

At the tenth annual convention of the Savings Bank association of Pennsylvania the report presented showed that in ten years the total amount due to depositors had increased from something over \$629,000,000, to an aggregate of more than \$1,000,000,000.

A monster cheese, weighing two tons, will probably be manufactured in New York state and sent to the St. Louis exposition next spring. "New York is the greatest cheese-producing state in the union," said Agricultural Commissioner Wieting, "and the biggest cheese ever made in the world ought to grace our exhibit at St. Louis."

William Mackabee will celebrate his 80th birthday in September in the Naval home in Philadelphia. He is the oldest living veteran of the American navy. Mr. Mackabee was born in Baltimore in 1803 and joined the frigate Constitution in 1817. He served nearly continuously in the navy until compelled by old age to go to the Naval home.

The strip of land 40 feet wide between the graveyard of Trinity church, New York City, and an alley has been sold for \$55,382 each Broadway front foot. The plot upon which Trinity parish church stands, exclusive of the church itself, is now considered to be worth \$21,000,000, while the total value of lower Broadway property in use by Trinity parish is \$35,000,000.

A man who has been traveling in Iowa has hit upon an odd use of corn-cobs. He says: "I made a trip through a big part of Iowa recently and I found several grain-shipping towns that had corn-cob sidewalks. In spite of what one would think about it, cobs make a pretty good sidewalk. They are a little rough at first, but when the cobs become tramped down the walk is smooth."

A woman of New York who applied for license as engineer was examined in accordance with the law, and having been found qualified to act as manager of a stationary engine, a license has been issued to her. This is the first license of the kind ever issued to a woman in this district. Her husband is a baker and does a large business, requiring the use of a steam engine in the running of his establishment.

Elgin, Ill., is as noted for its butter as for watches. Last year the district of which it is the center produced 45,121,360 pounds of butter valued at \$10,587,784, and 5,347,403 pounds of cheese valued at \$467,792. In the 31 years since the Elgin board of trade was organized the district has produced 587,989,045 pounds of butter and 193,631,354 pounds of cheese, the whole valued at \$147,861,251.

Prof. Alexander Bell said, the other day, that he expected to have a flying machine in successful operation before the summer is over. "I am convinced that the flying machine of the future will be one built on the aeroplane theory," he said. "A machine capable of combating atmospheric conditions successfully must be heavier than the air, and, to a certain extent, capable of utilizing these atmospheric conditions."

When business men and the banks in the heart of the business district of Pittsburg attempted to open their safes and vaults the other morning but few would respond. Among those that stuck fast was the big lock on the Union Savings bank vault. An expert said heavy blasting on a new building in the neighborhood caused the time locks to change. Contractor George Egan was arrested for violating a city ordinance as the result of a complaint by the cashier of the bank.

The demand for servant girls in Kansas and Missouri is greater than the supply. In the country the wives of prosperous farmers are having almost as much trouble in securing the services of girls as the farmers are in getting harvest hands. The scarcity of girls in the country is not difficult of explanation. The farmers and townspeople are all so prosperous that there are few who are willing to let their daughters go out to service, it is said.

The Kansas state board of agriculture issued a crop bulletin devoted to the wheat yield and the condition of growing corn. Tabulated returns of assessors for each of 105 counties in the state show the total winter wheat area this year to be 5,911,081 acres and that the yield for the entire area will average slightly more than 15.2 bushels an acre, or a total of 90,270,000 bushels. This year's total production is greater by 66 per cent., or \$5,346,200 bushels, than that of 1902, and surpasses even the yield of 1901 of 90,045,514 bushels, making the banner crop in Kansas' history.

Prominent Canadians have been at Lockport, N. Y., for a fortnight, witnessing tests of the Marcus Rotherberg electrical process of manufacturing steel, which the inventor, a Philadelphia, claims will revolutionize the manufacture because it reduces the cost of production 20 per cent. and turns out a purer steel than the Bessemer process. The Canadians are reluctant, but it is reported they are convinced to the extent of making a commercial test of the process in a large steel plant on the Canadian side of the Niagara river.

RELIANCE WINS THE FIRST RACE

Crosses the Finish Line Twelve Minutes in Advance of the Challenger.

DEFENDER EARLY TAKES THE LEAD AND EASILY MAINTAINS IT

A Strong Wind Sends the Yachts Merrily on Their Way—Shamrock Gets Off First, But Soon Loses Her Advantage—British Boat to Be Remeasured.

New York, Aug. 24.—The Reliance crossed the finish line at 3:12:10 p. m. The Shamrock came in at 3:28:40 p. m. The Reliance sailed the windward leg in 2 hours 9 minutes and 53 seconds; the Shamrock, covered the distance in 2 hours 13 minutes and 13 seconds. The Reliance beat the Shamrock in the 15 miles' beat to windward 3 minutes and 20 seconds.

New York, Aug. 24.—Fifty-two years ago this very day the yacht America, in a race for a cup offered by Queen Victoria, won a prize which since that day has become recognized as the most highly sought trophy in the yachting world. The courageous Commodore Stevens, after many refusals, was finally



CHARLES OLIVER ISELIN, Managing Owner of Yacht Reliance.

permitted to enter a contest against English boats to be sailed around the Isle of Wight, and so well did he sail his yacht that the remark has become historical: "There was no second."

The breeze which had died down somewhat during the night had shifted to the south of west and increased in strength as the sun rose. A perfect day broke and the air was dry and cool with no indication of a return of the sultry conditions which prevailed at the same time on Thursday.

The sea still had somewhat of a roll and there was not a little surf breaking along the Jersey shore. The wind was strong enough to send along coasting vessels at a lively rate. Some of the little fishing vessels, anticipating an increased wind before the day was over, had one or two reefs in their mainsails.

Owing to the direction of the wind the committee had some difficulty on deciding on the starting point, as it was apparent that a beat to windward of 15 miles from the lights was impracticable. It was finally concluded to make the start 15 miles to the eastward. The committee hoisted a signal showing the course to be a beat of 15 miles



SIR THOMAS LIPTON, Owner of Yacht Shamrock III.

to windward and return, and the boat marking the turn set off in the direction of Long Branch, where the turning point should be, about six miles off shore.

Maneuver for Position. At 11:30 the preparatory gun was fired and immediately the two yachts began maneuvering for positions. As they sailed back and forth in this preliminary struggle both boats showed a good deal of weather as they laid down, dipping the lee rail. Reliance made a long board to eastward, followed by Shamrock quite a distance astern. After standing about a mile from the mark Reliance came about, Shamrock soon following. At 11:40, when the warning gun was fired, both boats were to the westward of the line, standing in shore.

Both boats stood a quarter of a mile to the westward of the line, then started and ran down the wind for 15 seconds, when Shamrock gybed, Reliance following with same maneuvers. Both boats were on the starboard tack, heading for the line, and crossed it holding about south, Shamrock about two lengths ahead of Reliance, which went over the line at the weather end. Some minutes after crossing both yachts broke out baby's topsails. It looked as if Reliance had purposely held back from

crossing the line in order to cut down whatever time allowance they might be in case she finished first.

Held Their Own at the Start. The contest immediately developed into a close and exciting one, for while Reliance seemed to pick up and to be to windward of Shamrock she was unable to get by. At 12:11 o'clock the American boat swung around on the port tack and headed for the Jersey shore. Shamrock kept on two minutes longer before tacking to port.

There was no break in this long tack until 12:40, when Reliance went about. Shamrock, however, continued four minutes longer. From shore it looked as if Reliance forced Shamrock about.

Reliance Takes the Lead. It had looked as if the challenger might squeeze by and get the windward berth. Reliance, however, had too much speed, for Shamrock was compelled to tack in order not to be blanketed by her opponent. At 12:52 it looked as if the American defender had succeeded in getting the upper hand of the challenger. She was on the starboard tack, some distance to the weather of Shamrock, and slowly but surely outfooting the latter.

It had taken Reliance quite a time to overhaul and draw clear of Shamrock, but once in the lead the American set a pace which the challenger was unable to equal, and slowly but continuously she lengthened the distance between herself and Sir Thomas' boat. Reliance went on starboard tack at 1:33, but again tacked to port at 1:43.

The Reliance turned the mark at 1:55:14 and immediately set her spinnaker to port and, like a huge bird, headed straight for the finish, 16 miles away, and as the wind caught her huge expanse of sail her quickened pace soon placed her another eighth of a mile in the lead.

The Shamrock turned the mark at 1:58:30, setting her spinnaker to port. She tried to hoist a balloon jib topsail, but it seemed to jam half way up, and after a futile attempt to raise it substituted a balloon staysail.

Shamrock is to Be Remeasured. Shamrock III. will be remeasured in Erie basin Monday morning in the presence of a representative of Reliance, Lewis Cass Ledyard, chairman of the racing committee of the New York Yacht club, notified Sherman Crawford, vice commodore of the Royal Ulster Yacht squadron, to that effect in the following telegram:

"Mr. Iselin reports that you informed him, just before starting on Thursday's race, that Shamrock III, when measured, did not have the anchor and cable on board before starting. You reported it also to the regatta committee. This, if true, would require a new measurement under the new agreement, before starting another race. I appreciate that it would be impossible now for you to procure a measurement before starting Saturday and understand that the regatta committee has requested that Shamrock III be remeasured on Monday. Under the circumstances, knowing that the error arose from an oversight, our committee are willing that your boat shall start Saturday, but subject to the new measurement to be taken on Monday next. The vessel on such measurement is to be exactly in the same trim as when sailing Saturday which fact will be established by your own statement."

(Signed) "LEWIS CASS LEDYARD." Mr. Crawford's answer was:

"Thanks for telegram. We were measured without anchor and chain aboard. We had not an anchor or chain on board during the first race, and we find they are required by the rules. We propose, with your permission, to sail Saturday with the same trim as measured and then carry out your wishes by remeasuring on Monday with the anchor and chain aboard. If your committee has any more suggestions we will meet them with pleasure."

(Signed) "CRAWFORD." C. D. Mower, the official measurer of the New York Yacht club, notified Mr. Crawford Saturday morning that he would measure the yacht at Erie basin Monday morning with a representative of the Reliance on board. Nobody aboard either yacht would discuss the measurement of the Shamrock with her anchor and chain aboard. Sir Thomas Lipton said, however:

"It was all an oversight and the yacht club representatives were only too cognizant of our being measured without them when we told them. Neither their representative nor ours present at the measuring noticed the error at the time. It won't make any difference."

Monument to Gen. Armstrong. New York, Aug. 24.—Ground has been broken at Rhinebeck cemetery on the Hudson for the erection of a mausoleum to the memory of Gen. John Armstrong, who in 1813 and 1814 was secretary of war and United States minister plenipotentiary to the court of France. It is being erected by Henry Beckman Armstrong and James S. Armstrong, two grandsons of the general. The body of Gen. Armstrong lies in an adjacent vault in the cemetery there. Col. John Jacob Astor is his only living grand-son.

Met an Awful Death. Tankhannock, Pa., Aug. 24.—Jacob Wiley, a farmer living near Lake Carey, this county, was attacked by a vicious dog Saturday. The animal seized him by the throat, threw him down and was mauling him terribly when Mrs. Wiley came to her husband's rescue with an ax. She struck at the dog just as Mr. Wiley raised his leg. Wiley received the full force of the blow just below the knee, severing an artery. He bled to death before a physician could reach him.

Choked on a Capsule. South Bend, Ind., Aug. 24.—William B. McKinney, of Vincennes, Ill., local agent of the Terre Haute Brewing company, choked to death this morning in a room at the Hotel Nickel. It is supposed that he rose to take a tablet or capsule and that it lodged in his throat.

LAUNCHING OF THE PENNSYLVANIA

Giant Armored Cruiser Set Afloat at the Cramp Ship Yard at Philadelphia.

MISS CORAL QUAY STANDS SPONSOR FOR FIGHTING SHIP

Maiden Plunge of the Latest Addition to Our Navy Witnessed by a Large and Distinguished Assemblage—Description of the Big Best-Cost Nearly Four Million Dollars.

Philadelphia, Aug. 24.—An occasion which will be memorable in the history of this state transpired Saturday when the giant armored cruiser Pennsylvania, named by the daughter of the state's senior senator and political leader, was launched at the yards of the William Cramp Ship and Engine Building company. The maiden plunge of the formidable addition to the United States navy was witnessed by one of the largest and most distinguished assemblages that has ever gathered at Cramp's shipyards.

SHAMROCK III.



The Challenger for America's Cup.

More favorable weather could not have been desired, and the flag-bedecked seafighter gliding down the ways, greeted by the acclamations of thousands of spectators and the shrill blasts of the myriad of river craft, was an inspiring scene.

Under the towering prow of the Pennsylvania was erected a heavy timber superstructure, from which nearly 2,000 specially invited guests witnessed the launching. From the main stand rose a smaller platform, upon which stood the christening party, including Miss Coral Quay, daughter of United States Senator Quay, the ship's sponsor; Senators Quay and Penrose, Gov. Pennypacker, Mayor Weaver, Rear Admiral Sigbee, U. S. N.; Rear Admiral Melville, U. S. N. (retired); Charles H. Cramp, Edwin S. Cramp and a number of ladies.

On the main stand were assembled prominent guests from Washington and Pennsylvania; the heads of the various navy department bureaus, Capt. Alexander Boutkoff, Russian naval attaché; Lieutenant Commander I. Tjakkshits, Japanese naval attaché; Cheikh Bey, Turkish minister to the United States; and Lieutenant Commander Sabry Bey and Lieut. All Bey, of the Ottoman navy.

After the launching the guests were entertained at a luncheon. The Pennsylvania is powered with a twin-screw, vertical, triple-expansion engine and boilers of the Niclausse type, which are required to develop a mean speed of 22 knots an hour for four hours. The engines are estimated to develop a collective indicated horse power of 23,000. The contract price for the hull and machinery of the warship is \$3,780,000.

Cloudburst Starts a Flood. Flagstaff, Ariz., Aug. 24.—For the second time this season a cloudburst has swept fields, roads and bridges and driven those living on the lowlands in this city from their homes. It started in the mountains north of this city, and a wall of water eight feet high and 300 feet wide swept across the valley. The torrent swept everything before it. With a terrific roar it rushed across grain fields, destroying all crops in its path. Fences disappeared, trees were broken down and roads washed out. The floods struck Flagstaff shortly after dark, damaging property of all kinds, including the railroads.

Died with Fortness in Sight. Boston, Aug. 24.—George M. Guild, manufacturer of pianos, is dead at his home in Brookline. He was related to Prof. Morse, inventor of the telegraph. Disastrous fires caused financial reverses a few years ago, but he perfected another invention with a view to mending his fortunes and received his first royalties on the day of his death.

TELL A TALE OF HORROR.

Unconfirmed Reports of Massacres in City of Monastir.

Urgent Demands Made for Reinforcements at Adrianople—Insurrection Spreading Eastward.

Sofia, Aug. 24.—Unconfirmed but persistent rumors are circulating of alarming massacres at Monastir.

Constantinople, Aug. 24.—The insurrection in the vilayet of Adrianople, which started in the subdivision of Kirk-Kiliseh, 32 miles from Adrianople, is spreading eastward. Several villages have been burned by insurgents in the neighborhood of Iniali, off which place the Russian squadron is anchored, and urgent demands have been sent to Adrianople for reinforcements.

The proposal to send the Austrian and Russian military attaches to Monastir to gather facts about the insurrection has been dropped for the present, as the proposed visit is not considered opportune.

British and French warships in Turkish waters are in readiness to proceed to Salonica in the event of it being necessary for them to do so. The contract with the Krupp company for quick-firing guns, recently signed and involving an expenditure of 700,000

G. A. R. VETERANS HEADED FOR HOME

Closing Scenes of the Thirty-Seventh Annual Encampment at San Francisco.

COMMANDER-IN-CHIEF BLACK ANNOUNCES APPOINTMENTS

Resolution Adopted Favoring Legislation to Prevent, by Education and in Other Ways, Desecration of the Flag—Gen. Miles Honored—Installation of Officers.

San Francisco, Aug. 24.—The homeward migration of the grand army veterans has already begun. The adjournment of the final session Friday was the signal for hundreds to pack their traveling bags and scores have left on trains for other parts of the state. The only delegation to leave in a body on its special train was New York.

Last Day of Encampment. San Francisco, Aug. 24.—The national encampment of the Grand Army of the Republic closed its thirty-seventh annual session Friday afternoon. The newly-elected officers, with the exception of Junior Vice Commander Kessler, who is now on the way from the Philippines, were installed. Commander in Chief Black announced the following appointments:

Adjutant general, C. W. Partridge, of Illinois; quartermaster, Maj. Charles Burrows, of New Jersey, reappointed; judge advocate general, James Tanner, of New York; inspector general, E. B. Wessen, of Iowa.

To Save the Flag. The committee on resolutions presented a number of resolutions on which action was taken. The propositions to make all past adjutant general members of the encampment was defeated. A resolution favoring legislation to prevent, by education and in other ways, the desecration of the flag, was adopted.

The endorsement by the committee of the service pension law was approved, and the proposed establishment of national soldiers' homes at Fort Sherman, Idaho, and in Florida, and in Oklahoma, was endorsed.

Gen. Miles Honored. The encampment unanimously adopted a resolution congratulating Gen. Nelson A. Miles upon his attainment of a distinguished and honorable retirement after a matchless record as a soldier of over 42 years' service.

A committee of seven was appointed to provide for the perpetuation of Memorial day in the south, and a committee of three will revise the blue book.

It was resolved to ask congress to erect a statue to the memory of Gen. Meade. Maj. Gen. MacArthur was introduced and delivered a brief address, which was warmly received.

Officers Installed. The formal installation of officers took place, the installing officer being Senior Past Commander in Chief Louis Wagner, of Pennsylvania.

Commander in Chief Black was given authority to install the junior vice commander in chief and also the newly appointed judge advocate general, who were absent.

A resolution thanking the people and press who contributed to the success of the gathering was adopted with cheers, and the encampment then adjourned, to meet in Boston next year.

National Campfire Reunion. The closing feature in the evening was a national campfire reunion at the Mechanics' pavilion. An address of welcome was delivered by Maj. Gen. W. R. Shafter, and it was responded to briefly by Gen. John C. Black, the new commander in chief, who received an ovation.

Maj. Gen. MacArthur spoke on "The Regular Army," and "The Passing Grand Army," and the "Passing Grand Army" was the subject of remarks by Past Commander in Chief Stewart. Corporal Tanner paid a tribute to the dead of the civil war, and Past Commander in Chief Torrence eulogized the American soldier. After the speech-making the evening was given up to informal entertainment, the old soldiers enjoying the pleasures of a war-time campfire.

Telegram Exchanged. Commander in Chief J. C. Black, after the adjournment of the encampment, received the following telegram from Gen. John B. Gordon, commander in chief of the United Confederate Veterans:

"My hearty congratulations to you and the country. Your election assures unanimous and increased good-will and closest amity."

Gen. Black responded as follows: "The encampment having adjourned, I have submitted your message to the council of administration, and I am directed by them to acknowledge it and say, as do I, that they fully reciprocate, its fraternal and beneficent spirit. God bless our land."

Danced with Wellington. New York, Aug. 24.—Jane Anna Longland, who as a child danced with the duke of Wellington, who saw the coronation of Queen Victoria and was friendly with the children of Don Carlos, the pretender to the Spanish throne, is dead at her home in Brooklyn. She was 94 years old. Her father was an interpreter in the royal navy. The children of Don Carlos lived in his home for some time while he acted as their tutor.

Dangerously Ill. Cartersville, Ga., Aug. 24.—A surgical operation performed on Maj. Charles H. Smith (Bill Arrp) revealed the presence in the gall bladder of a double handful of gall stones, more than 2,000 in number. His physicians give no hope of his recovery.

Pipe Makers Strike. New York, Aug. 24.—On account of numerous small strikes by the Smoking Pipe Makers' union for recognition and other demands a general lockout of 700 men employed in the trade here has taken place.