DESERET EVENING NEWS.

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THE COMING YACHT RACES.

Yesterday's, the third, of the trial races between the four American yachts built to defend the America's cup, has settled which one will compete in the great international race to be sailed off Sandy Hook next month. American boat-builders and crack yachtsmen had constructed four vessels that were one and all expected to be record-breakers and world-beaters. These were the Colonia, the Pilgrim, the Jubilee and the Vigilant; and to determine which of these was the best and fastest, three trial races were arranged. The first race, last Thursday, was won by the Colonia; and the second, on Saturday, and the third, yesterday, were won by the Vigilant, all along believed to be the fastest of the quartet, and the probable cup defender. She will accordingly meet the fleet Britisher, Valkyrie, in October, and will be the means through which the highly-prized trophy held by American yachtsmen since 1851 will be either held on this side of the water or relinquished to those from whom it was won.

Local readers, who are as far inland and who in the majority of cases know but little about and have still less interest in yachting, ought to be able to develop a degree of excitement as the approaching contest draws near. It is a matter of patriotism, and even landsmen are not always strangers to that sentiment. Forty-two years ago last August, a trim and gallant yacht, the America, sailed across the Atlantic—it was the first World's Fair year, and London was the Chicago of the occasion—and entered in a free-for-all regatta, the race-course being around the Isle of Wight, and the prize a $100 cup. There were eighteen entries, ranging in tonnage from 392 to 47 tons, the America being 170. Three of these did not start, and when the race was finished, all but one, the little Aurora, 47 tons, had been beaten out of sight by the America.

Naturally, this was a surprise as well as a humiliation to the people whose national goddess is presumed to rule the waves. The American yachtsmen were invited to wait in England ninety days till Britain could build a new yacht when they could have another race for £500. The victors answered with cool assurance that the money was not worth the delay, but if the Englishmen really wanted a race in ninety days, they could have it for a stake of $100,000. As this was deemed an adding of insult to injury, the cup and its winners were permitted to sail off for the New World.

Six years later the owners of the victorious yacht presented the cup to the New York yacht club, to be held as a perpetual yachting trophy; and five years later, in 1866, the British yacht Cambria challenged the holders. In a magnificent ocean race from continent to continent against Mr. James Gordon Bennett's Dauntless the Cambria came off victorious by less than two hours; but in the race for the cup on the 8th of August against seventeen vessels she was defeated by nine of her competitors, the winner being the Magic, and the America, the original winner of the cup, finishing fourth.

The next year the owner of the Cambria brought over another yacht, the Livonia, to compete for the trophy, which by the competition of 1868 has become unquestionably the most famous yachting prize of the world. This time he insisted on sailing, not against a whole fleet, but against a single vessel; also that, instead of one, there should be a series of races. The foreigner was again defeated, being beaten by the Columbia, and twice by the Sappho, and winning only one, the third race of the series, through the Columbia breaking her mast.

The next challenger was Canadian, and the yacht Cambria of Dufferin arrived in July, 1876, as the challenger's vessel. Two races were sailed. The American contestant being the Madeleine. She won with ease, the old America herself beating the foreigner in the second race. In 1881 the Canadians made another attempt to wrest the cup from American hands and brought down the swift sloop Atalanta. The Mischief was selected to defend the prize and in two races, on November 8th and 10th, she did it with plenty of time to spare.

In 1885 old England again determined to try for it, the conditions governing the competition having been somewhat changed in the meantime. The Genesta was named by the Royal British yacht squadron, it being understood that if she failed to win the trophy, the Galatea should try the next year. To compete with the Genesta two new American yachts were built, and of these the Puritan was selected. In the first race the American accidentally fouled the Britisher, destroying some of her rigging. The judges offered the injured vessel time to repair and then sail over the course alone for the race and prize, but her owner in a spirit of idiot and brainless sportmanship declared that he "came for a race, not a walkover," and he declined to sail. A week later the actual race was sailed and the American yacht won easily. A second race resulted similarly; but before going home the Genesta won the two cups which the American yacht Newport has been so strenuously attempting to recover in English waters this year.

Next came the Galatea, sailed by that thorough yachtsman Lieut. Haun. A series of trials having shown the superiority of the Mayflower over her American rivals, she was chosen to meet the foreigner. In two contests, sailed on the 7th and 11th of September, 1886, the Galatea was beaten some by 12 minutes and next by 29.

The last attempt up to date to remove the much coveted cup was made in 1887 when the Scotch cutter Thistle came to our shores. She was met by the Volunteer, commanded by the redoubtable Captain Payne, and twice beaten, by 10½ and 11½ minutes respectively.

It thus appears that since the Americans won and gave her name to the famous cup, seven attempts to carry it back have been made, and all were unsuccessful. The eighth, after much negotiation, is now at hand. The Valkyrie, named by Lord Dunraven six months ago (in accordance with the conditions governing all challenges for the trophy) as the yacht with which he hoped to capture the cup, is nearing if she is not already within sight of New York harbor. And as stated above, her contestant will be the Vigilant. The races will be five in number, of which the winner must secure three, and all will be sailed outside of Sandy Hook. The visiting vessel, while not thoroughly known on this side of the water, has been watched with great interest by yachtsmen the world over. She is undoubtedly the fastest yacht England has ever built, and is owned by a man every inch a sailor and sailed by a skipper who hardly knows defeat. The Vigilant has a large contract on her hands, and conservative yachtsmen agree that America's possession of the cup was never in such peril before.

UNDIGNIFIED PROCEEDINGS.

The United States Senate is or ought to be a deliberative body and one of the most dignified of its kind in the world. It cannot or ought not affect to stoop to the unscrupulous arts and wiles which obtain to a greater or lesser degree in the lower house, where the membership representing the people directly partakes a meeting of the characteristics of a mass meeting when the House is animated or hostile. The Senate is presumed to duly consider and then to act, filibustering and other means of obstruction or delay being regarded as somewhat out of place. A notable departure from this code or decorum was when the memorable struggle against the force bill took place in the session of 1891; but the opponents of this measure claimed justification on the grounds that it was an unconstitutional coercivism which aimed at the social and political liberty of an entire section and it only, while the great mass of the people of the whole country were against it.

There is no such plea to be interposed now, and besides the advocates of repeal are known to be in an overwhelming majority. The consummation of the purpose for which they were called together being inevitable sooner or later, all this talk and bluster—admittedly for the purpose of killing time—seem strangely at variance with the proprieties. The worst part of it is that the obstructionists are simply answering a file by permission of their opponents; this proceeding they will be allowed to amuse themselves with until the majority see fit to stop it and then it will be stopped incontinently. Unless all present signs and givings out are illusive, the silver men in the Senate will be brought to a rude awakening are long and made to understand that their period of contrariant obstruction has outlasted all at once. The bill will pass, so why not pass it now and whatever it brings so for good or for ill be confronted without further delay? It would be more dignified and, we believe, more satisfactory to close out at ten throughout the whole country.

WASTED CANAL POWER.

There are a good many nuts in this Territory whose only purpose in life seems to be to occupy places which otherwise would be vacant; some are special and some are perpetual but in life to present indeed are those which not be permitted to be useful if they had both the ability and the inclination to do so. It is as natural for young boys to have nuts as it is for young girls to have dolls and surely it is a hard-hearted if not altogether an objectionable man who would take such an animal away from its little owners and destroy or dispose of it whether there was a tax due or not. This, however, is not what we started out to say, intending to show that there is usefulness in the canine family and this to a greater extent than most people are aware of.

A communication was recently received at the state department from Nicholas South, United States consul at Liege, Belgium, in which is shown the use to which the dog is put there, and it has been deemed of sufficient consequence to justify the government issuing it in the form of a "pub. doc." In the city spoken of the consul declares there are more dogs than horses hitched to vehicles on the streets, probably twice as many, and their usefulness in this respect is not confined to any one line but distributed through many. The consul tells us, says the New York Sun, that 600 pounds is the usual load of a dog, though some of the mastiffs will haul 1200 pounds. The dogs are driven single, double, and sometimes three or four abreast. "When the vehicle is loaded the driver walks, directing its course, and in emergencies laying his shoulder to the wheel; but when the load has been discharged he often mounts the box and rushes like John through the streets."

This utilization of canine power, we are informed, is a comparatively recent development of Belgic civilization. Mr. South thinks that thirty years ago a dog in harness would have excited as much remark in Liege as he would today in Louisville or Memphis. But he declares that the harnessed dog is now as much an institution of the people in the former city as the mule is in either of the latter cities. He also calls attention to the fact that the dog does not have to be shod with iron, and that large dogs—mastiffs or mastiffs with a bull dog mixture—are preferred. The average price is $20 to $25 for a dog thoroughly broken and strong.

It is suggested that the American people consider these facts and get into the habit of putting the dog to the performance of at least some of the many minor tasks now performed by the slower and more expensive horse. The estimated canine force of the country is 7,000,000 and the average drafting power is ten pounds, there being thus a draught power equivalent to 3,500,000,000 pounds going to waste. There is certainly something worth thinking over in all this. Let the "hereditary foes" begin to earn his living and in doing so help his master to live.

THE COUNTRY'S COIN.

Every now and then we see a statement made regarding the amount of money in sight and out of sight in the country. This is a fruitful theme with the politician and the editor bent upon adding to his own reputation and his paper's circulation; but it is seldom that any figures are given or any first facts put forth in substantiation of the premises taken. In a time like this it is facts and figures that count and conclusions based thereon that satisfy. Indeed there is any satisfaction to the case. In this connection there are some quite accessible statistics at hand, as a statement emanates from the treasury department at regular intervals, and when Congress desires it a special is furnished. It seems from this that the amount of money coined and issued to the country on July 1, 1892, was $2,129,201,993 and the circulation was $23.56 per capita. On July 1, 1893, the amount was $2,210,718,195 with circulation $24.47 per capita. In the twelve months there has thus been a decrease of $20,459,103 in the total stock of money and of $0.91 per capita in the circulation. Examination shows that the principal decrease in circulation has been in gold coin and gold certificates, which is almost 33½ millions. The next largest is in currency certificates, amounting to almost 18 million.

The changes in circulation for the previous twelve months were as follows:

	1892.	1893.
Gold coin	$ [illegible]	$ [illegible]
Standard silver dollars	[illegible]	[illegible]
Subsidiary silver	[illegible]	[illegible]
Silver certificates	[illegible]	[illegible]
Treasury notes	[illegible]	[illegible]
Currency certificates	[illegible]	[illegible]
National bank notes	[illegible]	[illegible]
Total	[illegible]	[illegible]
		Increase in 1893

The statement of moneys in the treasury also shows large changes. The decrease in gold coin and bullion amounts to sixty-seven millions, while there is an increase in silver coin and bullion of over sixty-four millions. Treasury notes are nearly $4,000,000 ahead of a year ago and U. S. notes are $9,000,000 less. The detailed statement is as follows:

In Treasury July 1:

	1892.	1893.
Gold coin	[illegible]	[illegible]
Standard silver dollars	[illegible]	[illegible]
Subsidiary silver	[illegible]	[illegible]
Treasury notes	[illegible]	[illegible]
U. S. notes	[illegible]	[illegible]
National bank notes	[illegible]	[illegible]
Total	[illegible]	[illegible]
Gold balance	[illegible]	[illegible]
Other balances	[illegible]	[illegible]
Total	[illegible]	[illegible]
		Increase in 1893

The whole statement of money other and issued shows a loss of gold coin and bullion, but this is partially offset by a gain of $[illegible] million in silver coin and bullion during the period spoken of.

Everything goes to show that the country, so far from being bankrupt, is in a remarkably prosperous condition, and when once all the available assets escape from their environment and get into circulation, truly times are inevitable.

WHETHER EDGE PAGES be really dead or not the writer hereof saysth not. But Explorer Peters casts doubt upon the recent story that the redoubtable Emin was not only killed but eaten by African cannibals, by the cheery explanation that when last seen "Emin was a little thin and not enough on him to tempt the haughtiest kind of a cannibal."

THE RECENT baby event in the White House, being the first of the kind, would be looked upon by a certain class as possessing much more significance were not the welcome little arrival a girl. She is on the same footing politically as a foreigner, and therefore such an expression as "born by birth to the White House" has no special force.

THE TOO-GENEROUS use of cows' milk is said by medical authorities to render people more liable not only to cholera but to consumption also. Henceforth let no one criticise the honest in format who inadvertently dilutes these latent germs at danger with good fresh pump-water.

WASHINGTON GOSSIP predicts the appointment this week of a successor to the late Associate Justice Blatchford in the person of Judge Wm. H. Hornblower. This would certainly be a sound selection.

DOG KEE is the name of a Chinese crook just now much sought after by the police of Pittsburg. The family has many representatives in every city, and they are not all Chinese either.

THE IOWA prohibitionists have selected as their candidate for governor this fall a Mr. Coffin. The cold water party will surely be in it.

THERE is trouble in store for the glue trust. Its best friends now admit that it is doubtful whether it can be made to stick.

THE CHURCHES have taken to bicycle riding. It's high time the Gourley law shall be enforced.

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