

## Aquatic.

HENLEY, ENG., REGATTA.

LEE, THE AMERICAN SCULLER, BEATEN FOR THE DIAMOND SCULLS—THE SHOEWACCAEMETTES WIN A HEAT, ETC.

LONDON, July 4.—The weather at Henley today was fine. The meadows on both sides of the course were filled with people. The race for the diamond sculls, between George W. Lee, of the Triton Club, and Edwards-Moss, the present holder of the prize, was the first in which the Americans were interested. Both men started well. Lee, soon took a slight lead which he gradually increased. On nearing Poplar Point, he had a clear length ahead. It was an exciting race, Lee had the best of it, when suddenly within twenty feet of the finish he stopped still half a length ahead and at the same time his right oar struck the shore. He thought he had passed the winning post, and would not believe at first that he had not won the race. Two more strokes would have landed him a winner, but Moss, continuing his course, won by less than a quarter of a length. Both men were in great distress. Lee was all before and after the race; time 9 min. 8 sec.

The next event was the first trial heat for the Steward's challenge cup. The Columbia college crew took the inside position near the Berks shore. The Dublin and University boat was in the middle and the Shoewaccaemettes on the back side of the river. The Shoewaccaemettes misunderstood the starting signal and got off badly, while the Dublins made a fine start and soon led both the American boats by two lengths. The Shoewaccaemettes were far over on the back side, while the other crews were close to the Berks shore, the Dublin crew crowding the Columbia boat intent on getting her water. Columbia rowed a good course in grand form, overtaking Dublin hand over hand. As they rounded the point Dublin steered in shore, crashing into Columbia just as the latter was beginning to head the Irish crew, and this in spite of the shouts of the umpire "Dublin take your right course." The two boats disentangled themselves, and when they did so Columbia was leading Dublin. Long before this the Shoewaccaemettes had taken a decided lead, having made up what they lost at first by a uniform stroke of 46 from the start. At the time of the foul which occurred at the end of a mile, they were a length and a quarter ahead of the fouling crews. Upon witnessing the foul, the Shoewaccaemettes' bow gave the order to "ease all" and dropping their stroke to forty the crew proceeded easily, the Nodan brothers pulling with one hand several lengths, and waving their red caps in answer to the cheers on shore. Opposite the grand stand the Shoewaccaemettes raised their stroke to 48 to afford the spectators an exhibition of their powers, and passed the line many lengths ahead in 8 minutes and 21 seconds. The Columbias were very fresh on leaving their boat and made a claim to be allowed to row again in the final heat. This was disallowed.

The second trial heat for the Steward's Cup was won by the London Rowing Club in 8 min. 23 sec.

The event of the day turned out to be the second heat for the Visitors' Challenge cup. For this the University College crew of Oxford had the inside position, the Columbia crew second, and the Jesus College crew, of Cambridge, the outside place. The crews got off in fine style. Columbia in the second, making it best of all. Leading a little at a quarter of a mile, the Columbias kept forging ahead, steering a beautiful course. At half a mile, the University and Jesus boats were about a length behind. This advantage the Columbias continued to increase, until, at the three-quarter of a mile, they were seen to shoot over to the Berks shore, taking University water without trouble. University crew was out of the race, but the Jesus College men now spurred magnificently. The last quarter of a mile was intensely exciting, the friends of both crews urging them on, and above the yelling could be distinguished the peculiar cry of the Columbias. The Columbia passed the post two lengths ahead in 8 min. 17 sec., with the Oxford boat a bad third.

The second trial heat for the Visitors' Challenge cup was won by the Hertford College crew of Oxford in 9 min. 12 sec., the first Trinity crew of Cambridge being scratched.

SECOND DAY—THE COLUMBIAS WIN THE VISITORS' CUP—THE SHOEWACCAEMETTES BEATEN BY THE LONDON CLUB.

LONDON, July 5.—The Columbias have won the only boat race ever gained by an American crew in England and are the heroes of Henley. The heat of the Visitors' Challenge cup, in

short, apparently used up. After pausing a few seconds, the Shoewaccaemettes went on slowly. Moses Nadeau and Durell pulling the boat alone. Joseph Nadeau was completely doubled up. The cause of their defeat was soon explained. Joseph Nadeau had been seized with a violent attack of diarrhoea early in the morning, and after the practice pull his condition became worse, but, he being plucky, refused to listen to a proposition to withdraw from the race. At the conclusion of the heat, the other three men came in, not at all distressed by their terrible struggle. What there was of the race, was the hardest ever rowed at Henley. The London time was 8 minutes 26 seconds. The Shoewaccaemettes at first accepted their defeat with nonchalance, but, once at their quarters, they fairly cried at their bitter disappointment. The Shoewaccaemettes will probably go to London on Tuesday, and sail on the steamer Utopia for home on the 17th.

Geo. W. Lee, of Newark, contemplates remaining to compete at the Metropolitan regatta, for the Wingfield sculls now held by Playford. Lord Camoys, in presenting the prizes, complimented the Columbias on their pluck in coming over, and hoped they would come again.

## THE TRUE ACTION OF A HORSE IN TROTTING DETERMINED

(San Francisco Chronicle, June 16.)

One of the most interesting and successful experiments ever made in connection with electrophotography was witnessed yesterday, at the race track at ex-Governor Stanford's ranch, at Palo Alto. For years past it has been a matter of grave discussion, not only among turfmen, but also with those who take an interest in trotting and running, and the question was never satisfactorily settled until Mr. Muybridge, under the auspices of ex-Governor Stanford, instituted a series of costly experiments, that have culminated in a grand success, that will open up a new era to the photographic art. The apparatus is very simple, but yet shows an immense deal of study, ingenuity, and foresight. On one side of the track is a rough shed, in which are the lenses and cameras, twelve in number, and on the opposite side is a huge screen of white canvas, stretched over a scuffling fence, some thirty feet long and eight feet high, with a backward declination of some sixty degrees. On the upward edge of this canvas are shown the figures one to twenty consecutively, severed by vertical cords at twenty-one inches distant, and at the bottom of this canvas was a board showing horizontal lines, that represented four, eight and twelve inches above the level of the track. About two feet from the same canvas, but on the track, was a slight wooded ledge, and between the two, at every number between four and sixteen, was stretched a galvanic wire, at about an inch from the ground, each one connecting with its numbered lens on the opposite side, the wires being taken underneath the track. The investigation thus far was very simple, as it was apparent that the inner wheel would pass over the projecting wires, and by a simple arrangement on the other side would close the circuit. But, then, arose the question as to how this could be utilized to take a picture in the estimated incredible fraction of time of the two thousandth part of a second—in which period the lenses had to be exposed and closed. This was effected by a very ingenious contrivance in the shutters of the camera, to the upper and lower parts of which were adjusted very powerful springs, and when the electric current was perfected they were released, and in crossing they exposed a space of about two inches, and in this space of time, that represented but a flash of lightning, the passing figure is fixed on the highly sensitized glass, even to the minutest details. The ground over which the experiment was to be made being covered with slack lime, so as to catch even each footstep of the stride, all was duly prepared, and Abe Edgerton, with Charles Marvin holding the reins, appeared on the track to show by twelve almost instantaneous photographs the true story of the stride of the horse. Down the track came the gallant gray at about a 2:20 gait, and never wavering an inch, despite the glare of the lime, that glistened in the sun like a sheet of placid water, he dashed across the line, the inner wheel touching each of the twelve wires and causing a regular and indistinguishable clatter, and within those twelve cameras each part of his stride was fixed, that would conclusively show that the preconceived ideas of artists and horsemen were all wrong when based on the supposition that in that same stride two feet were never on the ground together. The negatives, as afterwards shown, are far clearer than can possibly be reproduced on paper. In the first picture the horse's head is under No. 8 on the board, of twenty-one inches showing the horse getting forward, until the fifth, when he almost exactly reproduces with a change of legs the previous movements, completing the stride in about 18 feet 4½ inches. The first and

to whom were addressed the heartiest congratulations—to ex-Governor Stanford for initiating the possibility of achieving this unexampled feat, and for the liberality with which he furnished the means for such costly experiments, or to Mr. Muybridge for the patience, skill, and perseverance with which he brought the affair to so happy a consummation.

## THE COST OF RACE-HORSES.

The interest of the money sunk in racing stock is the least part of the cost which is incidental to keeping race-horses. It has been calculated—indeed, it is known from experience, and by means of figures which cannot be doubted—that the expense of keeping a race-horse (in England) is not less than £250 per annum; indeed it has been set down by men well versed in the expenditure of the turf at £300, but we shall adopt the former figure. In this amount we include the trainers' and veterinary surgeons' accounts, all the travelling and miscellaneous expenses incurred on behalf of the animal, and a moderate allowance for entries to races. That sum (£250) would, in the case of many highly bred youngsters, be ridiculously insufficient, as such animals are entered, while still yearlings, in a large number of races, the entry moneys to which would more than absorb the whole of the sum we have named, but when dealing with so many horses, an average of £250 will just about hit the mark, and it is better, if possible, to keep a little within the expenditure than to overrate it. Taking first the horses in training, the annual cost of keeping these will amount, at £250 each, to £2513,500. We shall not count in this estimate the keep of the brood mares and sires, because horse-breeding, as a speculation, is rewarded by the money obtained for the yearlings, and for the board, lodging and training of the seven hundred youngsters which we have brought into this account, we shall allow for their first year £100 for each, or a total sum for the year's expenses of £70,000, which, added to the sum paid for the keep of the horses in training, as explained above, will amount to a total of £2583,500 per annum, to which, as representing the annual cost of the racing studs, must be added the interest on the capital sunk in the business, so that the yearly account will stand as follows: Interest on capital expended on race horses, £90,450; annual keep of the horses, £242,500; the total yearly expenditure being £673,950.

## FUNERAL OF CARNEY.

The body of Ambrose Carney, the heavy-weight soldier-boxer, who was drowned by falling overboard from the steamer Quebec while proceeding with a party of excursionists to spend the Queen's birthday in Montreal, was recovered June 20, having been in the water nearly a month. His funeral took place on the 21st at Quebec, and is thus noticed by a local journal: "The remains were interred in the afternoon with military honors and the most genuine expression of sympathy on the part of the general public, with whom deceased was a great favorite. The funeral cortege was one of the largest and most imposing seen here in many years. As an old member of B Battery, the commandant of the garrison and the officers and men of that body, as well as the officers of the military staff and Lt.-Col. Allyn and the officers and men of the Eighth Battalion, to which deceased formerly belonged, with a detachment of Canadian Hussars, turned out in uniform to pay the last tribute of respect to their lamented comrade-in-arms. The body was drawn on a gun-carriage, the coffin being draped with the Union Jack, and the pall bearers were old associates of the deceased since his boyhood. The firing party was composed of men of the eighth Battalion, and the cortege proceeded to St. Patrick's Church, the band of the Eighth Battalion playing the Dead March. After a solemn funeral service in the church the procession reformed and accompanied the remains to St. Patrick's Cemetery, where the final military and religious duties were paid to them and they were interred."

## AN UNEXPECTED DEBUT.

Here is a little story Sol Smith told. He was in Cincinnati, and the play "Othello." There was a crowded house, and among them a girl whom Sol called Peggy.

Peggy had never before seen the inside of a theatre. She entered at the time Othello was making his defence before the Duke and Senators. The audience were unusually attentive to the play, and Peggy was permitted to walk in the lobby until she arrived at the door of the stage-box, when a gentleman handed her in, and her

## THE GRAND PRIZE OF PARIS.

Lucy Hooper, who always knows what she is talking about, writes as follows to the Graphic, describing some of the personages who were present at the great races—the Prix de Paris. It was a very "swell" affair. One thousand two hundred and twenty-five carriages entered the ground on that day, 500 more than on the Grand Prix of last year, and the receipts from entrance fees amounted to nearly \$50,000. It is computed that 200,000 persons were present, the attendance on ordinary years being some 120,000. Think of that! 200,000 people at a horse ball match as an immense audience!

Mons. de MacMahon was all in pale gray, and his royal guest for the day—the Queen of Spain—wore a very simple suit of black and white striped batiste, which was very ordinary looking and very unbecoming. In the matter of dress, both the lady occupants of the official box were outshone by the Shah of Persia, very magnificent, in a tunic composed of Cashmere shawls and glittering with diamonds. It is said that he treated himself to a new set of diamonds expressly for the occasion, as a woman might buy for herself a new bonnet. The Countess d'Eu (the Crown Princess Isabel of Brazil) was with her father-in-law, the Duke de Nemours, her Royal and Imperial Highness, looking very well in a toilet of garnet colored silk, with a vest of white and garnet pekin and hat decorated with an Alsatian bow in white and garnet. The Baroness de Rothschild was in gray silk, the border of the dress skirt being ornamented with a full ruche, lined with brown satin; the over-dress was of silver gray brocade, with revers of brown satin and trimmed with a broad gray and brown fringe. Miss Emilie Schoumburg, the Philadelphia belle, wore an elegant dress of black silk gauze, trimmed with black marabout feathers and a pale yellow bonnet, shaded by a long ostrich feather of the same hue. Many of the elegantes wore costumes entirely composed of one material. Thus there was one lady present all in dark blue satin, even to her bonnet and parasol, and another in black and white silk.

## LEAN CATTLE FOR EUROPE.

Good news for American stock-breeders is the demand for live cattle by German and English farmers. Recently a ship load of Western cattle were landed in Tanning, to be fattened on the rich pastures of Schleswig-Holstein. Relative prices of young stock there and in this country warrant the importation of these young lean cattle for the purpose. This cargo, numbering 822 head, 15 horses, and 46 swine, beside some fat cattle, horses, and swine for England, were purchased at Chicago, and were so well received by the German farmers that the vessel was at once sent back for another lot. "The ship arrived in harbor under salutes of cannon and a display of flags, and hundreds of people lined the quay." There is also quite a demand in England for lean cattle and hogs for fattening; and in the embargo against the importation of live cattle at English ports, an exception is made in favor of those from America. This, together with the increasing call for finely bred stock from this country from Europe, argues well for our agricultural interests. The more our attention is paid to stock farming, instead of such exclusive grain, and other production, the better will it be for our farming. English agriculture dates its present advanced position from the beginning of heavy stocking of its farms and generous feeding, which added largely to the fertility of the soil, and causing a consequent increase in the yield of crops.

## BEAR STORY.

"J. M." of Port Vernon, Muskoka sends the Hamilton Times the following bear story, for which he vouches, as well he may.

A brave man, who was not a Robin Hood out a mild eyed inhabitant of the forest, while going through the bush to a neighbor's house, the other day, chanced to cross the path of three bears—Mrs. Brain and her two children. The forester was armed with a gun charged with buckshot, but thinking

## BEANS FOR HORSES.

The secretary of the American Institute Farmers Club, speaking of beans for horses, said that they form a strong illustration of the principle that the nourishing or strengthening effects of the different articles of food depend more on some peculiar property which they possess, or some combination which they form, than on the actual quantity of nutritive matter. Beans contain but 373 parts of 1,000 of nutritive matter, yet they add materially to the vigor of the horse. There are many horses that will not stand hard work without being mixed with grain. One of the travellers have noticed the difference of spirit and continuance of their animals in proportion as they saw or deny beans on their journey. They are of great assistance to the hard-worked coach horse, wash horses could not get through this work without them, and old horses would do under the task imposed upon them. Beans not merely afford a temporary stimulus, but they may be used daily without losing their power or producing exhaustion. They should not be used whole nor split but crushed. Some persons use chaff with beans, instead of oats. With hard-worked horses this might be allowed, but in general beans without oats are too binding and stimulating. Beans should be at least twelve months old before they are given to the horse, and care should be taken not to let them get damp and mouldy, which will at least disgust the animal if they do not harm him. Then, too, mouldy beans harbor an insect which destroys the inner part of the bean. When converted into meal beans are good for fattening hogs.

## A HOMESICK HORSE'S JOURNEY.

The Manchester, N. H. Mirror tells the following story of a homesick horse that ran away from his new master and made the journey alone to his old home, a distance we believe of some thirty miles. Eighteen months ago a bay horse was purchased in this city by Mr. Nathaniel Wiggin of Greenland, and driven down to his farm. The horse was well fed and well treated, and he waxed fat and seemed as happy as it is given for the most fortunate horse to be. One night recently he escaped from his pasture, and was nowhere to be found when he was wanted next day. Harnessing another horse, Mr. Wiggin set forth to capture the deserter, and traced him from place to place until he reached Newmarket Bridge. Here he was informed by the toll gatherer that the horse had been there and evidently wanted to pass through, but was driven back and the gate closed, but even then he would not go away and the first time after his arrival that a team went through he made a dash squeezed through alongside of the other horse, and clattered away up the road, snorting triumphant as he went. Mr. Wiggin having no longer any doubt as to where the runaway had gone, drove on to Manchester as directly as he could go, hearing from the horse occasionally all the way, and arriving at Manchester there was, sure enough in his old stall in the stable which he had left eighteen months before.

## THE MODERN PACIFIC MINER.

Riot, dissipation, wild and coarse revelry, lavish waste of gold dust poured recklessly from buckskin sacks, murder, lynching, and general devilry, fill the Bret Harte picture. Eureka is a mining town of the genuine stamp. The boys go slow on flowing boards and red silks. Modest gray flannel is the prevailing style of the honest miner, and he is devilish particular about the cut of his monstache. It is true that the average Eureka has a few lines for fars, keno and poker, but the idea of blowing his brains out because he has lost a game of chance never entered the noddle of a base rafter. Large quantities of whisky are consumed, and there is at occasional row and a black eye, but a shooting scrape is a rarity, for the bearded miner, with all his picturesque recklessness, doesn't hanker any more after bullets in his carcass than the rest of mankind. During the past four weeks there has not been as many arrests on criminal charges as those for disturbing the peace merely. This, by a population of 6,000, is a pretty good record, and will stand a comparison with any town in the country—with even the most pastoral village in New England. In fact, Eureka is a busy, bustling place, full of business and enterprise, but it is in the matter of crime one of the dearest and almost holes that a reporter could steer clear of. This is disgraceful, but it is true.

## PEDESTRIANISM UNDER WATER.