

TIME IS WORTH \$620 A SECOND

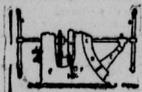
The Queer Time-Saving Contrivances in the Rival Yachts

DEFENDER'S STEERING GEAR

The Valkyrie III. Has a Fine Block Arrangement on Her Main Boom. Her Quartette of Owners

There are many curious little things about the yacht Defender and Valkyrie III which have been lost sight of during the ceaseless discussion as to which will capture the much coveted America's cup. Yet these little things, every one of them the result of long study and experience, will play an important part when the real battle begins. They may be only worth the fraction of a second in time, but to the ardent yachtsman a second represents a lot of money in the coming international race.

It has been estimated that over the distance the two yachts will sail in the race the Defender could beat the Vigilant eight minutes. This is 480 seconds. The building and handling of the Defender will represent when the season is over an outlay of about \$300,000. Thus each second of time that the Defender can beat the Vigilant has been paid for at the rate of \$620. Truly, time is getting to be exceedingly valuable. After the international races if Defender were put upon the market she might bring \$20,000. If she should lose the great race she would bring half that sum. But yachting is a glorious sport, and kings and princes of the universe have never yet been able to



Defender's Steering Gear

own a yacht that could sail with those of Yankee construction.

A great deal of money has been spent on the steering gear of Defender. This has long been a source of worry to yacht designers. The greatest speed of movement has always been obtained by the use of the tiller stick, in a heavy boat, and the yacht is hard headed it's an awkward matter to get enough power at the tiller to send her about or to hold her head up in the wind. The wheel is easier to handle, but much slower.

Nat Herreshoff has solved the riddle by the introduction of a machine on the Defender which will give all the speed of the tiller and the power of the wheel. A side view of this steering gear is shown.

By those who have been on the Defender during her trial trips it is stated that three-quarters of a turn of the wheel will throw the helm hard up or hard down. If power is needed, the throwing

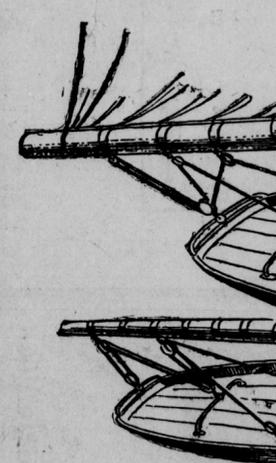


The Flags on Defender

of a clutch brings a compound gear into action.

In the cut the two A's represent steering wheels, B the brass bearing connecting the rudder post with steering shafts, the rudder post, D the quadrant gear, E the bevel pinion engaging quadrant, F the bronze frame, G the brake, H the two clutch gears, I the compound gearing, J the hand lever operating compound gearing, and K the deck line.

The cut shows a side view with the compound gearing on. To change to direct gearing the man at the wheel drops one lever, J, throws in the clutches H, I, and changes other lever, J, to port. In changing either way, the helmsman places his foot on lever G, which keeps the boat on her course while the change is made. The wheels are so arranged that four men can be put at them if need be. The



VIGILANT

VALKYRIE

wheels are on the same shaft and work together. The gear is boxed over so that none of its parts are in ordinary view. The invention is patented.

Designer Watson has a clever arrangement of blocks on the main boom of Valkyrie III for the speedy handling of her immense mainsail. It requires a deal of arm power to haul this sail taut when the wind is abeam and any contrivance that tends to hasten matters, even the smallest fraction of time, may be worth several seconds to the yacht before the race is over.

The large cut shows the block arrangements of the Valkyrie III and that of Vigilant, giving a good idea of the improvements made.

In the case of the Valkyrie it can be seen that instead of two outside blocks on the boom four single blocks are used, thus avoiding friction in the sheaves customary in double blocks. In the Valkyrie the sheet starts aft from a leading or quarter block on the port side. It then passes up to the first block on the boom

and thence to a single block on the forward traveler. From there it passes through the third block on the boom, and then goes to a double block on the after traveler. It next passes along and goes through a single block at the end of the boom and then back to the double block on the after traveler again. From there it runs up through the second block and then forward to the leading block on the starboard side.

The blocks are sufficiently separated as to prevent chafing, and on the whole it seems to be an improvement over the Vigilant method. The only fault with this method seems to be that, after a double block is slightly chafed, sufficiently, probably, to produce slight friction of the sheaves against the side.

In the case of the Vigilant, the main sheaves from the quarter block on the deck to the double block on the boom and then passes down to the double block on the forward traveler. It then goes up to another double block on the boom and then to a single block on the after traveler. The sheet then goes back from the after block through the same process, though as a matter of fact the Vigilant's sheet really starts at the single block on the after traveler, the two parts passing through a double block on the boom at the after end, then to a double block on the forward traveler, and then up to a double block on the boom. The sheets then separate and pass through two quarter blocks on deck.

The fault with this method is that as the sheets are hatted in the two sheets pull away from each other at the first block. This crowds each sheave, in a double block against the outside, producing considerable friction.

One of the peculiarities of Valkyrie III is her quartette of owners. She is spoken of as Lord Dunraven's boat, but as a matter of fact she has three owners, Lord Dunraven, Lord Londondale and Lord Wolverton. Dunraven occupies the same position with Valkyrie III that G. Oliver Iselin does with the Defender. The latter is generally regarded as Iselin's property, but the bulk of the building and handling of the Defender is represented when the season is over an outlay of about \$300,000. Thus each second of time that the Defender can beat the Vigilant has been paid for at the rate of \$620. Truly, time is getting to be exceedingly valuable. After the international races if Defender were put upon the market she might bring \$20,000. If she should lose the great race she would bring half that sum. But yachting is a glorious sport, and kings and princes of the universe have never yet been able to

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services in this cathedral are at 10 in the morning and at 4 in the afternoon, and we don't have any fancy prayers. Gee—What are you loafing around for? Dee—Fraid to go home. Wife told me to be sure and remember something, and I've forgotten what it was. Gee—It wasn't bread or groceries, was it? Dee—No. Gee—Baby food, tacks or theater tickets? Dee—No; but I've just thought of it. Gee—What was it? Dee—Why, she wanted me to remember to come home early. Liszt was one of the kindest of men. He was always ready to oblige young musical artists and when they played before him, frequently gave them valuable points in regard to the manner in which the composition should have been rendered. General A. W. Greeley takes little part in the social life of Washington, spending most of his leisure time on a new book about his explorations that he is writing for the Public. He now lives with his wife says he will do no more exploring. Cawker—I am very much afraid that Snodgrass will go blind. He's such an egotist. Cums—How can egotism produce blindness? Cawker—He overworks his I.

Admiral Meade's Greatness "For a rear admiral who has been rear admiral only a year, and has commanded a squadron only a few months, I think Admiral Dick Meade has kicked up more devil's delight on the forecastle than any naval officer since—well, it's hard to tell since when." The gentleman who uttered this is himself a naval officer of high rank, an old ship and messmate of Admiral Meade, and the last to do an old associate injustice.

"I am a little out of patience with Dick," he said. "First place, what a fool he was to resign his command, ask to be retired four years ahead of his time, and then go off and talk about the president and secretary of the navy in a way that compelled action and rebuke. But let us see what Dick has done in other ways to make himself famous as an admiral."

January, 1894—Suggestion of promotion. Gladly received. Broke up house in Washington. March, 1894—Promotion. August—Command of North Atlantic fleet. Flag ship New York cruise to West Indies.

First row—Quarrel with pilot of Hampton roads. Pilot threatened to bruise nose, and Admiral Dick said "Come on." Matter arranged by Captain Evans.

Second row—Fishing schooner off Pernambuco lights. Skipper, in reply to rapid fire battery of Admiral Meade, tells the

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The Prince of Wales is evidently much pleased with the performance of his yacht Britannia in her contests in the northern regattas. He has sent a message to Captain Carter congratulating him on his successful sailing of the yacht.

Robert E. Scott, who died at Augusta, Wis., the other day, was a nephew of Sir Robert Scott, better known as the brother of Charles Scott, a younger brother of the author. He was born in 1820, and came to this country in 1844.

One of the most noted architects of Boston, Dennis Reardon, has been totally blind since his birth. He is designing the plans for the Boston library, the new historical building and many other prominent edifices.

George W. Cable, the novelist, has a passion for trees, and makes all his distinguished guests plant them at his residence, Tarryville, near Northampton, Mass.

"It's quite true, thirteen is a mighty unlucky number," said the prisoner, leaning at the judge and jury as he heard the verdict—"Guilty."

AN EMPRESS COLONEL NOW

Germany's Queen and Her Regiment of Proud Cuirassiers

AND ITS FAMOUS HISTORY

Was Founded in 1721 by One of the Heads of the Hohenzollerns—Empress Louise First Woman Commander

It is not generally known that the empress of Germany is a full-fledged colonel of one of the finest regiments in the vast army of the empire.

The advent of the new woman has nothing to do with the military prominence of this lady. The dead and gone German queens were colonels before the new woman was ever thought of. The dowager empress is also a colonel, and so are a number of other women of the royal house of Germany. Of course, their military standing is largely nominal.

There is not one chance in ten thousand that these queens and dowagers will ever do anything more warlike than don a pretty feminine edition of the uniform of a favorite regiment and review the soldiers on some festival occasion.

That is about all that King William's wife does, but her soldiers feel that they are more honored than the average, and to be a member of the queen's regiment is to be deemed a most fortunate piece of good luck.

At all of the great military celebrations the empress appears on her military horse, clad in the uniform of the Pomeranians. These appearances always create the most extraordinary enthusiasm among the people. The soldiers feel that they have a personal interest in the welfare of the queen.

From the ranks of the Pomeranians, the queen's guards, which are always near her, are chosen. This guard is commanded by a woman, and it is due to her due to the impulse of morbid curiosity or to a genuine human sympathy is open to question. It is certain that an increasing number of this kind who normally stain themselves give evidence of an extraordinary absorption in the character and condition of those whose lives are notoriously and avowedly vicious. The barrier which separated the virtuous young women from the fallen was absolutely definite and impassable. On the principle that to touch the guard is to touch the queen, those within the fold held no communication with the outside, whose very existence they were expected to ignore. Of late, however, the Pharisaical passing by on the other side has been replaced by an abnormal attraction toward the gutter, and every crown of redemption of the fallen and the purification of the sinner through intercourse with the virtuous is now being professed to see in this association the germ of a brave humanitarianism, the inauguration of a new and fervent charity that dreams of this world's good.

It is the ambition of the little Princess Victoria Louise, the only daughter of the empress, to be the colonel of a regiment. She regards her mother as the finest soldier in the land when the empress is gowned in her uniform.

Although the universal brotherhood of man lies avowedly in the background of the socialistic dream, no zealous Utopian has ever ventured to apply the same idea to the opposite sex. The bond of fellowship which exists between man and man simply by virtue of a common sex is entirely absent between woman and woman. It is, in fact, replaced by a fundamental antagonism, a vague enmity which renders the general attitude of a feminine creature toward her kind essentially different from that of the male creature in identical relations. In an individual case this feeling is communicated by affection or by sympathy, but apart from personal sentiments it remains, severing every living woman from her own kind, her sex. To a great extent this arises from woman's incapacity for personal feeling or abstract emotion. In life's fray she is either her own hand or, more often, of some one man or woman whom she loves, but rarely for the welfare of her sex at large. Were it not for this strange lack of humanity in her nature, the emancipation of woman would not have been so grievous a retarder. If the few women who suffered from the restrictions which were bedged in their liberty had been able to count on the sympathy and co-operation of all women, the time of their subjugation would have been only a matter of minutes. As it was, the first seekers after freedom met with more opposition from their own sex than they did from the other. Indeed, do they fare better today. It was not the great mass of womanhood who worked to obtain the marriage of women's property act, nor the vindication of their personal rights by the Jackson case verdict. These things and sundry other social status were effected by an inconsiderable minority of women brave enough and logical enough to impress the male powers that be with the justice of their demands. But for their courage they received no sympathy, and for their success not one word of thanks—nothing, in fact, but expressions from the huge inert feminine mass in whose service their strength was spent.

It is, in fact, this essential disunion, this lack of cohesive power, which makes the economic position of woman what it is. The work which she is now doing with her own hands owes more to the self-interest of the employer than to her own energy. In many fields of labor women are ousting men from employment, because their work is as well done as men can do it, and done at about half the price. The emancipation of the woman worker simply means that the capitalist has the road to the cheapest labor, and makes the best bargain he can. When it is struck, the woman waits that she is underpaid, apparently unconscious that the remedy lies in her own hands. If each woman who works were to adopt the tactics of man and combine for the common benefit, instead of standing aloof and making her own terms, the value of her labor would soon be equal to his. But this is just what she cannot do. She cannot combine with her own sex, either offensive or defensive, and respect the covenant. That is why trade-unionism among women is still a barren and fruitless operation. Inefficiency, and why the associations formed by women for their betterment and governed by them are so apt to become disabled through internal strife. Whatever strength there is in woman it is not the strength of unity; far less is fraternity and equality, sequels to the liberty she claims. At the moment her most pretentious claim is for parliamentary enfranchisement. I am not here contending that the justice—or injustice—of the claim, but the contention that its success or failure depends almost entirely upon herself. If all womanhood were to

demand the vote as with one voice, the days of her seclusion from political activity would be numbered. For the present obstacle to her obtaining it comes not so much from man's disinclination to grant it as from the passive antagonism of those women who do not want it.

Yet there never was a time when women were so interested in their own sex as now, though whether this interest is due to an impulse of morbid curiosity or to a genuine human sympathy is open to question. It is certain that an increasing number of this kind who normally stain themselves give evidence of an extraordinary absorption in the character and condition of those whose lives are notoriously and avowedly vicious. The barrier which separated the virtuous young women from the fallen was absolutely definite and impassable. On the principle that to touch the guard is to touch the queen, those within the fold held no communication with the outside, whose very existence they were expected to ignore. Of late, however, the Pharisaical passing by on the other side has been replaced by an abnormal attraction toward the gutter, and every crown of redemption of the fallen and the purification of the sinner through intercourse with the virtuous is now being professed to see in this association the germ of a brave humanitarianism, the inauguration of a new and fervent charity that dreams of this world's good.

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Although the universal brotherhood of man lies avowedly in the background of the socialistic dream, no zealous Utopian has ever ventured to apply the same idea to the opposite sex. The bond of fellowship which exists between man and man simply by virtue of a common sex is entirely absent between woman and woman. It is, in fact, replaced by a fundamental antagonism, a vague enmity which renders the general attitude of a feminine creature toward her kind essentially different from that of the male creature in identical relations. In an individual case this feeling is communicated by affection or by sympathy, but apart from personal sentiments it remains, severing every living woman from her own kind, her sex. To a great extent this arises from woman's incapacity for personal feeling or abstract emotion. In life's fray she is either her own hand or, more often, of some one man or woman whom she loves, but rarely for the welfare of her sex at large. Were it not for this strange lack of humanity in her nature, the emancipation of woman would not have been so grievous a retarder. If the few women who suffered from the restrictions which were bedged in their liberty had been able to count on the sympathy and co-operation of all women, the time of their subjugation would have been only a matter of minutes. As it was, the first seekers after freedom met with more opposition from their own sex than they did from the other. Indeed, do they fare better today. It was not the great mass of womanhood who worked to obtain the marriage of women's property act, nor the vindication of their personal rights by the Jackson case verdict. These things and sundry other social status were effected by an inconsiderable minority of women brave enough and logical enough to impress the male powers that be with the justice of their demands. But for their courage they received no sympathy, and for their success not one word of thanks—nothing, in fact, but expressions from the huge inert feminine mass in whose service their strength was spent.

It is, in fact, this essential disunion, this lack of cohesive power, which makes the economic position of woman what it is. The work which she is now doing with her own hands owes more to the self-interest of the employer than to her own energy. In many fields of labor women are ousting men from employment, because their work is as well done as men can do it, and done at about half the price. The emancipation of the woman worker simply means that the capitalist has the road to the cheapest labor, and makes the best bargain he can. When it is struck, the woman waits that she is underpaid, apparently unconscious that the remedy lies in her own hands. If each woman who works were to adopt the tactics of man and combine for the common benefit, instead of standing aloof and making her own terms, the value of her labor would soon be equal to his. But this is just what she cannot do. She cannot combine with her own sex, either offensive or defensive, and respect the covenant. That is why trade-unionism among women is still a barren and fruitless operation. Inefficiency, and why the associations formed by women for their betterment and governed by them are so apt to become disabled through internal strife. Whatever strength there is in woman it is not the strength of unity; far less is fraternity and equality, sequels to the liberty she claims. At the moment her most pretentious claim is for parliamentary enfranchisement. I am not here contending that the justice—or injustice—of the claim, but the contention that its success or failure depends almost entirely upon herself. If all womanhood were to

demand the vote as with one voice, the days of her seclusion from political activity would be numbered. For the present obstacle to her obtaining it comes not so much from man's disinclination to grant it as from the passive antagonism of those women who do not want it.

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