OUR JOCKEYS UNDER FIRE.

SOME LIGHT ON LORD DURHAM'S ATTACK ON AMERICAN RIDERS.

Their Success Largely the Basis of English Grievances—Their "Followers" Give Some Cause of Complaint—Wholesale and Belated Indictment of Americans Not Just.

LONDON, Oct. 27.—The English horse racing season promises to end in ill-temper and misunderstanding all round. The frame of mind would have been the same even had Lord Durham never made his speeches or written his letters about American jockeys. His appearance was the occasion rather than the cause of the anti-American outburst. Any one conversant with the turf here might have guessed that the inevitable "belling the cat" would be done by Lord Durham. It was he who wrecked Sir George Chetwynd's racing reputation and who succeeded in getting E. Wood, the best-known jockey of his time, expelled from the track for ten years. Nobody questions Lord Durham's services in these matters. He acted fearlessly, honestly and against notoriously crooked gambling and foul riding. But with age Lord Durham has not grown wiser, as any fair account of his present proceedings will show even where one has not the slightest American bias.

Before dealing with his case against the American racing men here it should be said that horseracing in England has of late years become more and more of a social function and less of a sporting contest. The names of the Duke of Westminster and the Duke of Portland no longer appear in the owners' list. The former is dead and the latter has dropped racing. Other big men in the social world, who were also horse lovers, have stopped racing; for instance, Mr. James Lowther. This week Lord Rosebery has announced his departure from the turf and his horses have been sold. All these men were racing men because they loved to own fast thoroughbreds. Their society associations were quite a secondary element when they were engaged in racing. Who are the new men in England who have taken up racing? They are Mr. Neumann, a financial auxiliary of Mr. Alfred Beit; Mr. Abe Bailey, a Johannesburg millionaire, and members of the Joel and Barnato families, also of Johannesburg. Then there is the Irish contingent, which operates mostly in partnerships, the horses racing in the names of their principal. These combinations have been remarkably successful in long-distance handicaps. This month the two great races—the Cesarewitch and the Cambridgeshire—have gone to South Africa and Ireland respectively, with Mr. Neumann's Clarehaven and Mr. Sullivan's Berrill.

Latest of all there is the numerous and energetic body of American racing men. What with all these invasions the old guard of the English turf feel somewhat crowded out, not to say out of temper. The Americans have been strikingly successful. When Mr. Croker and Mr. Dwyer first came over four years ago they probably lost a great deal of money. The later comers have certainly won a great deal. They put work and brains into their study of English racing and they have had their reward. Mr. J. A. Drake, one of the heavy winners, sold his horses this week, in disgust, it is said, at the Jockey Club stewards' inquiry into the running of his horses without being able to condemn him. But the bitterness which finds vent in passionate indorsement of Lord Durham's letter is an attack on American jockeys and especially their followers. In Lord Durham's letter to the *Times* this week he said:

"Now for a few reasons why I denounce the prominence of American jockeys, and why I stated that the turf was in an unsatisfactory condition. I must lay stress upon the fact that my remarks were made before Escurial's race, and immediately after Clarehaven had won the Cesarewitch.

"I do not agree with the decision of the stewards after a careful investigation of the recent running of Escurial; and I do consider that they should have also investigated the riding of L. Reiff in other races. Space forbids the enumeration of all the instances of unscrupulous riding of American jockeys. Nor have I any complaint to make against the latest American jockey, Maher, who rides very well, and seems a most respectable boy.

"Sloan was suspended last year for disobedience at the post. This year he was reprimanded for unscrupulous riding in the Derby; he was disqualified for bumping and boring at Liverpool July meeting; and he was complained of for unfair riding at Doncaster, and suspended for the remainder of the meeting.

"I do not think it right in the interests of the turf that Sloan should be a prominent buyer at the Doncaster yearling sales, or that one of his followers should be an American trainer for whom he has been busily endeavoring to obtain a license at Newmarket.

"J. H. Martin has this year been twice disqualified for foul riding.

"Rieby was reprimanded and cautioned for his unscrupulous riding in the Liverpool July Cup, but the warning has had no effect on his reckless riding. His performance at Gatwick last week was distinctly dangerous.

"So much for prominent American jockeys.

"I prefer an increase of English boys to an augmentation of the existing number of American jockeys if the methods of the latter are to be similar to those of Sloan and Martin and Rigby and Reiff.

"It is, I hope, supererogatory to add that English and American jockeys must learn to expect equal justice and equal retribution if they are guilty of misdeeds.

"Lastly, as to the unsatisfactory condition of the turf, I pointedly stated that the stewards should pay attention to in-and-out running of horses.

"I much regret that at Goodwood they did not ask for an explanation of Spectrum's running at the first July meeting. I still more regret that they did not inquire immediately after the Cesarewitch into the running of Clarehaven at the second July meeting at Newmarket.

"In the interests of Mr. Neumann and of an honorable American sportsman like Mr. Whitney and for the sake of the jockeys who rode, such an investigation is eminently desirable.

"Surely it is not overzealous or quixotic of me to wish English racing to be honorable to those who own horses, and acceptable and of good repute among the hundreds of thousands of my countrymen who find relaxation and amusement in following the fortunes and the vicissitudes of our greatest national sport."

Lord Durham's is an incisive and well composed letter, but it has two very serious defects. It is published near the end of a season and goes back on misdeeds of months ago, which were allowed to pass without open condemnation at the time. Had he chosen a flagrant case of foul riding in any race, pressed it incessantly, secured its official condemnation, and then demanded the permanent expulsion of the delinquent, he would have been supported, and the severity of the punishment would have had a deterrent effect, certainly much more than grouping a number of American jockeys into one belated indictment about the end of the season. Secondly, English jockeys have not been faultless in their riding by a long way. Jockeys like the Cannons, Rickaby, and a few others have nothing against them, but many of the other leading native horsemen have been warned or suspended at one time or another in their careers. These include more than one of the Loates family, Wood and Robinson. Indeed, painfully few leading jockeys with a few years experience have escaped black marks. This induces the belief that much of the grievance in Lord Durham's charges against American jockeys is that they are so successful. Imitation is the sincerest form of flattery, and we now find the most successful English horsemen, M. Cannon and F. Rickaby, for instance, and J. Thompson, the young Irish apprentice who rode the Cambridgeshire winner, all riding in the American style, i. e., with the saddle far forward and the stirrups very short. To this extent then the lessons of the American jockeys have not been thrown away.

The American trainers have been as conspicuously successful. Lord Durham speaks of the respect he shares with all Newmarket trainers for the abilities of Mr. Huggins and Mr. Pincus. His great grievance is the influx of "followers" with the American jockeys. "These followers," he says, "consider horse racing as merely an instrument for high gambling." In this he is undoubtedly right. But if in their high gambling they cannot abide by the rules of the game they should be held up and exposed, irrespective of their being "followers" of American jockeys. In short, Lord Durham's attack on bad features of present racing is spoiled largely by his gratuitously dragging the anti-American bias into it. English sportsmen will never assent to condemning fellow-sportsmen in the bulk, but the individual wrongdoer should be exposed fearlessly, and this is not always done for socialand other reasons.

Strange to say, all the society papers take sides against the American jockeys. The Jockey Club stewards are urged to act, but apparently the unfortunate trio—Mr. Fitzwilliam, Lord March and Lord Crewe—can find nothing tangible to act upon. A rash interviewer thought he would tackle Lord William Beresford, who is a strong supporter of the American riders.

"What is your opinion of the present state of the English turf?" was his first question.

"I have no opinion," replied Lord William. But he has engaged the Reiffs for next year.

Lester Reiff is the jockey who was called up by the Jockey Club stewards for suspicious riding of Escurial at the last Newmarket meeting, when they exonerated Mr. Drake, the owner, and Wishard, the trainer of the horse, but expressed themselves as "not being satisfied" with the explanations of the rider.

"I have a great admiration for Lord Durham," said L. Reiff to a reporter, "but he is, unwittingly, doing me a great injustice. I am willing that investigation should be made into any race I have ridden in this country, and I defy anybody to come forward and truthfully say I have not always done my very best to win. If they can prove one 'blank' against me I shall be fully prepared to be warned off."

"What about these American 'followers' Lord Durham speaks of?"

"There may be several bad characters among them," was the answer, "but I cannot help it if they follow my mounts. I have had nothing to do with them in any way. It is not fair to any jockey to link his name with theirs because they happen to have picked out his mounts to back."

"There are many American jockeys here," said Reiff, "but Johnny and I are entirely on our own, and just as much their friendly rivals as we are to any of the English riders."

In conclusion Reiff said: "I have always done my best, and shall always continue to do so, and nobody can do more than that. I have a clear conscience. They say there is an American jockey ring. Well, let them come forward and tell what they know. For myself I have absolutely no fear. The other chaps must speak for themselves."

It is on the matter of the "followers" that Lord Durham gets such unanimous support and possibly something will be done to remove them. But in seeking that reform he has only harmed a good cause by his general accusation against the American contingent on the English turf.

RAILROAD CAMPAIGNING.

One Novelty Developed by This Year's Presidential Election.

The political campaign of 1900 saw a marked development of railroad campaigning, a form of vote getting carried on notably by William J. Bryan for the Democrats and Theodore Roosevelt for the Republicans. The earliest form of campaign speaking in the United States was based upon the English method of Parliamentary contest known as speaking in the hustings, the hustings being a place in which the voting for Member of Parliament is carried on. Subsequently, with the usual American regard for fair play, even in the most acrimonious political contests, the favored plan of campaigning was the division of time, whereby rival candidates for the same office would appear before one audience, dividing evenly the time for speeches, and having a chairman selected with reference to his impartiality rather than to his partisanship.

The most notable of these divided-time campaigns was the one held jointly by Abraham Lincoln and Stephen A. Douglas when they were rival candidates for election as United States Senator from Illinois. Mr. Douglas prevailed in the contest, but as a result of it Mr. Lincoln became the Republican nominee for President of the United States and was elected in 1860. As the cities of the United States have grown in population, and as the incitements in them to violence have increased, the plan of joint political debates has had to be abandoned, except in those States, the number of which is steadily diminishing, in which there are no large cities.

The next phase in the development of campaign oratory in the United States was that of sounding the keynote, as it was generally called. A political leader of the importance in public life of Roscoe Conkling, Thomas A. Hendricks, Oliver P. Morton, Horatio Seymour, Charles Sumner, George H. Pendleton, Samuel J. Tilden or James A. Garfield would select with the aid of the State Committee of his party a town or city in which, many days in advance of the occurrence, he was billed to speak. The town selected was usually a central one and usually the capital.

The speaker, Republican or Democrat, as the case might be, would be heard usually for two or three hours, during which he would define in detail the various issues of the canvass as his party was expected to understand them, and many thousand copies of this speech were circulated for the guidance of all campaign speakers on the same side of the political house. It was what was known as sounding the keynote, and there is no recorded instance of a campaign orator of either party presuming to set up on his own account any paramount issues or anything resembling them after the real keynote had been struck.

With the increase of the facilities of railroad travel, with the more general use of parlor cars, private or public, with the introduction on most American railroads of observation cars, the rear platform of which is well suited to the requirements of the party campaigners, the most effective system of public speaking this year has been railroad campaigning. By this plan a speaker may be heard twenty-five or thirty times, perhaps, in a day, may visit fifteen or twenty different places, and may talk to audiences of thousands, where under previous arrangements and conditions it was possible to speak to only a few hundred.

American electors have shown throughout the present canvass a decided purpose to listen rather to the important men who speak briefly than to the less notable orators whose volubility is greater. They desire, too, it seems, to see as well as to hear and to read about the candidates they are asked to support, and apparently, therefore, railroad campaigning in American politics has come to stay.

GOOD BUSINESS IN BAIT.

Maine Man Who Breeds Angleworms in Big Tanks for Winter Fishermen.

WEST BANGOR, Me., Nov. 9.—The only man in New England who makes a business of breeding angleworms to supply the winter fishermen with bait is Carl Beers, a Norwegian, who owns a big greenhouse near Mount Hope Cemetery. His beginning was in a small way. Men who knew him came and offered to dig around his plants and loosen the earth for the sake of what earthworms they could find. As the worms became scarce the digging became so arduous as to hinder the growth of the plants. The fishermen, finding that they could no longer get their favorite bait for nothing, offered Beers $1 a hundred for worms that were four or more inches long.

The next winter Beers put a larger tank in his greenhouse, filling it with leaf mould, rotted dressing and fine grit. To this mixture he added a half bushel of earthworms. They thrived wonderfully, growing rapidly in the artificial heat and multiplying at a great rate. The fame of Beers's live bait spread rapidly. He now has five large tanks that hold about 4,000,000 angleworms, none of which is less than four inches in length. Besides these he has two cement-lined tanks for the rearing of young worms.

His sales amount to $10 or $12 a day all through the winter, the worms bringing 20 cents a dozen.

AMERICAN JOCKEYS BEST.

A COMPARISON OF TURF RECORDS HERE AND IN ENGLAND.

Statistics Prove the Superiority of American Jockeys—The Change Since Mr. Ten Broeck Went to England—Sloan and Fred Archer and Their Winning Percentages.

With the close of the racing season at the metropolitan tracks it may not be uninteresting to review the records of the principal American jockeys here and compare them with the records made by American jockeys in Europe and those of the leading English jockeys. The records at the metropolitan tracks, from the Morris Park spring to the fall meeting, not inclusive of Saratoga, show this result:

Jockeys.	Mounts.	Wins.	Per Cent.
Turner	232	60	24
Henry	283	61	21
Spencer	59	55	23
McCue	263	60	16

Over in England the three boys leading were Americans, and their records, with those of the three leading English riders, are as follows:

Jockeys.	Mounts.	Wins.	Per Cent.
Reiff	451	124	7
Sloan, Tod	294	77	26
Reiff, Jos.	480	112	23
Halsey (E)	160	35	20
Randall (E)	228	53	20
Cannon (E)	411	78	18

Maher and Jenkins have a high percentage, away above the English leaders, but they have ridden only a few times, comparatively speaking, and so are not included. This comparison demonstrates practically that in 1900 the winning percentage of the American jockeys at home and abroad was considerably above that of the English jockeys who have ridden the maximum number of mounts on the English tracks. Is this a phenomenal year, or does the result show simply superiority in winning percentages, running back to the days of McLaughlin, Archer and other deposed kings of the pigskin? In 1899 the leaders at the metropolitan tracks were:

Jockeys.	Mounts.	Wins.	Per Cent.
Spencer	287	62	21
Maher	219	50	20
McCue	244	49	20
Odom	328	56	17

In that year Sloan was in England and there had 245 mounts, with 108 wins, or 31 per cent., which was away ahead of any English jockey, while Lester Reiff also rode 184 races, with 55 wins, or 30 per cent., and Johnnie Reiff rode 140 races, with 27 wins, or 20 per cent. The records of leading English jockeys were as follows:

Jockeys.	Mounts.	Wins.	Per Cent.
Cannon, M.	478	120	25
Loates, S.	731	160	21
Loates, T.	695	112	16
Madden	807	130	16

Thus, with the three good American boys absent, the American record is a shade the better. In 1898, the year Sloan went to England in October, the record was:

Jockeys.	Mounts.	Wins.	Per Cent.
Sloan	294	91	34
Maher	422	125	29
Sims	294	57	19
Spencer	283	45	15

This record of Sloan's is away ahead of the famous 1884 record of Fred Archer. The leading English jockeys in that year were:

Jockeys.	Mounts.	Wins.	Per Cent.
Cannon	559	140	25
Loates, T.	765	143	19
Madden, O.	831	161	19
Allsopp	823	115	13

Arriving in England in October, Sloan rode 43 winners in 98 races, or 42 per cent., knocking the percentage of Cannon and the rest higher than Gilderoy's immortal kite and at once demonstrating the superiority of the American jockey. Again the year's record was in favor of America. In 1897 the American record ran:

Jockeys.	Mounts.	Wins.	Per Cent.
Sloan	369	137	37
Thorpe	605	164	23
Martin, H.	845	173	20
Clawson	800	164	20

In that season the English record was:

Jockeys.	Mounts.	Wins.	Per Cent.
Cannon	624	145	23
Wood, C.	552	122	22
Loates, S.	691	136	19
Allsopp	739	99	13

Still America was ahead. In 1896 the American leaders were:

Jockeys.	Mounts.	Wins.	Per Cent.
Reiff, C.	622	292	46
Sloan	650	128	20
Thorpe	746	221	29
Doggett	555	144	26

In England:

Jockeys.	Mounts.	Wins.	Per Cent.
Loates, S.	637	158	24
Cannon	721	164	22
Finlay	665	100	15
Allsopp	855	106	12

In 1895 the American records stood:

Jockeys.	Mounts.	Wins.	Per Cent.
Griffin	601	187	31
Thorpe	653	166	25
Perkins	762	192	25
Chorn	585	179	20

In England:

Jockeys.	Mounts.	Wins.	Per Cent.
Cannon	711	184	25
Loates, S.	763	166	21
Allsopp	739	112	14
Bradford	596	85	14

In 1894 the American boys continued their lead:

Jockeys.	Mounts.	Wins.	Per Cent.
Simms	655	228	36
Griffin	659	206	31
Doggett	622	161	25
Thorpe	610	119	19

Nothing like these magnificent percentages appeared in the English records, which were as follows:

Jockeys.	Mounts.	Wins.	Per Cent.
Cannon	693	167	24
Loates, T.	548	103	19
Jenkins	641	91	14
Finlay	699	89	14

In 1893 the American record showed just as much superiority and was:

Jockeys.	Mounts.	Wins.	Per Cent.
Martin	450	154	34
Taral	490	118	24
Simms	671	182	27
Doggett	578	154	25

In England:

Jockeys.	Mounts.	Wins.	Per Cent.
Cannon	686	168	25
Loates, T.	857	222	25
Barrett	561	107	19
Bradford	622	110	17

In 1892 Taral had 27 per cent., Simms 21, Penny 20; in 1891, Hamilton had 33 per cent., Taral 26, Penny 25, Simms 22; in 1890, Hamilton scored 33 per cent., Taylor 24, Ferger 22, Lamle 19; and away back in the rainy days of McLaughlin, Murphy and Garrison, the record ran in 1887, Murphy 38 per cent. of winners, Garrison 35, and McLaughlin 25, Hamilton 25, a record not approached by the leading English jockeys in that year or since.

What a change since Mr. Ten Broeck went over to England taking with him American jockeys who history says rode with a far better seat even when compared with the English seat of that day "and a long rein." As soon as he saw the English riders he sent his jockeys home and engaged the famous George Fordham. It was following this that English riders came here, and such men as Howard and Foulon held the first place until the American jockey began to improve by leaps and bounds. With the advent of Jimmy McLaughlin the American boys went to the front and have stayed there. The inference is that the rank and file of the American boys have been studying the matter, accepting hints here and there, improving all the time, while, with the exception of Archer and perhaps one other, the English boy has remained stationary in his art. Before the going of Sloan to England, visitors here from Europe said smilingly, "Oh, wait until he meets Murphy and Garrison." It happened at that meeting is now history, but the remark was proof positive that the average Englishman thought there was no improvement possible on the English style of riding, and therefore took very little interest in it.

Archer had a phenomenal career in England. In 1884 he was at his prime. The leading jockeys for that year in England were Archer, 577 mounts, 241 wins, or 41 per cent.; Charlie Wood, 558 mounts, 158 wins, or 28 per cent., and Loates, 497 mounts, 77 wins, or 15 per cent. Even in percentage this Archer record does not reach the 44 of Sloan, and the detailed record of Archer shows it to be just as "spotty" as the average good American boy's. At Lincoln, on March 24, he won the Northern Welter on Miss Fay, and then lost brilliant races on Florizel, Ellen Allyn, Pearlie, Hambleton, Sorbist and Lavercock, to win out on Fleta for the Duke of Portland, March 25. He then lost three races, to win on Round Shot, had five losers, to win on Fleta. Thus the first seventeen races of the season showed only 25 per cent. Dropping into the Kempton Park meeting, Oct. 2, he seems to have lost two races to win with French Gray; lost four to win with Claremont; lost six, to win out in a match race with Mr. Mackey's Grecian Bride, 11 to 8 on, against Golden Light. At the Liverpool autumn meeting he scored one win in nine races, and these instances are a fair sample of the way his percentage ran during the year. Cast, on a well-known English turfman, has not hesitated to say that, "with an equal chance Sloan would have gotten Fred Archer 100 times in six. Archer's motto was 'First at the post and first away,' but he frequently spoiled his racing by adopting waiting tactics later. With Sloan the case is entirely different. He gets away and waits in front. Sloan is an artist. Such is the opinion of an average English turfman, and the statistics bear him out.

MORE OF THE ALBATROSS CRUISE.

Interesting Finds by the Fish Commission Ship in Pacific Waters

From the San Francisco Chronicle.

Discoveries of great value to navigation and to science are reported by the United States Fish Commission steamship Albatross, which has just returned to San Francisco from a fourteen months' cruise in the South Seas and in Japanese and Alaskan waters.

The naval officers controlling the vessel have learned that nearly all of the South Sea islands are mischarted anywhere from two to a dozen miles, making steering by chart extremely dangerous. The exceptions are the Fiji group, owned by Great Britain, and the Tahiti group, owned by France.

In about the middle of Behring Sea they discovered a bank just 100 fathoms below the surface, where the charts showed 2,000 fathoms depth. This bank is from five to ten miles in extent. The knowledge of its existence will permit navigators to try sounding in that part of the ocean when they wish to determine their bearings in cloudy weather. As the sky is sometimes overcast in those latitudes for days and nights continuously, the usual solar or astral observations are not always possible. Knowing that there is this extensive area only 100 feet below the surface in latitude 54° 30' north and longitude 179° 30' east, confused captains may learn where they are in Behring Sea if the lead strikes bottom where the charts show impossible soundings.

A world's record for deep-sea net dragging was made about fifty miles east of the Tonga group of islands in latitude 20 degrees south. Specimens of marine life were brought up from a depth of 4,260 fathoms, or nearly five miles. The greatest previous record was less than 3,000 fathoms. It was made by the British scientific deep sea exploration steamer Challenger between 1873 and 1876. From the five-mile bottom the Albatross secured specimens sturdy of a low form of sponge life adhering to pumice stone, indicating neither a sandy nor a muddy bottom, but one of rough volcanic rock.

Wherever time and opportunity permitted in the southern group of islands the naval officers made careful hydrographic surveys to determine depths. At the same time they compiled sailing directions which will enable navigators to steer accurately into many of the more important insular harbors. They also took magnetic observations with these surveys.

All this reliable data will be properly presented upon new charts and marine maps to be issued by the Government. The maritime nations of the world will profit by the published information.

Another scientific fact determined is that the temperature at the bottom of the ocean is uniformly a fraction above 35 degrees, or a little more than 3 degrees above the freezing point. This rule holds good for all depths from 500 fathoms to 4,200 fathoms, or from 3,000 feet to five miles below the surface of the sea.

Aboard the Albatross is a remarkable illustration of deep-sea pressure. There is a hollow glass globe eight inches in diameter with walls three-eighths of an inch thick. This globe was empty when it was sent down to a depth of 12,000 feet, or nearly two and a half miles. When it came up it was three-fourths full of water as it is yet. That water was forced through the thick, smooth, flawless glass. A bottle of wine, lowered deep to cool it, came up with the cork forced inside the bottle and the wine spoiled.

Shrimps in infinite variety were brought up from depths varying from a few yards to 15,000 feet. They ranged from little ones a half inch in length to giant shrimps a foot long. All were edible. They were found wherever the ships were lowered among the South sea islands and off the southern coast of Japan. That shrimps live at great depths was not known before. In San Francisco Bay, where the Chinese annually catch about $225,000 worth of shrimps for domestic and Oriental markets, the big nets are set at the bottom at depths of only twenty or thirty feet.

Specimens of red coral discovered deep in the Arctic Ocean are among the curios of the Albatross. They proved to the scientific world that red coral is not found solely in the temperate Mediterranean Sea. This discovery was made on a previous voyage, but never gained publicity.

Good weather and clear skies last June all the way across from Kamchatka on the Asiatic coast to Unalaska on the North American coast enabled the officers of the Albatross to make daily solar observations. This exceptional opportunity for accurate bearings convinced the observers that there are not strong currents out in the Behring Sea as was generally supposed. The currents are strong inshore, or near the straits.

South of the equator the Albatross brought up from the bottom of the ocean fossil bones from whales, ears and fossil teeth of sharks. These specimens are thought to have lain on the floor of the sea for thousands of years.

During the investigations off the south coast of Japan the Albatross entertained two Japanese government scientists. They knew much about the marine life, but they had never seen such effective apparatus and appliances as those used by the United States fish experts.

As a general result of the fourteen months' cruise the Albatross has a cargo of thousands of marine specimens preserved in pickled jars. These will be sent to Washington. Thence some of them will be distributed to experts all over the world for classification and study, and for scientific collections. There are sea freaks by the hundreds, marine animals and birds of every shape and size. There are curios that permit them to look around corners, queer things that are mighty eye-sights, silicious sponges that look like hollow footballs made of coarse yellow honeycomb, curious starfish that look like miniature cocoanut palm trees, and an endless number of fishes of many varieties.

The Albatross is a trim white vessel 215 feet long, and carries a complement of sixty men. She is commanded by Commander Jefferson F. Moser of the United States Navy. When she left San Francisco fourteen months ago to begin her latest cruise she took, in addition to her regular crew, a party of twenty men of Government scientists, chief of whom was Prof. Alexander Agassiz. These scientists left the vessel at Japan and returned to America months ago, their particular work having been completed. Among the officers on the Albatross is Lieut. Commander Cyrus R. Miller, whose home is in Sacramento.

From San Francisco the Albatross went southwestward to the Marquesas Islands in the South Seas and then thoroughly explored the neighboring Paumotu group. Then she steamed westward to the Society Islands, then westward again to the Cook Islands, and west once more to the Tonga Islands, where the deep haul was made, then northwestward through the Fiji Islands to the Ellice Islands, then through the Gilbert Islands and the Marshall Islands to the northwestward, then westward through the Caroline Islands, touching at Guam last February, then to Yokohama. In May the Albatross explored the south coast of Japan to the southward and westward. Then she cruised along the Japanese archipelago known as the Kurile Islands, stretching from Japan to the Peninsula of Kamchatka. A stop was made at the Russian town of Petropaulovski, near the southeastern end of Kamchatka. Thence the route was eastward across the Behring Sea to the Pribilof Islands and then to Unalaska. From Unalaska southward the ship was engaged in salmon work through Bristol Bay, along the southern shores of the Alaskan Peninsula and throughout the southeast of Alaska.

Many of the islands of the Paumotu, the Ellice, the Gilbert and the Marshall Islands were found curately charted by the officers of the Albatross and will be given their proper positions on new maps. The investigations seemed to show that hundreds of islands have simply been sketched in place on charts by sea captains and never corrected located. This is why there are miles out of the way. The entire cruise was without storm or serious accident or notable occurrence other than the discovery of unexpected things.

TOY DRUMS.

Once All Imported, Now All Made Here—American Wrinkles in Drum Making.

It used to be that all the toy drums sold in this country were imported from Germany; now the great majority of the hundreds of thousands of such drums sold in this country annually, all but a few of the very cheapest drums, are made here.

Bulky as they are, the freight charges on drums are high. Toy drums are commonly sold to the retail dealer in assorted sizes, which are nested, much as wooden measures might be, to save space in shipping. In this saving on freight charges the dealer, in order to have the drums come nested, buys of some sizes more than he wants, and gets of some sizes fewer. There is now made an American toy drum that can be shipped knocked down.

This drum has a paper shell which is rolled into its proper cylindrical form, bent with the endmost joint. In one end of the sheet of which the cylinder is thus formed there are cut slits, while upon the other end of the sheet there are tongues. The ends of the sheet forming the cylinder are joined together, and the shell thus set up and completed, by the simple process of threading the tongues through the slits, and bending them back to hold. The endmost joined, these drum shells can be lapped together as, for instance, so many shirt cuffs, separate from shirts, might be. Commonly they are packed half a dozen lapped together, two such bunches in a pasteboard box, a dozen drums of the same size thus being packed into the space that two drums would ordinarily occupy. Packed also in such a box would be a dozen pairs of drum heads, a dozen pairs of rims, to hold the heads on, and a dozen cords, and of course a dozen pairs of drumsticks.

Another peculiarly modern American wrinkle in the manufacture of toy drums consists in the substitution in drums of small sizes of heads of very thin rolled sheets of steel for the old-time heads of sheepskin.

THE FOOTBALL INSTINCT.

VALUE OF ENTHUSIASM TO THE COLLEGE ELEVEN.

Moral of a Young Man Seen Kicking a Football in a Wilderness Down South—Help Given by the Scrub Team and Those Who Yell to the 'Varsity—A Coach's Advice.

One very hot day last summer as the writer was fishing a river in one of the wildest regions of the South a peculiar, dull thumping, repeated at intervals of a quarter of a minute or more, roused his curiosity. It was no sound that he was able to identify with a country so sparsely inhabited that he had seen but one house in a day's journey, yet there was about it something baffingly familiar. The next turn in the river furnished the explanation. On a sandbar in the stream stood a young giant holding in his outstretched hands, of all things inexplicable in that wilderness—a football. Stepping forward with deliberation he let the oval fall, and as it hit the hard sand his foot met it and sent it spinning far up the steep river bank, where it struck, bounded, and rolled into the stream. He was poking it out with a pole when the writer accosted him.

"Yes; I am getting a little practice," he said in answer to the question, wiping his heated face. "It's better than nothing."

"Just kicking at random?" asked the writer.

"No, indeed. See that goal up there?" He pointed to a couple of sawed-off stumps up on the bank. "I've been making that three times out of five."

"Rather an unexpected spot to find any one practicing football. Do you live here?"

"No; I'm here on a surveying trip for my father, who owns a lot of these hills. It's our system of training at college," he explained. "They gave me this ball when I came away and told me if I wanted to make the team I'd better put in some hard practice. 'You take this ball,' the head coach said to me, 'and sleep with it. Use it for a pillow. Carry it around under your arm. Learn every mark and wrinkle of it. When you've got room to kick, kick it. When you haven't, throw it against the wall and practice catching it. Stick to it like a fly to flypaper,' he told me. 'And that's what I'm doing,' concluded the big fellow, as he picked the big oval out and flicked the bright spots from the pigskin preparatory to another trial.

Now, it would be pleasant to add that this sturdy and faithful young surveyor saved the championship for his team by a skilful drop kick at the critical moment in the final game. But he hadn't had the chance at the time of the present writing. And in all probability he won't have, for that kind of thing happens only a few times in a century—outside of fiction. However, he had gained a place on his college team, and whether he had gained that enviable place or not he is an example, none the less, of that spirit which constitutes a college's success on the football field.

With the development and perfecting of the American game there has come into football a broader spirit. A few years ago the only incentive for practice was the hope of making the eleven; if not the 'Varsity eleven, then the class eleven. All work was done with that end in view. There were perhaps sixteen or twenty men, the regulars and substitutes, who were regarded as the sole guardians of the college prestige on the gridiron. All the efforts were directed to their development; nobody else was considered. That is all changed now. To-day it is universally recognized in the small as well as the large colleges that it is the men who never make the team that win the victories. The coach who can depend upon a strong, enthusiastic, hard-working scrub team, and, back of the scrub, the men who sit on the side lines, and, for the love of the game or loyalty to the college or a mixture of both, patiently wait for a chance to get into the practice—that coach has a basis to work on better than weight or muscle, the true football spirit that wins over everything else.

One of the greatest football players and best judges of the game who ever put on canvas once said in reply to the question, What quality is the most valuable on the field? "College loyalty." Another man, star player of one of the big colleges, who has since won laurels as a coach, was hired by a small institution to train and coach its team.

"We haven't big men," said the captain of the team. "There are only 150 men in college to pick from, and we are up against colleges three and four times as big, but the fellows are football wild."

"How many can you turn out to daily practice?" asked the coach.

"Quarter of the college," was the prompt answer.

"If my big college had been able to get that percentage of its men out," said the expert, "there would never have been a score against us. You live up to that and we'll get the pennant, all right."

They did, and since that time the little college of Hamilton has been holding its own against elevens recruited from many times its own number of men. The secret of it is on the side lines, where, as a great poet has said of a very different subject, "They also serve who only stand and wait."

Yale and Princeton long ago recognized this principle on the gridiron. Harvard came to the realization later and simultaneously to a better position in the athletic world than she had before held. Cornell holds to it, and Pennsylvania, and the University of Chicago, and Lafayette, and in a high degree the army and navy players at West Point and Annapolis; in fact, every college that plays fine, clean, dashing football, from little Bowdoin far up in Maine to big Leland Stanford, Jr., on the Pacific slope.

It is the scrub and the men behind the scrub that count. In this fact there is incentive to every boy who is about entering college, whether he has within him the possibility of making the team or not, provided he has a love for the game for the sake of the play that is at the root of all true sportsmanship. Barring weak heart or lungs, crippling malformation or unusual fragility, every young fellow at the age of entrance can learn to play well enough to be a factor in the football life of his college, and to benefit himself.

Let him first learn so to handle himself as to escape injury, the rudiments of which any experienced player can teach him in an hour; to fall always forward and upon the shoulder with the arms down and one foot crossed over the other, to keep his temper and his head, and above all to play hard and straight while he plays. It is the timid or tricky player who is carried off by the substitutes never to come back upon the field again. Bruises and bumps the new player will get in plenty. He will find with amazement verging upon dismay that there are more fine points of the game to be learned than he ever dreamed of. But if he will sleep with the ball like the young practitioner of the sand bar and the river bank, he will soon find these points coming to him as by intuition. That is what is called football instinct, and it can be gained in no other way.

As the value of the scrub is coming to be realized by the football faculties who manage the game in the various colleges, the coaches are giving to the scrub teams practical reward in the shape of a schedule of games with minor eleven. This serves to keep them tuned up a term which signifies the fine polish of good condition. It means that absolute hunger for the game that can be satisfied only when the player is in the finest of physical condition. And it not infrequently happens that the scrub, one day or another, will be tuned up to such a pitch of football inspiration that for a time they will sweep the cellars off their feet. Those are unhappy times for the regulars, for they mean a shilling, in which sense of the 'Varsity are relegated to the scrub and their places supplied from the scrub forces.

For the best of the scrub players there is always the chance of getting a place on the regular team. This year's scrub may be next year's 'Varsity to a greater or less extent. But the great majority must go through the hard knocks and hearty work of the season with no other reward than the satisfaction of having done, in a more or less inconspicuous way, good work for the college. And when the great day of the championship comes those who have not won the coveted college letter for their sweaters and are debarred from action can still bear their part with stout and practised lungs, and so aid in the victory, for, to bring down the words of the poet once more to the level of the gridiron, "They also serve who only stand and yell."

CATCHING A BANK THIEF.

It Is Often Easy to Get Away, but Almost Always Hard to Stay Away.

From the Washington Post.

"The recent embezzlement by the note teller of the First National Bank of New York and the ease with which he was captured," said a well-known ex-detective last week, "recalls one of the most remarkable and interesting cases I ever had anything to do with. It was the robbery of the Townsend Savings Bank of New Haven, Conn., which occurred in 1866, I think. At any rate, it was shortly after the end of the Civil War, in which great conflict the principal in the affair had distinguished himself and won many highly prized laurels. His name was Jerry Townsend, a son of the cashier and a nephew of the President of the Townsend Savings Bank of New Haven.

"Jerry, soon after his return from the war, was given a minor position in the bank, and being a clever, well-educated fellow he rapidly advanced until he was made paying teller.

"Well, things ran along all right for some time, until one fine morning the cashier discovered that about $100,000 in cash and bonds had been taken from the safe the preceding night. The safe had not been blown open. It was simply unlocked by some one having the lock combination. Now, according to the bank's rules, only the President, the cashier and the assistant cashier had this combination, hence suspicion was not directed toward any other person at first. Jerry was hardly mentioned in connection with the robbery, until his father, the cashier, remembered that some days prior the former had suggested the expediency of his having the combination, so that in case of the absence of all the other officers at the same time he could have access to the safe if necessary. And the old gentleman, regarding the proposition reasonable, gave his son the combination; yet, strange to say, he had neglected to inform the President that he had done so.

"Now, Jerry had sent word to the bank the day before the robbery was discovered that he was so ill he feared he would not be able to attend to his duties for a day or two, so he was not expected at the bank the day of the discovery; but as soon as his father had admitted that his son also could open the safe a messenger was sent to the latter's home. I hardly need say that he was not there.

"Hitherto the bank officers had conducted the examination in their own way, and as secretly as possible, yet when the paying teller could not be found by them and the story of the big steal was getting out, they saw that other steps must at once be taken in the case, and so it came about that I was called to take a hand in the game. I was on duty in New York city at the time I received orders to run up to New Haven. On my arrival at the bank I found everything in a state of great confusion, and hundreds of excited depositors were clamoring at the bank do