

THE AMERICA'S CUP AS A TOKEN OF OUR SUPREMACY ON THE SEA.

KALID MACLEAN, COMMANDER OF THE MOORISH ARMY.

One of the anomalies of the century has made its appearance in the person of Kalid Harry Maclean, commander in chief of the sultan's army in Morocco, who recently accompanied an embassy from his adopted country to the capitals of Europe. Captain Harry Maclean served ten years in the British army.



a C. M. G. created in 1858, and is one of the Macleans of Argyllshire. The family can boast several adventurers before him who offered their swords to other countries, one of whom in the last century became general in chief of the Portuguese army and governor of Lisbon. Kalid Maclean has made the sultan's little army of 30,000 men quite an effective force.

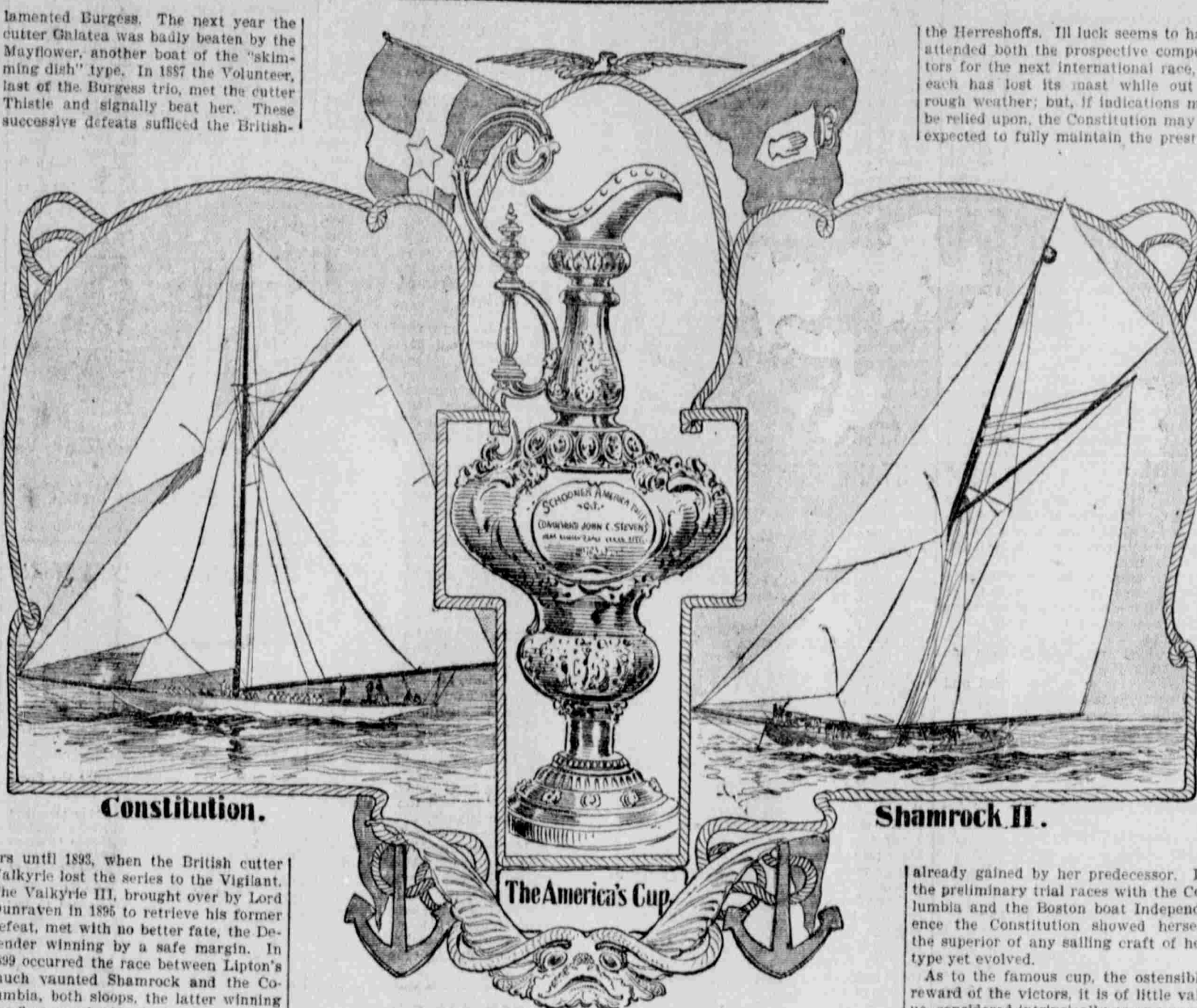
lamented Burgess. The next year the cutter Galatea was badly beaten by the Mayflower, another boat of the "skinning dish" type. In 1857 the Volunteer, last of the Burgess trio, met the cutter Thistle and signally beat her. These successive defeats sufficed the British-

The Lipton yacht Shamrock II is now on her way across the Atlantic, and her owner is buoyed with the hope that she may be able to "lift" the America's cup.

And what is this cup? It is about 50 years since the famous "pond" race, America sailed across the Atlantic, and, boldly entering the English Channel, it was under British colors that it was won. The prize was a trophy of American seamanship and skill in shipbuilding. The date was Aug. 22, 1851, the race was around the Isle of Wight, and despite many adverse circumstances, the Yankee vessel came in so far ahead of her 16 competitors, winning by 15 minutes that when she was reported that the others were not in sight.

Brought to the United States, the cup remained for six years in the joint possession of the America's five owners, when it was entrusted to the care of the New York Yacht club as a perpetual challenge trophy for international competition under specified conditions. Eleven years more passed before the British seamen screwed their courage to the sticking point and sent over a formal challenge for a race. After a correspondence extending over a period of two years, a race was arranged with the America, whose Cambria was built in August, 1870 by the Magic, in 23 minutes 12 seconds to spare. The America went home dissatisfied and the next year sent out the Livonia, which the Sappho defeated by 25 minutes 27 seconds. Five years later, in our centennial year, the Canadians took up the cudgels in defense of British supremacy and sent down the Countess of Dufferin, which was beaten by the Magic by 37 minutes 14 seconds. Another period of five years passed, and again the Canadians found a losing cause in behalf of the mother country's navigation. It was the Atalanta this time, and the Mischief won the race by 14 minutes 44 seconds. Hitherto all the competing yachts in American waters had been schooner rigged, but the Atalanta and Mischief inaugurated the era of "single stickers," during which the skill of the builder's skill seems to have reached its greatest triumph.

Five years later, in 1885, the British schooner came over from England and was defeated by the sloop Puritan, the first of that wonderful trio by the



Constitution.

Shamrock II.

The America's Cup

ers until 1893, when the British cutter Valkyrie lost the series to the Vigilant. The Valkyrie III, brought over by Lord Dunraven in 1895 to retrieve his former defeat, met with no better fate, the Defender winning by a safe margin. In 1899 occurred the race between Lipton's much vaunted Shamrock and the Columbia, both sloops, the latter winning the first race by 10 minutes 8 seconds, in the second coming in alone, owing to the breaking of the Shamrock's topmast, and in the third beating her opponent by 6 minutes 34 seconds. The Shamrock's owner accepted his

defeat with good grace, but vowed he would return and make another attempt to wrest the cup from the hands which had held it so long, and the result is his challenge for this year. The

contestants are to be Lipton's Shamrock II and the Constitution, which latter, like the three American winners preceding it, the Vigilant, Defender and Columbia, was designed and built by

the Herreshoffs. Ill luck seems to have attended both the prospective competitors for the next international race, as each has lost its mast while out in rough weather; but, if indications may be relied upon, the Constitution may be expected to fully maintain the prestige

owes its fame to the circumstances attendant upon its advent, its capture at the first send off by an American vessel and to its having been a bone of friendly contention for half a century. It weighs 134 ounces, and its real worth is exactly that much of solid silver, though its sentimental value is beyond approximation. It is 27 inches in height, 36 in circumference at the middle and 34 at the base. The lip and neck of the tankard have graceful curves, and the general appearance is artistic, though the workmanship as a whole is very inferior.

For many years past the cup has been kept in a jeweler's vault in New York, being removed only on great yachting occasions, when it is set up for worship by members of the various yachting clubs. While the monetary value of the cup is absurdly small, wealthy and brainy men in order to become its possessors have struggled during the past 50 years in ten international races, and many millions have been spent—more than enough, it has been estimated, to build and equip a navy of goodly size. There is something more than mere sentiment behind all this expenditure, and it lies generally in the fact, of inestimable worth to this country, that by long continued possession of and defending its our yacht and ship builders and sailors have won a worldwide reputation. They have materially aided in wresting from Great Britain her former supremacy on the water and have given a great impetus to our maritime industries and vocations.

The establishment of yachting in the United States goes back not much further than 1840-5, and for many years the prevailing models, according to the authorities, were of the British type. Lately, however, an American type has been developed, owing to the different conditions governing yachting in our waters and those of Great Britain, and through successive hammerings the foreigners have learned at last that our models and methods are rather better than their own, so that in the latest races the competing boats have not materially differed in principles of construction. And, whether in the coming race the cup shall remain on this side the water or be removed to the home from which it has been absent so long, the real triumph will rest with us, since in the main American ideas have prevailed.

PHOTOGRAPHING UNDER WATER.



The amateur photographers in France have been turning their attention to photographing objects under water, and some of them, as the illustration presented herewith shows, have met with considerable success. The chief difficulty to overcome is the refraction of objects immersed and the motion of waves in water not perfectly calm. But one artist has met the latter difficulty by constructing an apparatus which he completely submerges. Another uses an ingenious water glass, within which the camera and lens are contained. Some very beautiful photographs have been obtained by using magnets, as in instantaneous photography at night. Objects under water have been clearly presented, even stones six feet beneath the surface, and hopes are entertained of great eventual success.

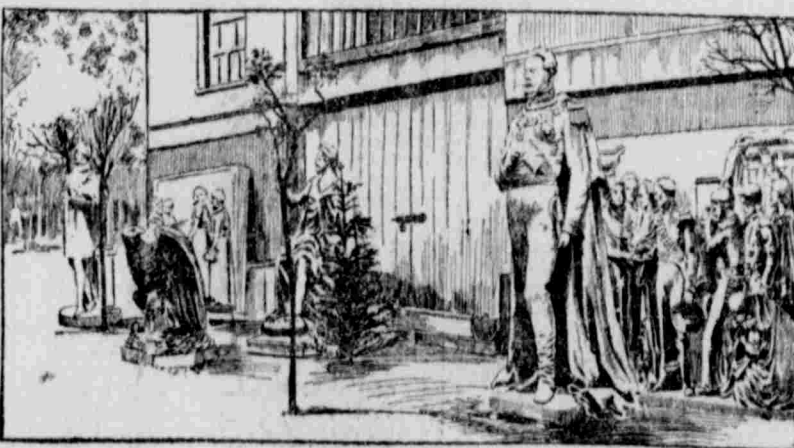
A PAIR CHINESE-AMERICAN.

The portrait presented in the illustration herewith is that of a pretty Chinese-American girl, Miss Nellie Yu-Keng, daughter of the Chinese minister to France. His excellency Yu-Keng married a lady whose mother was Chinese, but whose father was an American, and to the American blood



in her veins, it is said, the charming Miss Nellie owes her vivacity and good looks. She has a sister, Lizzie, and two brothers, George and John, who all dress in the European fashion, which the father also would adopt were he not forbidden by the etiquette of his court.

A STORAGE PLACE FOR EFFIGIES OF ROYALTY.



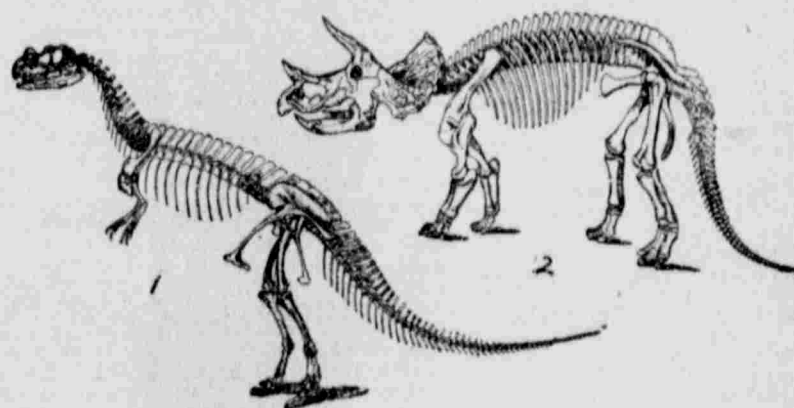
One of the curious corners of Paris is the "Depot des Marbres," an out of the way spot seldom visited by the ordinary tourist, where are stored the effigies of royalties which for some reason or other have been rejected. As shown in the accompanying illustration, there is quite a large lot of these "rejects," including an imposing full length and robed statue of "Napoleon the Little," Louis Philippe and Charles X. Some of these marbles are very fine from an artistic standpoint and probably owe their rejection to political considerations. The French, however, have not quite gone the length of the Venezuelans, who at one time had statues of their famous political leaders made with detachable heads, so that when one favorite fell from grace his head could be unscrewed and that of the "coming man" affixed in its place.

A BEAUTIFUL PORTRAIT WHICH BROUGHT \$70,000.



This portrait of Louisa, Lady Manners, painted by John Hoppner, R. A. in the last century, was sold recently in London for 14,050 guineas, or more than \$70,000. Hoppner made an excellent name for himself, being extremely coloring good and his tones deep and mellow, there is not such superexcellence in his work as to warrant such a price for it 90 years and more after his death. Born in 1753, after achieving a reputation as a fashionable portrait painter second only to that of Sir Thomas Lawrence, Hoppner died in 1819 at the age of 52. His portrait of the English beauty, Louisa, Lady Manners, is one of the finest of his works.

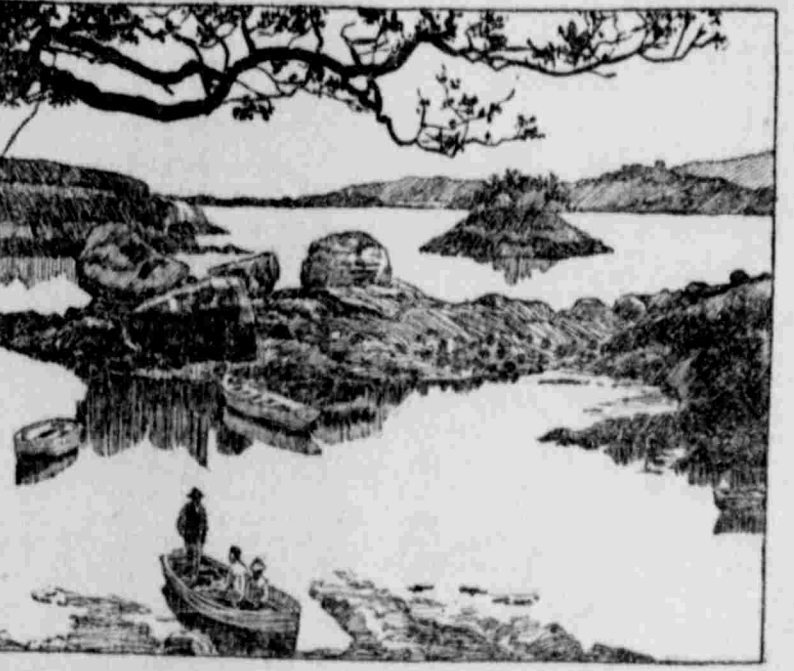
THE GREAT DINOSAURS, OR DENVER DRAGONS, RECENTLY UNEARTHED.



A cogent reason advanced in favor of selecting Denver as the meeting place for the American Association For the Advancement of Science the last week of this month was that the assembled scientists would be enabled to examine the neighboring region, which has become in a sense classic ground from having yielded several representatives of the dinosaur, or giant fossil lizards, which once roamed the country roundabout. The state of Colorado has long enjoyed the reputation of having been the home of prehistoric monsters, and specimens of these extinct giants are constantly being found, one of the latest examinations being an enormous fossil lizard, brought to light by Professor Riggs of the Field Columbian museum, Chicago. The lizard was not less than 70 feet in length and must have weighed when in the flesh from 25 to 30 tons.

Perhaps the greatest discovery of dinosaurs was that of Professor J. P. Hatcher, now working in Canyon City, Colo., who found a complete skeleton of the gigantic lizard in Wyoming, attached to the skull of which was a pair of immense oxlike horns, unlike anything that had ever been seen before. No reptile had ever been previously discovered with horns, and the "find" created a sensation. The body of this animal was probably about 25 feet long, with a height of ten feet and more than the bulk of a modern elephant. It not only had horns on its head, but on the nose, forehead and around its neck, another distinctive feature being an enormous projection of bone a yard square, which covered the neck like a cape or immense ruff. The skulls of these creatures, which are between eight and nine feet long, are said to be the largest of any known land animal. Unlike most of the dinosaurs, the horned species walked habitually on all fours, rarely taking the kangaroo position, in which its relatives are so often figured. It was herbivorous, although a skeleton has been discovered of a carnivorous dinosaur, also near Canyon City. It is estimated that these dinosaurs have been extinct for at least a million years, and though reports have recently come from Africa that a living giraffe-like animal supposed to have been extinct a thousand years has been discovered, and from South America that there is reason to infer the existence of a living myodon, yet there is no danger that a specimen of the famous "Denver dragon" will ever be found alive.

ONE OF THE WORLD'S MOST PICTURESQUE BITS OF SCENERY.



The accompanying illustration presents what is generally admitted to be one of the most picturesque bits of natural scenery in the world. It is a portion of Glenary Bay, which is the innermost part of Bantry bay, in Ireland. This body of water is studded with rocky islets, many of them covered with granitums, fuchias and myrtles, which grow there in the open air all the year round. The County Kerry, on the borders of which Glenary is situated, is famous for its maidens and its mountains, and Valentia island, where eight ocean cables have their termini, pertains to it.

SHOP OF THE BLUEJACKETS.



Miss Agnes Weston, whose portrait appears in the accompanying illustration, is the shop of the bluejackets, and has recently been honored by the Glasgow university with the degree of doctor of laws, in known throughout the British navy as "the shop of the bluejackets" and "mother of the navy." She is indeed the sailors' shop.

THE IMPERIAL FAMILY OF JAPAN.



The latest authorized photograph of the Japanese imperial family, presented in the accompanying illustration, shows not only the emperor, empress and their four princesses, daughters of Mm. Sono Yoshiko, a member of the imperial harem. The Empress Haruko has no children, the crown prince and heir to the throne himself being a son of Mm. Yanagisawa Aiko, another concubine. He was born in 1879, ten years after the marriage of the emperor and empress. The emperor was born in 1852 and the empress in 1850. They were married in 1869, two years after Emperor Mutsu Hito's accession to the throne, and have lived happily together, according to common report, ever since. The Crown Prince Yoshi Hito married the Princess Sadako May 10, 1900, and the two are as popular with the Japanese as the emperor and the empress.

FROM TWO HEMISPHERES.

at Windsor stands a pedestal, and on it a splenidly plated with seven engraved rock plates. Within this gorgeous setting lies open, on a satin cushion a little worn book. It is General

according to St. John. Below a little plate bears an inscription to her majesty by the sister of General Gordon after his death. King Edward VII has planned several alterations and improvements at Windsor castle. His majesty has shown considerable interest in the great library,

which has, indeed, the most complete collection of books which could possibly be found. At Balmoral also there is a very fine library, and just before the late queen's death the books were adorned with a very pretty new book plate. Its design is lozenge shaped, with red and black edges and with the word "Balmoral" in black lettering in the center. Above, the royal cipher,

with the crown, completes a simple but very effective device. Two-thirds of the Australian continent is a desert, and yet one cannot fail to observe that her productiveness is enormous. That land contains over 100,000,000 sheep and between 30,000,000 and 35,000,000 head of cattle and horses. It has given to the commerce of the world over \$2,000,000,000 in gold, copper,

coal and tin. The two provinces of Bal-larat and Bendigo alone have produced \$500,000,000 of gold, and as much more has come from the great Tambaroora and Lambing flat in New South Wales. It sends to England annually over \$300,000,000 worth of metals, grains, wool, beef, tallow, hides and mutton. The board of ordnance has adopted a new magazine pistol which fires 116

shots per minute as against 40 fired by the best Colt revolver, which has been up to the present time the standard weapon of the army. The new pistol is also said to fire far more accurately than the Colt. It costs, however, \$15 from bought in lots of 1,000. From statistics published within the past few days it appears that besides about 1,000,000 cycles there are no fewer

than 6,000 motor cars in use in France at present. There are 1,436 in the Seine department, and the rest are scattered about the country. The figures show an increase of 41 per cent in 12 months. Exports of cottonseed products from New Orleans last year reached a value of nearly \$10,000,000, a remarkable record for what not many years ago was thrown away as a waste material.