HISTORY OF THE CUP.

HELD BY THE U. S. 44 YEARS

Interesting Changes in the Yachts, Their Owners and Traditions-The Valkyrie III and Defender.

Compiled for the Astorian. The year 1851 was an eventful one in the maritime history of Great Britain and the United States, for in that year the schooner yacht America, designed and built by George Stears for Commodore John C. Stevens of the New York Yacht club and his associates, carried off "The Royal Squadron's cup" at the Cowes (Isle of Wigat) regatta, in competition with the best yachts then in the British fleet. The race was safled without time allowance and fifteen vessels-schooners and cutters-started at the signal.

rest were out of sight.

of that year these gentlemen decided to present the tropay as a perpetual chal-lenge cup to the New York Yacht club, on the condition that it should be sub-ject to the challenge of any organized described by the American yachtsmen as yacht club of any foreign country with a a board railing on its edge.

yacht of any rig "of not less than thirty or more than 300 tons," custom-house selves into contests between single-stickmeasurement, with suitable provisions ers, the Canadian challenger Atalanta as to notice in writing from the Chal-being a sloop. In 1885, the question of rig lengers, embracing rig, measurement and was injected into the competition, the name of vessel challenging, the match to Genesta being the pioneer of British cutbe sailed over the course of the club in tors to enter American waters to strug-possession. The gift was accepted on gle for the coveted prize. In this feature the terms of its donors. The object of of the international yacht races, the

the America, that any move was made by the Britishers looking to the recovery of the British challengers and the American and the fleet of James Asibury of the Royal Thames between the American and the fleet of Yacht club opened negotiations which finally resulted in an arrangement for finally resulted in an arrangement for trophy in 1831. Every one of the four stitlous notions, the Defender is an unique subjects. Secretary of reck schooner yacht Yampa in her second rack yacht ya The was required to race against the fleet in the same way as the America had was sailed into St. John's river, Florida, and there sunk. After the war was over agreed upon. The navy department there-upon refitted her and entered her with the fact for the defense of the cup. In the race the little center-board chooner Magic of forty-seven tons led the proces-sion over the course, beating the Cambria ron race, for she now carries a topmast on the fore as well as on the main mast. The following year, 1871. Ashbury chalbenged again with the schooner Livonia, but under aftered conditions. It was agreed to sail seven races, the winner of the greatest number to bold the cup. The course alternated between the regular New York Yacht club course inside New York

the other two outside the Hook, one twenty miles to windward or leaward, as the wind may be blowing at the time, and return, and the other over a triangular course of thirty miles. So far there has been no occasion to sail more than two of the three races, and the cup is still on this side of the Aliantic in the custom to the custom of the cub or categories the custom of the cu

keel schooner, shared the honors of de-fense with the centerboard schooner Columbia, taking the Columbia's place after she had lost the race through disaster to steering gear and spars. That was the only exception to the rule of centerboards until this year. In seven as those laid out for all the later cup as those laid out for all the later cup. out of the eight cup contests the defender of the cups has been a centerboarder, and up to last year it had become a fixed notion among 'American yachtsmen generally that there never would be a time, as Captain Roland F. Coffin says in his story of the America's cup, "when all other things being equal, a center-board would not beat a kee.."

schooner of 10 tots. There were, nowever, four vesse's in the contesting fleet
three schooners and one cutter—of
larger tonnage and two other schooners
of nearly equal tonnage. One of the Britof nearly equal tonnage. One of the Brit-

est were out of sight.

to England to test her capacity against ging the windward rail make a great
the trophy was brought across the Atiantic and from that day to this its pos-seasion has been a matter of intense in-presented a distinctively American type. terest to the people of both countries.

When the Magic won the cup race in the which would also pull her deeper in the was in the possession of the owners of the yacht that won it—Commodore J. Introduced in these cup races, namely, the Stevens, Edwin A. Stevens, Hamil- a light-draft broad-beamed centerboard water line. The value of "live ballast" ton Wikes, J. Beekman Finley and craft, with all ballasi inside the hold, was recently shown in the two races be-George L. Schuyler. On the 8th of July representing the American idea of marine architecture against the deep draft, narrow-beamed keel boat. The former was ridiculed by the Britisher as a skim-

sall-carrying capacity, with a marked tendency, however, toward an increased naced against the British Royal Yacht deaft. The latter was so largely developed in the Vigilant that she is to all Although 'nearly twenty years had intents and purposes a keel boat when clapsed since that achievement, the America was still alloat and present in the Now York fleet to defend the cup. She had experienced many yielselfudes, when the beard is down. Then again America was still alloat and present in the Now York fleet to defend the cup. She had experienced many vicissitudes, however, since the race of 1851. She was not the force they returned to the United States to an Englishman, who used her for a time as a pleasure and the property of the County of racing craft. After the war of the rebel-tion broke out she was converted into a blockade runner and to avoid capture. —each one, if anything, looking slenderer than its predecessor on the challenge list and with heavy weights on the keel where she was put into service as a always entered the races with the same training ship for cadets of the Naval academy. She was being used as such her hone waters, invariably the contrast when the race with the Cambria was between her and her American adversiry,

as to the spread of canvas, has been un favorable to her. The spars and sails of the home craft have been a revelation to the visiting yachtamen, and zaff-carrying capacity has invariably won the race. This year there has been a general sion over the code.

Som 12s. The latter was tenth in crossing the line; the America the fourth, beating the Cambria 13m. 47s. Subsequently the America passed into the hands of the late General Benjamin F. Butler, and she is now owned by his son, somewhat alternated though, in appearance from what the content of the content of the cast of the content of the cast of the cast of the Atlantic. For the first time in the history of the America's cup races, the British have built a yacht expressly designed to sail in American waters in the fall weather of the East-order to the content of the cast of the Atlantic. For the first time in the history of the America's cup races, the British have built a yacht expressly designed to sail in American waters in the fall weather of the East-order to the first time in the history of the America's cup races, the British have built a yacht expressly designed to sail in American waters in the fall weather of the East-order to the first time in the history of the America's cup races. The British have built a yacht expressly designed to sail in American waters in the fall weather of the East-order to the first time in the history of the America's cup races, the British have built a yacht expressly designed to sail in American waters in the fall weather of the East-order to the first time in the history of the America's cup races, the British have built a yacht expressly designed to sail in American waters in the fall weather of the first time in the history of the America's cup races, the British have built a yacht expressly designed to sail in American waters in the fall weather of the fall weather of the fall weather of the fall water to the fal broad in the beam for a British yacht, exceeding that of the Defender by four feet, and she has a draft within six inches of that of the Defender. This gives

New York Yacht can't course inside New York bay and twenty miles to windward beyond Sandy Hook lightship and back. The New York Yacht club had the right to name the defender of the cup in each of these races at the starting point. The cup was successfully defended by the schooner Co'usninia, a centerboard, and the Sappho, a keel schooner.

Six times has the cup heen challenged.

schooner Columbia, a conterboard, and the Sappho, a keel schooner.

Six times has the cup been challenged since the defeat of the Livonia and each time the challenger has lowered its colors in defeat. The Canadian's took a band in 1876 with the schooner Countess of Dufferin, which was beaten by the Madeline, and again in 1881, when they sent to New York the centerboard sloop Atlanta through the Oswego and Effectuals and the Hudson river, to be beaten by the sloop Mischlef. Then followed the British cutters Genesta, in 1835 Galatea in 1886, Thistie in 1837 and in 1837 Valkyrle Cwhich is gommonly called Valkyrle II. because she was the second of the to a in 1886. This is in 1887 and in 1833 Val-kyrle (which is sommonly called Valkyrle II. because she was the second of the name built by Lord Dunraven), each of which were respectively beaten by the sloops Purlian, Mayflower, Volunteer and Vigilant in the order named. The Amer-lea's cup has thus been retained by the New York Yacht club against all comers in eight international contests.

When these international races were

New York Yacht club against all comers in eight international contests.

When these international races were largen the challenger was handleapped in the same way as the America was handleapped at Cowes—it was required to sall against all of the New York Yacht club's flech. This handleap was modified in the contest of 1871 by the pitting of one vessel against the challenger in each of the series of rares which were to decide the result, the club reserving the right to name the vessel that should defend the cup in each race at the hour for starting. This was challenger to the cup in each of the series of three preparations for its pould defend the cup in each race and low weight to secure the same results, and the American designer has tested to the liftish idea of a keep the hour for starting this is sufface friction, again conforming to another starting the cup was contested expressly for that purpose and the same is the case in the contest or this year.

The original vaces were salled over the cup with a greater spread of canvas it in the contest for the cup with a greater spread of canvas it in the contest for the cup with a greater spread of canvas it in the contest or the cup with a greater spread of canvas it in the contest for the cup with a greater spread of canvas it in a for sufficient vace.

The original vaces were salled over the cup with a greater spread of canvas it in a for contest or the cup with a greater spread of canvas it in the contest for the cup with a greater spread of canvas it in a for sufficient vace.

The original vaces were salled over the cup in a cart.

signers, who have both tried their designs for the American cup. Fife designed the Thistle; Watson designed all three Valkyries, one of which failed for the cup in 1866 and foundered in the Clyde last year. But Watson came to New York in 1835 to study the environments of the courses over which the on this side of the Atlantic in the custody of the club originally intrusted with the responsibility of its defense.

These are, however, not all of the changes that have been made in these international cup races. Although the Royal Yacht squadron's cup was won by a keel boat in competition against keel boats, its defense from 1870, the first of the challenge contests, to this year has devolved upon centerboard schooners and sloops, excepting in the

schooners and sloops, excepting in the series in which the Livonia was the challenger in 1871, when the Sappho, a keel schooner, shared the honors of decount with Valkyrie III remains to be seen. A vacht race is never won nor

as those laid out for all the later cup races—one inside New York harbor, over the New York club's regular course; the other two outside. Time allowance will also be given on water line measurements. Which one will give and which one take this year cannot be determined until the official measurer gets through with his work. The published water line measurements put the two boats on even The Vigilant's experience has a maintopsali in British waters indicated the necessity for a modification of this opinion. The per of 170 tons. There were, however, h of nearly equal tonnage. One of the Britlas schooners was a three master, more
than double the size of the America, having a tonnage of \$22 tons. The race was
III is not a centerboard, but a keel of
salied in variable weather, but with
enough of a breeze when rounding the
the most pronounced type, which in all
the trial races has shown great superiorNeedles to carry away the America's jibthoom. The Yankee craft's trismph was
complete, for the nearest British yacht to
the line when the America crossed it at
the close was eight niles astern and the
tends the sloop built to defar superior that the sloop built to degray against Valkyrie
the sloop built to defar superior that lieves her of the necessity of carrying a large amount of dead weight on the keel, which would also pull her deeper in the water, increasing displacement or lessenmen aboard the Yampa beat the Amphi-trite, but when sailing with a restricted number under the rules, a protest hav-bait.

the America cup should pass for a period into the hands of the British. It would be the means of creating more interest than ever in both nations to secure maritime supremacy. It would act as a stimulus to American shipbuthders and put them on their mettle. They would sharpen their wits to develop a sea-going boat that would bring the cup back again. One thing has become a fixed idea in connection with the America's cup—it will never more remain in the undisturbed possession of any nation. If Great Britain were to get it this year, and America issued no challenge next year for it, the Germans are sure to do it, for Germany has an emperor who is a possible when the content of them no a sliver plate. And zo it goes. Every man of them has his little boom hidden away, which he does not want it aftoat now when it would not last much (onger than a scap bubble. Thus it is that every one of them pooh-poohs the idea of a nomination and yet at heart they all want it, and they want it badly, even though not one of them feels sure that a Democrat can be elected. None of them now a sliver plate.

And zo it goes. Every man of them has his little boom hidden away, which he does not want it aftoat now when it would not last much (onger than a scap bubble. Thus it is that every one of them pooh-poohs the idea of a nomination and yet at heart they all want it, and they want it badly, even though not one of them feels sure that a Democrat can be elected. None of them non a sliver plate. for Germany has an emperor who is a The great, sweeping Republican victory veritable "sea-dog," and as enthusiastic of last November infused business and a yachtsman as plows the waters of any banking circles, the manufacturing and nation. He will surely covet the trophy if no one else will.

SUMNER WEPT.

The Columbia's Captain Accepts the Blame for the Dry Dock Accident.

The court of inquiry at the navy yard, investigating the question of responsibility for the recent injury to the cruiser Columbia while in dry dock in South-ampton, adjourned yesterday afternoon after distening to a confession of fault on the part of Capt. George W. Sumner, mnder of the ship.

was stated in yesterday's Standard-Union, the testimony before the captain took the stand clearly indicated that he was in error in docking the vesse. before the dry dock had been examined as to its fitness, and he hore out the testimony by manfully acknowledging that the damage to the vessel was due to his own neglect. sent no officers to examine the dock

and its appliances before docking my ship," he said, "and this was a serious oversight on my part, and one that I deeply regret." At this point Captain Sumner's emo-

Rear Admiral Walker and the members of the court regarded their captain with astonishment and waited for him to recover before questioning him further. Finally Admira: Walker said: "In the face of these facts, why did

you pay the Southampton people?"
"For three reasons," answered the cap-tain. First, I had received no orders to do otherwise, the company disclaimed liability for the injuries, and I feared they might libel my ship."

"They couldn't do that; she belongs to the United States," observed the addicts in a most in a mos

This letter lay for more than ninety years hidden among some musty ar-chives at the capital, and was lately discovered by Walter H. French, clerk of the department of files, house of representatives. The spelling, punctuation, and breaks of lines are carefully repro-

Mount Vernon, December 31st, 1799. Sir While I feel with keenest anguish the late Disposition of Divine Provi-dence, I

cannot be insensibe to the mournful tribof respect and veneration which are paid

band-and as his best services and most anxious were always devoted to the welfare and

of his country-to know that they wer appreciated and gratefully rememb affords

no inconsiderable consolation. Taught by the great example which I have so long before me never to oppos sprivate wishes to the public will-I must

consent to the request made by congress— which you have had the goodness to to me-and in doing this I need not-I cannot say what a sacrifice of individual feeding I make to a sense of public duty.

With grateful acknowledgement and unfeigned thanks for the personal respect and evidences of condolence expressed by congress and yourself.

I remain, very respectfully Your most obedient and humble

MARTHA WASHINGTON. WHY THEY REFUSE.

It is a noticeable fact that all Democrats thus far mentioned as candidates for the presidential nomination, when questioned about it, manifest the shyness, cyness and bashfulness of a school girl.
They are evidently pleased with the com-pliment implied and have some difficulty in suppressing their happiness, but not one of them wants to start his boom yet awhile. They are long-headed enough to know that early booms fizzle out speedily, that the first one in the is usually the first one to go, and that the best chances are reserved for those who keep in the background until near convention time. This is the reason why they are all swimming around the glided the British schooner Amphitrite. In the bait with pleasant yet anxious faces, first race, with a large number of extra watching each other jealously, but not

Ing been allowed, she was badly beaten by the Amphitrite. There will be no "live ballast" carried by either vessel in this year's contest.

Mr. C'eveland scouts the idea of a third term. Whenever it is mentioned he hoists sail on his catboat and goes fishing for scup, and meanwhile what he is The list of American cup race winners and the years in which the races were sailed are as follows up to date: America, 1851; Magle, 1870; Columbia and Sappho, 1871; Madeline, 1876; Mischief, 1881; Puritan, 1885; Mayflower, 1886; Volunteer, 1885; Vigilant, 1893.

The record is without a break, If a third term newtestion bearing the property of the third term newtestion bearing the property of the the terms of its donors. The object of the international yacht races, the standing rigging, laced mainsail and fixed the gauntlet down to the British yachts-men to win back the cup if they dared attempt it and could do it.

It was not until 1868, seventeen years after the cup had been carried off by the American that any move was made by the Britishers looking to the recovery cf the Britishers looking to the recovery cf the trophy. Then Commodore ery cf the Tophy. Then Commodore of the British callengers and the American and the fleet of British schooner Amphitrite.

Buritan, 1885; Mayflower, 1885; Volunteer, a school district in the United States, but if the convention should offer him the break does occur this year New York will send a schooner to England to bring it back, they say. They are now marked a difference between the models daunted by the recent defeat of the crack schooner yacht Yampa in her second and of the British echoner to England to the recovery converted to the convention should offer him the break does occur this year New York will send a school district in the United States, but if the convention should offer him the break does occur this year New York will send a schooner to England to bring it back, they say. They are now marked a difference between the models daunted by the recent defeat of the crack schooner yacht Yampa in her second and the American and the fleet of British schooner Amphitrite. include the control of the country of the club house of the Royal Yacht squadron. She has met with misfortune from the time she was ready for the water until date. She stuck on the ways when a caunching, she has been aground twice. We has started her side plates, her chain plates, sprung a mast, broken a gaff, damaged her steering gear, broken the martingale and suffered sundry other misfortunes, either of which, if happening in a race, would cause her to lose it. "Sailor Jack," therefore, shakes his head ominously and says she has been built too fine and cannot stand the strain.

It would be far from a misfortune if the America cup should pass for a period into the hands of the British. It would be the means of creating more interest. And so it goes. Every man of them has his little boom hidden away, which

the railroad classes, with confidence that the commercial dangers to be apprehended from any further malign Democratic influences were indefinitely postponed. They feel so still, and they well not imperil that restoration of confidence by turning the country over to the Demo-oratic incumbents again. All these gentlemen with their little hidden booms know this, but it will not prevent any one of them upon whom the convention calls from sending up his particular boom, even knowing it must collapse.

FADS IN SHIPS.

Fads in shipbuilding seem to date from he seventeenth century, when a Dutch nerchant gave orders for a vessel to be nstructed for him like the pictorial ered at him for his eccentric idea, but hen the craft was completed, and it

what he described as being "the first hydrostatic ship that has ever appeared upon the habitable globe." It consisted of five pontoons, sharp pointed, to divide the displaced water, so that it would rise well to the waves. Four water wheels were fixed fore and aft, between pontoons one and two and four and five through which the water ran, to prope the vessel. This invention, as might readily be imagined, proved of no use whatever.—Chambers' Journal.

SENSITIVE GIRLS.

they might libes my ship."

They coughint do that; she belongs to the United States," observed the admiral.

Judge-Advocate Draper finished reading the captuin's statement and then announced that the court could make its report to the department at Washington. The outcome remains in the hands of Secretary Herbert.

The Columbia was floated yesterday, and after taking on coal will leave to join the North Atlantic squadron.

Harper's Bazar.

The problem of dealing with sensitive importance of dealing with sensitive in part of the dealing with sensitive in the construction of the construction of the construction of the dealing with sensitive in the construction of the maximum mind or to constrain the construction of the is in the last four international consalt a defender of the cup was consalt a defender of the cup was concracted expressly for that purpose and
the same is the case in the case in

:FISHER'S THEATRE

September oth and week.

Bacon's Stock Company will present at Fisher's New Opera House the following plays, each play mounted with new and special scenery and effects.

Monday and Tuesday, Kidnapped:

· Wednesday, After Dark

The Plunger

May Blossom · FRIDAY, September 13th,

SATURDAY MATINEE, A Prisoner of War: September 14th, · SATURDAY NIGHT, Burr Oaks:

Sale of seats opens Saturday, September 7th, at New York Novelty . Store. Popular Prices.

FOR

TILLAMOOK, NEHALEM

STEAMERS

R. P. ELMORE,

ALL Open For Special Charter.

Sailing dates to and from Tillamook and Nehalem depend on the weather. For freight and passenger rates apply to

ELMORE, SANBORN & CO., Agents.

O. R & N. CO., Agents, Portland.

over the nature they do not yet comprehend. They go through much real misery, hugging their sensitive feelings to their hearts, their pride and their unhappiness mutually encouraging each —The Saturday Review.

other.
Sensitive people, above all others, have most need of that grand spiritual virtue common sense. And sensitive girls should be carefully instructed as to the capabilpresentations of Noah's ark. The ship-ag folk in the town where he resided great at him for his eccentric idea, but perament. They should be taught to the fruit ranches in California are owned perament. They should be taught to govern not only their actions, but their thoughts and in their thoughts, and no extra men were required to work it, the laugh changed sides. Probobly this is the only instance on record of a fad turning out successful when put to a practical test.

In 1844 William Doncaster patented which the described as being "the first hydrostatic ship that has ever appeared upon the habitable globe." It consisted of five pontoons, sharp pointed, to divide the content of the first was found capable of carrying a third their thoughts and feelings, by reason and feelings, by reason their actions, but their thoughts and feelings, by reason and feelings, brings and feelings

CROMWELL'S CONSCIENCE

intolerant; but at heart the nation has, we believe, always been tolerant-anxious that is, not to limit the action of the From the pomegranate excellent syrups human mind or to constrain the con- and jellies are made and the rind yields

religion in their own breasts I cannot reach, but shall think it my duty if they

WOMEN AS POMOLOGISTS.

In the industry of fruit-growing Amer-

although it takes some determination and perseverence to claim our inheritance, it Strong read a paper showing the value of is well worth it when we have obtained pampas grass and pomegranates as Cali-it. pampas grass and pomegranates as Cali-it. in this article should certainly be regard ed as coming from one who knows, for Mrs. Strong yearly realizes from \$3,750 to Certain Englishmen have been grossly 55,000 from the pampas grass which grows intolerant; but at heart the nation has, on either side of her avenue, which is believe, always been to erant—anxious 800 feet long.

PROFESSIONAL CARDS.



DENTIST.

over C. H Cooper's store.

German Physician. DR. BARTEL, Eclectic. PHYSICIAN AND SURGEON.
Office over Albert Dunbur's store, cor. 9th and Commercial, Prices: Calls, \$1; confinements, \$10.00. Operations at office

W. C. LOGAN, D. D. S., DENTAL PARLORS.

Mansell Block, 572 Third street.

free: medicines furnished.

DR. EILIV JANSON, PHYSICIAN AND SURGEON. Office over Olsen's drug store. Hours, 16 to 12 a. m.; 2 to 5 and 7 to 8 p. m. Sundays, 16 to 11.

J. S. BISHOP, M. D., HOMEOPATHIST. Office and rooms in Kinney Block Office Hours, 10 to 12:30 and 4 to 6:30 Surgery and Diseases of Women a Spe-cialty.

LIBERTY P. MULLINIX, M. D., PHYSICIAN AND SURGEON Office, 584% Third st., Astoria, Ore. Special attention given to all chroni

DR. O. B. ESTES, PHYSICIAN AND SURGEON Special attention to diseases n and surgery. Office over Danziger's store, Astoria. Telephone 2'c 52.

JAY TUTTLE, M. D.
PHYSICIAN, SURGEON, AND
ACCOUCHEUR.
Office, Rooms & and 6, Pythian
Building. Hours, 10 to 12 and 2 to
5, Residence, 638, Cedar street.

DOCTOR ALFRED KINNEY, OFFICE AT HIS RESIDENCE. May be found in his office until is o'clock mornings, from 12 noon until v p. m., and from 5 until 7:30 evenings.

W. M. LaForce. LAFORCE & SMITH. ATTORNEYS-AT-YAW, 385 Commercial street.

J. Q. A. BOWLBY, ATTORNEY AND COUNSELOR AT LAW.

Office on Second Street, Astoria, Or. N. Dolph. Richa Chester V. Dolph. Richard Nixon Chester V. Dolph,
DOLPH, NIXON & DOLPH,
ATTORNEYS AT LAW.
Portland, Oregon, 24, 25, 26, and 27,
Hamilton Building. All legal and collection business promptly attended to. Claims against the government a spe-

SOCIETY MEETINGS.

TEMPLE LODGE NO. 7, A. F. and A. M.—Regular communications held on the first and third Tuesday evening of each month W. G. HOWELL, W. M. E. C. HOLDEN, Searctary,

MISCELLANEOUS

REAL ESTATE, NOTARY PUBLIC.

W. C. CASSELL, 464 Commercial Street.

WHEN IN PORTLAND—Call on Handley & Haas, 150 First street, and get the Daily Astorian. Visitors need not miss their morning paper while there.

BEVERAGES.

WINES AND BRANDIES .- Use Zin-Fifty cents per gallon. Don't forget peach and apricot brandy. Also French Cognac and wine at Alex Gilbert's.

STEAMERS

Telephone & Bailey Gatzert. Columbia River and Puget Sound Nav-igation Co.



Two Daily Boats to Portland "Telephone" leaves Astoria at 7 p. m. daily (except Sunday).

Leaves Portland daily at 7 a. m., ex-

cept Sunday.

"Bailey Gatzert" leaves Astoria Tuesday, Wednesday, Thursday, Friday and Saturday morning at 6:45 a. m.; Sunday evening at 7 p. m.

Leaves Portland daily at 8 p. m., except Sunday. On Saturday night at 11

U. B. Scott, President. E. A. Seeley, Gen'l Agt., Portland.

A. V. ALLEN, DEALER IN

Groceries, Flour, Feed, Provisions, Fruits Vegetables, Crockery, Glass and