

THE ANGLO-AMERICAN BOAT RACE.

LONDON, June 10, 1872.

The Atalantas, American boat crew, were badly beaten, without a chance to win throughout the race, in the contest with the London Rowing Club crew on the Thames to-day.

The course which was laid out for the race, from Putney to Mortlake, was up stream, but there was another stipulation in the agreement to change the courseway if the wind was contrary. Consequently the wind was changed at the last moment, and the crews rowed from Mortlake to Putney.

Mr. W. W. Webster, Vice President, of the Atalantas Boat Club, who arrived in the city recently, was chosen umpire on the part of the Americans, and Mr. Playford on behalf of the London crew.

Mr. R. Leslie, of the Oxford Rowing Club, was chosen referee.

The English crew rowed bare-headed, in a uniform of white Jersey flannel.

The American rowing colors were crimson, with crimson jockey caps.

Flags were flying all over the city, and everything wore the appearance of a London holiday occasion.

The betting was animated and very general, with odds of three to one against the American crew freely given in the morning.

At the hour of four o'clock in the afternoon the weather was fine and pleasant, and preparations for the race were made. The storm of the morning was accompanied with sharp lightning and followed by some loss of life from it.

In the western part of England snow fell during the day.

In the city 'Change was deserted, the brokers having most all gone to see the race.

There was an immense gathering of people congregated to witness the struggle. Both banks of the Thames, for the whole distance, were swarming with eager crowds. The housetops, windows, carriages, cabs, carts, steamers, barges and wherries, with every other possible and almost impossible foothold, on land or afloat, were crammed to the very utmost limit of their accommodation by the time the position of the course was declared changed.

The circumstances under which the Atalanta crew entered the race were most unfavorable. At first it was thought the match would have to be postponed, owing to the stormy weather. As the sky cleared up it was decided that the race should be rowed, although the water was rough and lumpy, and the tide running very strong. Further delay was caused by the change in the direction of the race, which was made at the last moment. This having been agreed to, both crews went on board a steamer, and, with their bats, were taken up to the other end of the course at Mortlake. On arriving there further time was taken for making the arrangements rendered necessary by the reversal of the route, and it was after six o'clock when the Londoners and New Yorkers stripped and entered the respective boats.

The thousands of spectators waited with patience and good humor while these preparations were making, and as the boats shot out from the shore to take up their positions there was a great shout of joy and relief, which was taken up and rolled along on both banks of the river, from Mortlake to Putney.

The river from being lumpy became perfectly smooth, the wind and tide both favoring the oarsmen.

The Londoners won the choice of position, and took the north side of the river.

At the hour of twenty-three minutes past six o'clock in the evening the signal to start was given by gun fire.

Both crews went away handsomely, the Atalantas falling in the water first and getting a perceptible lead. Before they had delivered a dozen strokes of their oars the Londoners came up, and after another dozen strokes London was ahead. The Atalantas made forty-two strokes a minute; the Londoners forty.

The London crew was a length ahead before two hundred yards had been made, and so swept down the stream with slashing speed. The London men were perceptibly and constantly drawing ahead as the race progressed, the Atalantas showing weak in comparison with the tremendous swing of their rivals.

The Atalantas hung on to the London crew down to Barnes' bridge, which they reached four seconds behind. From that point the London men went completely away from them, and the further struggle of the Atalantas was

hopeless. Indeed, the Americans never had a chance after the first fifty yards.

At Hammersmith two swans swam across the stream sailing between the boats.

The Atalantas spurted several times, but with no effect for their better fortune. They kept forty-two strokes throughout; London forty and a half, and then fell away to thirty-eight.

About eight minutes before the termination of the race a wherry fouled the Atalantas and lost them a few seconds of time in consequence.

The race was finished with the London crew 150 yards ahead.

The time of the winners was twenty-one minutes and six seconds, with the Atalantas forty-two seconds behind and their whole time good. The extra editions of the London journals published this evening put the time of the winners at twenty-one minutes sixteen seconds, over a course of four miles and two furlongs.

The English crew took the water brilliantly. In the first two hundred yards they got a length ahead, and, edging to the Surrey side, took the Atalantas' water. At Barnes' bridge, just around the curve, the Londoners had increased the gap to a length and a half. From this point the Americans made a series of desperate spurts, and slightly improved their position, drawing up to the London boat; but the tremendous efforts told on the men, and they soon began to show signs of exhaustion. On reaching the Water Works, opposite Chiswick Mall, their distress was evident and their pull relaxed. Their case was hopeless. The race was already won.

The Englishmen gained rapidly while going through Carney Reach, and shot under Hammersmith bridge twenty lengths ahead. They continued to row on steadily with ease, increasing the distance at every stroke.

The Americans kept on with great pluck, but signs of increasing exhaustion were plain.

Up to Hammersmith bridge the course had been perfectly clear, but beyond that point rowing boats hampered the Atalantas, one hitting their shell hard, and compelling the crew to come to a complete stop. But these accidents had nothing to do with the result of the race, which was a foregone conclusion from the start.

Coming around Craven Point, and heading direct for the Aqueduct bridge, at Putney, the Londoners walked away from their opponents, and arrived at the bridge, crossing the line at half-past six o'clock.

The cheering of the people along the whole course was indescribable at the close. The dense masses of spectators on the bridge and river sides cheered and screamed, wild with excitement, as the Londoners came in sight, and sent up a great roar when they reached the end of the course. The Americans, in spite of accidents and stops pulled to the bitter end; and were heartily cheered as they stepped out of their boat, greatly exhausted.

There was a great turnout of Americans in a steamer decorated with the national colors of the republic. Numbers of other steamers, heavily freighted with passengers, were at Putney and Hammersmith. The American steamer, the one which had on board the friends of the Atalantas, was gaily decorated with flags and had on board the band of the Coldstream Guards. This vessel accompanied the contestants.

The London crew was a remarkably fine one in a physical point of view. It mustered two men each as big as John C. Heenan and each with an average weight nineteen pounds heavier than the pugilist, thus giving it great power of propulsion. The style of the winning crew was perfect.

Unprecedented exertions were made to have the result of the race forwarded to London with the least possible delay. A news association laid insulated wires to Putney and Mortlake and had four telegraph stations at intervals on the course, from which they reported the race from point to point, as it proceeded. The dispatches on reaching the city were instantaneously distributed by telegraph to all parts of the metropolis.—*New York Herald.*

NEW POSTAL LAW.

One-Cent Cards Authorized—Reduction on Newspapers and Small Circulars

The new law just passed makes some interesting changes in existing postal regulations. The most important is the authorization of one-cent postal cards for correspondence or printed cir-

culars similar to those which were introduced in Great Britain nearly two years ago, and are now in use in nearly all European countries. The House provided in the bill for cards with a paper flap to cover and conceal the writing. The Senate changed this to an open card. In conference committee the style of the card was left to the discretion of the Postmaster General, who prefers the open card, and will order that kind only to be manufactured. The face of the card will bear a one-cent stamp, and will be provided with lines for the address, and the back will be ruled for the letter. The price of the card and stamp will be only one cent. It will probably be three or four weeks before they will be ready for sale, as the plates for printing have yet to be prepared. The postage on circulars, newspapers, and transient printed matter, which, under the old law, was two cents for every four ounces or less, is now one cent for two ounces or less. Small circulars, which formerly cost two cents to mail, can now be sent for one cent, an important reduction to business men who use the mails largely to advertise their business. The change is now in force, the law being immediate in its effects, but the First Assistant Postmaster General claims the right to suspend operation of the law until it can be promulgated to postmasters throughout the country.—*Chicago Post.*

AN EDITOR'S WORK.

In Mark Twain's *Roughing It* is the following passage. It appears that Mark had been for some time the local of a Nevada paper, but became at last tired of that department of labor and "wanted a change." He says:

"I wanted variety of some kind. It came. Mr. Goodman went away for a week and let me the post of chief editor. It destroyed me. The first day, I wrote my 'leader' in the forenoon. The second day, I had no subject and put it off till the afternoon. The third day I put it off till evening and then copied an elaborate editorial out of the *American Cyclopaedia*, that steadfast friend of the editor, all over this land. The fourth day I 'fooled around' till midnight, and then fell back on the *Cyclopaedia* again. The fifth day I cudgled my brain till midnight, and then kept the press waiting while I penned some bitter personalities on six different people. The sixth day I labored in anguish till far into the night and brought forth—nothing. The paper went to press without an editorial. The seventh day I resigned. On the eighth, Mr. Goodman returned and found six duels on his hands—my personalities had borne fruit. Nobody, except he has tried it, knows what it is to be an editor. It is easy to scribble local rubbish, with the facts all before you; it is easy to clip selections from other papers; it is easy to string out a correspondence from any locality; but it is an unspeakable hardship to write editorials. *Subjects* are the trouble—the dreary lack of them, I mean. Every day, it is drag, drag, drag—think, and worry and suffer—all the world is a dull blank, and yet the editorial columns *must* be filled. Only give the editor a *subject*, and his work is done—it is no trouble to write it up; but fancy how you would feel if you had to pump your brains dry every day in the week, fifty-two weeks in the year. It makes one low-spirited simply to think of it. The matter that each editor of a daily paper in America writes in the course of a year would fill from four to eight bulky volumes like this book! Fancy what a library an editor's work would make, after twenty or thirty years' service. Yet people often marvel that Dickens, Scott, Bulwer, Dumas, etc., have been able to produce so many books. If these authors had wrought as voluminously as newspaper editors do, the result would be something to marvel at, indeed. How editors can continue this tremendous labor, this exhausting consumption of brain-fibre (for their work is creative, and not a mere mechanical laying up of facts, like reporting,) day after day and year after year, is incomprehensible. Preachers take two months' holiday in midsummer, for they find that to produce two sermons a week is wearing in the long run. In truth it must be so, and is so; and therefore, how an editor can take from ten to twenty texts and build upon them from ten to twenty painstaking editorials in a week, and keep it up all the year round, is farther beyond comprehension than ever. Ever since I survived my week as editor, I have found at least one pleasure in any

newspaper that comes to my hand; it is in admiring the long columns of editorials and wondering to myself how in the mischief he did it."

Colds and How to Treat Them.

When you are attacked again with a hard cold treat it as follows: Eat no supper. On going to bed drink two tumblers of cold water. On rising in the morning drink freely of cold water. For breakfast eat a piece of dry bread as large as your hand. Go out freely during the morning. For dinner eat about the same as you eat for breakfast. During the afternoon take a sharp walk, or engage in some active exercise which will produce a little perspiration. Go without your supper and retire early, drinking, before you jump into bed, as much cold water as you can swallow. The next morning you are nearly well. If, instead, you feed the cold, it will stay a week or ten days, and wind up with a hard cough and expectoration. A cold is not, as many think, the result alone of exposure to a sudden change in the atmosphere. It is the product of two factors; one is a certain condition of the within, and the other is a certain condition of the without. The only soil in which this plant can grow is a certain condition of the system, the prominent feature of which is a deranged stomach. Those who have good digestion very rarely have colds. So, to prevent colds, you must keep your stomach in good condition; in other words, you must keep yourself in high health. There are some habits which give a general tendency to colds. For example, the use of hot drinks which, in addition to flooding and weakening the stomach, open the skin, and increase thereby sensibility to the influence of external changes; the use of warm baths, especially warm foot baths; sleeping in close, unventilated rooms; wearing the same flannels during the night that have been worn during the day; using fat meats and pastry, thereby deranging the stomach and liver.—*Dr. Dio Lewis.*

MEMORIAL

Of citizens of Utah, against the admission of that Territory as a State.

MAY 6, 1872.—Referred to the Committee on Territories and ordered to be printed

To the Senate and House of Representatives of the United States in Congress assembled.

[CONCLUDED.]

Bernard Snow, mill-wright, Matilda Sorensen, Florentine Sorensen, Fountain Green.

Chas de La Baurne, merchant; Uintah, Weber County.

William Thornley, farmer; Mary N. Thornley, farmer; South Weber, Davis County.

Harriet Savage, John N. Savage, school-teacher; Alice F. Wise, Samuel Dye, Elizabeth Dye, Benjamin Waldron, Harriet Waldron, Timothy O'Neil, Eliza O'Neil, John Bowman, Jane Bowman, W. J. Jones, Mary J. Jones, David D. Jones, Elizabeth D. Jones, farmers; William Clark, U. P. R. R.; Uintah.

Jas K. Green, Susannah Green, Jas Forbes, Mary Ann Forbes, farmers; Kay's Creek.

Goff Moore, merchant; C. E. Paist, John Cassidy, Jonathan Douthitt, Fred Wolf, Edward Mattee, Richard Allen, Thomas Hymers, U. P. R. R.; Uintah.

Joseph B. Sewell, stone-cutter; Ogden, U. T.

Joseph Sewell, sr., Edward Sewell, farmer, West Weber.

William Sewell, horse-farrier; Elizabeth Sewell, Albert Brown, laborer; Scott Levan, farmer; A. Cadwell, butcher; Wm Stoker, harness maker; S. S. Tucker, carpenter; W. T. Stoker, saddler; Ogden.

Thomas Edgington, George Edgington, Hiram Lewis, Mary Wilson, Am Nichols.

A. W. Meek, H. J. J. Morgan, miners; Eureka City.

Peter Kendall, miner; P. Harnois, butcher; R. S. Lipscomb, rancher; A. H. Noon, p. m. surgeon; W. A. Raodes, John Dawer, E. E. Aumony, James Cunningham, N. E. Eddy, miners; James Asher, wood hauler; E. Sanders, miner; William Baxter, merchant; R. T. Smith, merchant; Conrad Saap, miner; James Robbins, hotel keeper; G. A. T. Wilson, W. T. Taylor, W. P. Edwards, Pat Lovord, O. P. Corbett, P. N. Peterson, Geo. A. Remington, A. C. Newman, Joseph Cameron, William Moore, John Giblin, Mortimer Sullivan, Michael Sullivan, Timothy McCarty, miners; Eureka City.

James E. Matthews, N. McAllister, Michael Mansfield, James Burrows, Peter J. Osborne, miners; East Tintic, Utah.

James Marlow; A. Mattisen, miner; Mary Robbins, R. T. Ferguson, J. H. Vaughn.

John Williams, clerk; Ophir.

John Shields, miner.