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Lewis Downs Muldoon.

The 1,200 people at Battery D got up, and yelled and forgave Evan Lewis for having nearly strangled "the Jap," when it was announced that he had won the Greco-Roman championship from the redoubtable William Muldoon. The contest lasted thirty minutes, at the expiration of Muldoon retired and refused to come out.

At 8:45 the men got the word, and for two minutes they kept up as pretty a play as was ever seen on a wrestling mat. Finally Lewis got right down to business, and with a quickness not often seen in a big man, took a dangerous neck-lock on Muldoon. He tightened until he stopped the circulation on the champion, and in a jiffy had him all points down. It was a surprise party for the poser and rendered his left jugular useless.

The second bout had consumed 20 minutes when both men agreed to 10 minutes' rest for a rub-down. Lewis had decidedly the best of it, skillfully breaking Muldoon's favorite locks and making several well-planned shoulder hitches which required all of Muldoon's skill and strength to break. The men were generously applauded. The double neck-locks which kept the powerful athlete turning in the air particularly delighted the crowd.

After the rub-down, and when Muldoon had dusted the under side of his right arm, he went to hands and knees in his slyest way. Lewis fell in the trap, and in trying to fetch a half-Nelson on the New-Yorker lost himself and the second fall in a powerful rolling-arm lock—Muldoon's specialty. But Muldoon was done, and when he reached his dressing-room he refused to come out again, and Lewis was declared champion and winner of three-fourths of the gate receipts.

RACERS ON THE SEA.

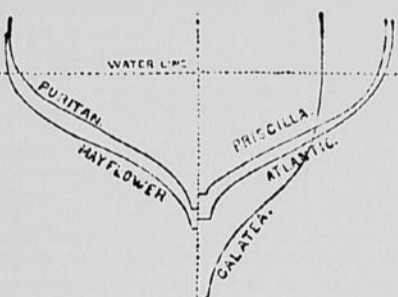
THE COMING CONTEST BETWEEN AMERICAN AND ENGLISH MODELS.

A Comparison of the Competing Yachts. The "Yankee Skimming Dish" and the English Cutter—The One Travels on Her Buoyancy, the Other on Her Ballast.

NEW YORK, June 22.—The yacht contests of this season promise to exceed anything the world has heretofore seen in the way of aquatic races. Beside the stake of national pride which is involved—all Europe eager to have the American cup, which is the mark of superiority, captured and returned to the old world, and America exerting itself to defend it—there is the question of superiority of models to be decided in the coming races. This it is that gives the subject its international interest.

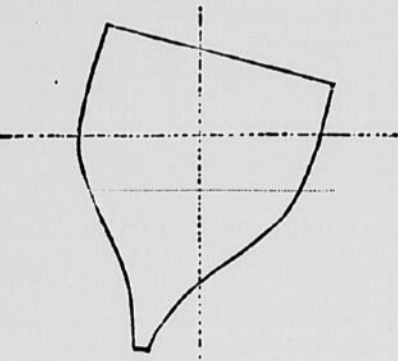
In the matter of yacht building we have fortunately not copied the English model, as we have too often in other sports. We have a type of our own, a distinctly American yacht, which we claim to be the very best and one, and this is the question to be determined this season.

In this article some of the chief differences in the American and English type of yachts will be shown. The diagrams are taken in every instance from the construction drawings of the designers.



A COMPARISON OF SECTIONS.

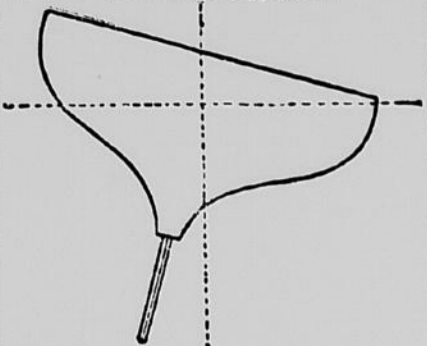
As the resistance which a body will meet when pushed through the water depends on the area of its widest and deepest portion, a comparison of the submerged area of the largest transverse section of each yacht is of great value. This is plainly shown in above diagrams. It will be noticed that the area of their sections increase in about the following order: The Priscilla, Puritan, Mayflower, Atlantic and Galatea, which means that, other things being equal, the Priscilla offers least resistance to the water and the Galatea the greatest. Of course, this comparison would be of little service were the yachts of very great difference in length, but fortunately these five float vessels that are to compete for superiority this season are nearly the same length, the Puritan, Priscilla and Atlantic being 95 feet in length, while the Mayflower and the Galatea, the British yacht, are 100 feet long. The chief difference in the English and American models is shown in the narrowness and great depth of the Galatea's section, compared with the broader and shallower section of its American rivals.



THE GALATEA ON HER BEAM.

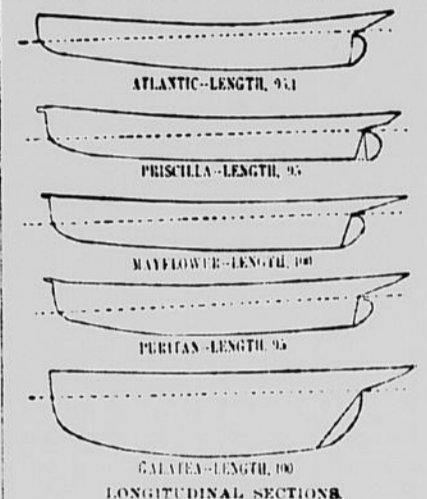
The Galatea could not stand upright in water without ballast, and on this ballast, in the shape of a great cargo of lead bolted under the keel, does the English or cutter style of yacht depend for its stability or crectness. As a yacht under sail is the greater portion of the time careening more or less, the two diagrams herewith show the

relative merits of both models under like circumstances. The horizontal dotted line is the water line, the vertical line we may assume as the center of gravity. It will be seen that when the Galatea careens or is on her beam the greater bulk of her hull and consequently of buoyancy is on the wrong side of the center of gravity, and but for her lead keel she would topple over.



THE MAYFLOWER ON HER BEAM.

With an American yacht on her beam, as shown in above section of Mayflower, her great bilge and her breadth of beam gives her buoyancy or support on the side most submerged. So it may be said that the English cutter depends for stability on her ballast, while the "Yankee skimming dish" attains the same end through greater breadth of beam and buoyancy. The object of this great depth of keel in the English yacht is to prevent leeway, or the sliding of the yacht sideways when the wind blows from the side. This trouble of leeway the American overcomes through the center-board, which is a Yankee invention that his English cousin is slow to adopt.



LONGITUDINAL SECTIONS.

The above sections show at a glance the relative draughts of the different yachts. The centerboards in the American yachts are not shown. These drop down to a depth below the keel equal to the draught of the hull.

STEPHEN HENRY.

ANDREW CARNEGIE, ESQ.

Portrait and Sketch of the Scotch-American Millionaire Socialist.

In the year 1818 a small boy with tow hair, a bright eye and a confidential manner applied for employment at the office of a telegraph company in Pittsburgh. He had been sent a broad Scotch brogue. He was only 13 and small even for that age, but he had already worked in a cotton mill and "fired an engine in a dirty cellar." His canny Scotch face pleased the manager, and he was taken on as a messenger at \$2.50 a week.

The boy's name was Andrew Carnegie. The snobs and the nob and the titled people who are proud to be acquaintances of the once small boy pronounce the name Carnegie, a pronunciation of "may."



ANDREW CARNEGIE.

The tow-headed boy of 1818 is now the mill-cum-mechanic of Pittsburgh and New York, the most extensive producer of steel rails, pig iron and coke in the world. He is the distinguished-looking gentleman in the picture. Besides being a millionaire he is a philanthropist and brilliant author. His book on America, "Triumphant Democracy," has attracted much attention on both sides of the ocean. A man with a broad, level head like that can do anything.

The boy Andrew in time became a telegraph operator, and he was number one, too. Whatever he went at he worked as hard as he could at it, and devoted his leisure time to learning something else. His eye saw into things quickly, and he made some valuable telegraphic suggestions to the company. Before long he was made division superintendent of the Pennsylvania railroad. Besides being shrewd and energetic, he had been economical, too, and saved his earnings. He invested them in Pennsylvania oil lands, which became immensely productive. Then he engaged in iron manufacture, and the Scotch boy was a millionaire.

Best of all he is as wisely benevolent as he is rich. He gives away every year seven or eight times as much money as he spends. Hundreds of charitable and educational institutions have received his flowing gifts.

His latest plan is in connection with John Jarratt to form a gigantic co-operative organization in which workmen alone shall be stockholders. First a co-operative bank and store will be started in Pittsburgh. Next the organization will feel its way to the establishment of great workshops and factories. The object is to unite the interests of capital and labor upon the only basis where they can meet—co-operation.

When it is considered that England leads the world in shipbuilding, it is surprising to think there should be any question as to the superiority of the work of her designers.

Louise Michel seldom speaks in public now, and when she does she is more blessed than cheered.

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