

events, we cannot have too much silver. However that may be, with plenty to eat we will manage to get along very well.

THE NEW HAWAIIAN MINISTER.

On Saturday last President Cleveland appointed A. S. Willis of Kentucky minister to Hawaii, vice J. H. Blount who lately returned from the islands. The new appointment is said to indicate that there will be no annexation, at least for the present, as an agent of the annexation party is now in Washington and a treaty to that end could have been as well arranged with him as by any other means if such a thing had been contemplated.

The new minister is 50 years of age, having been born in Shelby county, Kentucky, in 1843. He spent several years among the schools as pupil and teacher, and became a lawyer by graduation from the Louisville law school in 1866. He has held various public positions, five consecutive terms in the lower house of Congress beginning with the 45th being a part of his record. We may look for him to pass through here shortly on the way to his new field of labor.

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 fleetest, 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 so 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 landmen 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 \$500 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 1868, 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 had become unquestionably the blue ribbon 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 a Canadian, and the yacht *Countess 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 9th and 10th, she did it with plenty of time to spare.

In 1885 old England again determined to try for it, the conditions governing its 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 blunt and honest sportsmanship declared that he "came for a race, not a walkover," and 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 *Navahoe* has been so disastrously attempting to recover in English waters this year.

Next came the *Galatea*, sailed by that thorough yachtsman Lieut. Heau. 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 once by 12 minutes and next by 29.

The last attempt up to date to recover 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 19½ and 11½ minutes respectively.

It thus appears that since the *America* was 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 ten 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 such 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 afford to stoop to the meretricious arts and wiles which obtain to a greater or lesser degree in the lower house, where the membership representing the people directly partakes a mawhat 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 of 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 contrivance 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 over-