to overhaul the leaders, but she would lose in the blasts that would send her lee scuppers under. The Britannia rounded the home mark, at the end of the first round, three minutes and fourteen seconds ahead of Valkyrie and one minute and seven seconds ahead of the Ailsa. Time:

Britannia	12:45:30
Ailsa	12:46:37
Valkyrie	12:48:44

The Britannia got frequent knock downs in the reach on the second round, from the home mark to Skelmorlie. She doused her clubtopsail and hoisted a working topsail, known here as a jibheader. This seemed to suit her better, and she picked up a bit. The times at Ascog on the second round were:

Britannia	1:42:28
Ailsa	1:43:45
Valkyrie	1:45:25

Off Cloch light, on the final eleven-mile reach to Kilcreggan, about six miles from the finish, the Britannia was 1 minute and 5 seconds ahead of the Ailsa, and 2 minutes and 45 seconds ahead of the Valkyrie. Time:

Britannia	2:24:16
Ailsa	2:25:21
Valkyrie	2:27:01

The Britannia finished 3 minutes and 8 seconds ahead of the Valkyrie, and 1 minute and 15 seconds ahead of the Ailsa. Time:

Britannia	2:56:37
Ailsa	2:57:47
Valkyrie	2:59:45

Among those interested in the Valkyrie III. there is no talk as yet of altering her spars. Many yachtsmen consider that the new yacht was sailed to-day with poor judgment, especially in the first round. She made the marks indifferently, seemingly carelessly. The marvel is that nothing was carried away under the strain of her enormous canvas. Three ladies were aboard of her throughout the race. The yacht threw a terrific wave from her shoulders when travelling hard. Occasionally she fairly buried her lee bow, notably at the beginning of the second round, when matters looked awesome until the jackyard topsail was lowered and the head sheets eased off. When later the jibheaded topsail was set the yacht heeled more than the other boats, so did their jackyard topsails, but she sailed decidedly better.

LONDON, July 3.—The *Daily News* will say to-morrow:

"The Britannia showed beyond a doubt that she is the best boat afloat in a blow. If the Valkyrie is to be at all stiff in a breeze a paring down of her spars will have to be considered."

The *Standard* will say:

"It was a fair, all-round test. It must be admitted that the Valkyrie's performance was most disappointing. She was fairly and squarely beaten on every point of sailing."

Sporting Life will say that the comparatively poor sailing of the Valkyrie caused much surprise and comment. There is a widespread opinion that she was not kept going for all she was worth, but that she was simply making a further trial of her capabilities under different conditions. At some points of the course there appeared to be reason for believing this.

Sporting Life will say: "The Britannia was better handled than the Valkyrie all through the race. Although the Valkyrie was squarely beaten those aboard of her were in no wise disheartened. Her quite satisfactory design will allow of her being stiffened for stronger winds without disadvantage, while for light airs and, such as is most likely to be met with in America, her superiority seems to be undoubted.

The *Telegraph* will say that the Valkyrie's unfortunate display has greatly disappointed yachtsmen and has also caused them deep anxiety. The various reports remark upon the hitches and mishaps in setting her sails. She almost fouled the flagboat at the end of the first round, and lost a minute thereby.

The *Times* will say:

"The Valkyrie was tried in a fine, true sailing breeze, and was found sadly wanting in regard to her prospective chance of capturing the America's Cup. She could not carry her sail, but, even when on a comparatively even keel she was unable to attain the speed of her opponents. She pointed high in the wind, but in going between Skelmorlie and Ascog on the first round she had to be so lightly sailed that her jackyard topsail was never really full, so, of course, she did not forereach. Something will have to be done to her or it would be sheer madness to send her to America, as she was fairly beaten by better boats. Only a little improvement is required to make the Ailsa the best of the trio. There are high h