

THE FIVE-HORNED GIRAFFE.

Sir Harry Johnston's discoveries in Uganda are of great importance. One of the new animals which he found was the "Okapi." It has no near living relation unless it be the giraffe, and belongs to a group of ruminants only represented at the present time by the giraffe and the prong-horned antelope, so-called, of North America. So far as can be ascertained the okapi is a living representative of the Hellatotherium genus, which is represented by extinct forms found fossilized in Greece and Asia Minor. The Hellatotherium may be described as a poor relation of the giraffe which has lost all but minute traces of its former horn cores, for the giraffe, it will be remembered, has on its skull three bony prominences from which horns or antlers sprang. The animal is about the size of a large ox. The coloration is, perhaps, unique among mammals. The body is of a reddish color, the hair is short, and the appearance of the hide is extremely glossy. The legs are cream color, but the skin between the stripes is often white; the legs and hind quarters only of the animal appear to be striped.

Another animal which Sir Harry Johnston has found in Uganda is a five-horned giraffe, and our illustration is made from the drawing by Sir Harry Johnston and reproduced from The London Graphic, to which we are indebted for our particulars. The specimens of the five-horned giraffe were shot in the country lying to the east of Mt. Elson in the north-eastern part of the Uganda Protectorate. The females had only three horns, while both the male specimens exhibit five-horned cores.

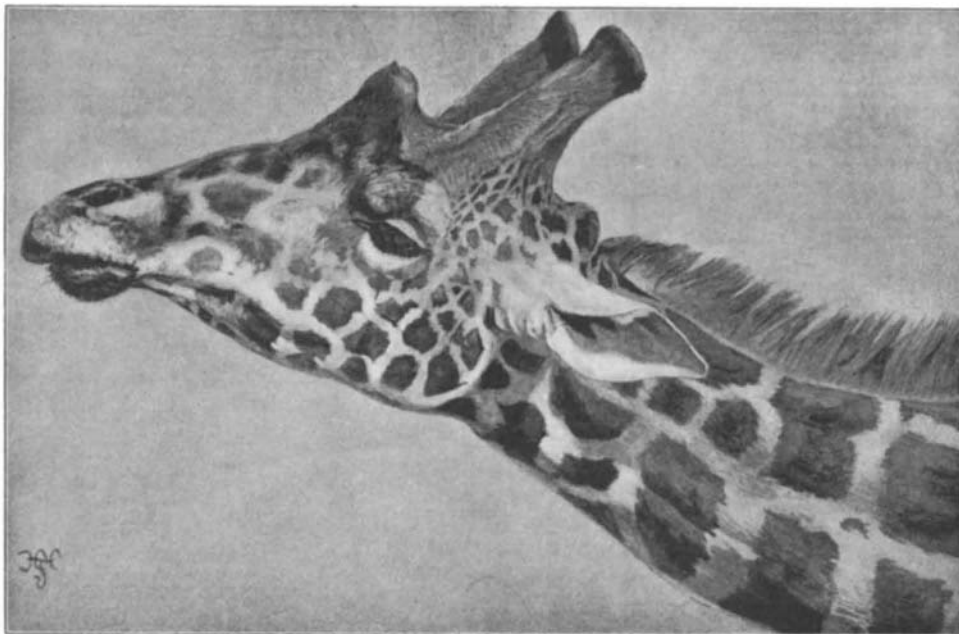
THE ASCENT OF THE MATTERHORN.

The Matterhorn is one of the most difficult mountains in the world to climb, and only this year the beautiful and severe-shaped peak has claimed its victim. This grand mountain, though not the loftiest of its district, is the most beautiful and fascinating. It is exceeded in elevation by Monte Rosa, the two highest points of the Mischabelhörner, the Lyskamm and the Weisshorn. Attempts to ascend the Matterhorn were first made in 1858 and 1859; other attempts were made in 1860 and 1861, the most notable of which was that made by Edward Whymper, an English mountaineer, in the latter year. Other attempts were made, and finally on the 13th of July, 1865, Mr. Whymper's party started from Zermatt to make what proved to

be at once a most successful and a most fatal ascent. There were eight in the party, the guides Croz, Peter Taugwalder, and his two sons, Lord Francis Douglas, Mr. Hadow, the Rev. Charles Hudson and Mr. Whymper. The start was made at 5:30, and before 12 o'clock they found a good position for their tent at a height of 11,000 feet. Here the happy party remained for the night, and the start was made before dawn the next morning. For the greater part of the rest of the way

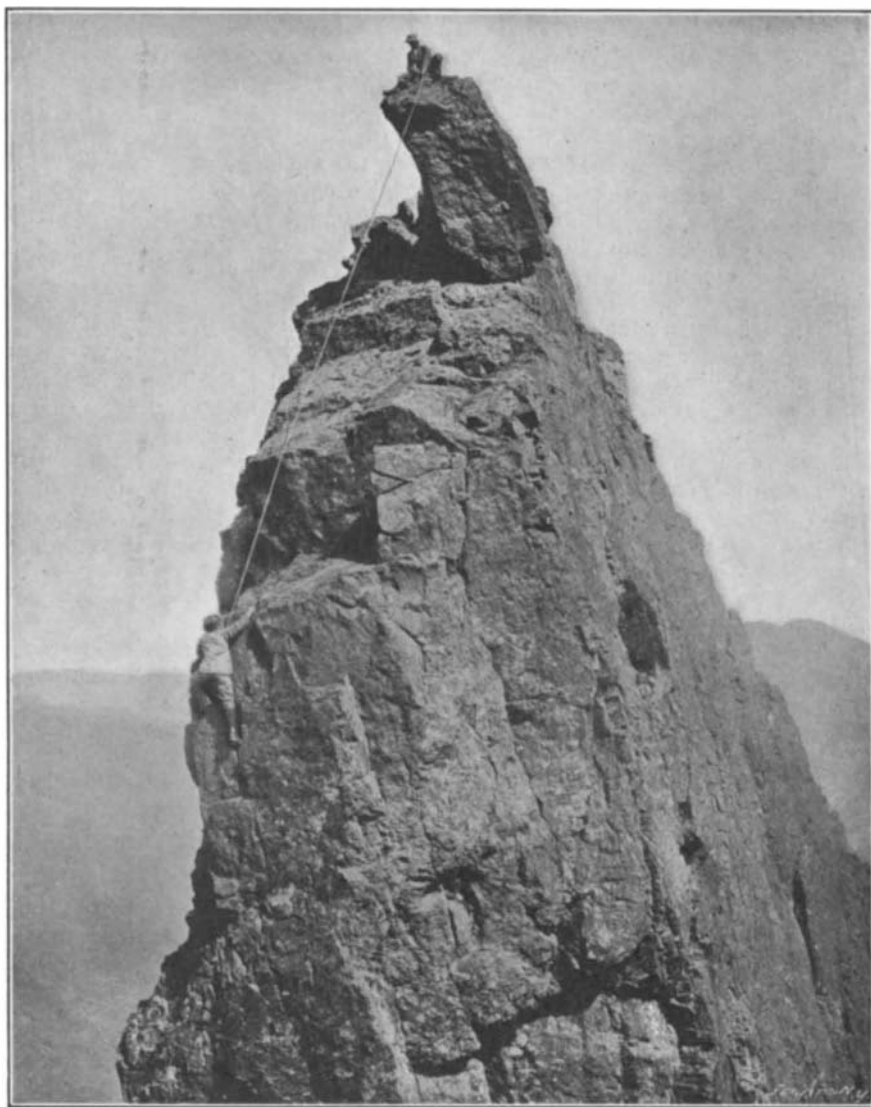
Hadow greater security, and taking hold of his legs was putting his feet, one by one, in their proper position; all were roped together and no one was actually descending. Croz was in the act of turning around to go a step or two himself, when at this moment Mr. Hadow slipped, fell against Croz and knocked him over. Mr. Whymper heard some startled exclamation from Croz and saw him and Hadow flying downward. In another moment Mr. Hudson was dragged from his steps, and Lord Francis Douglas instantly followed him. Immediately after hearing Croz's exclamation Taugwalder and Mr. Whymper planted themselves as firmly as the rocks would permit. The rope was taut between them, and the drag came on both as on one man. They held on and the rope broke midway between Taugwalder and Lord Francis Douglas. For a few moments they saw their unfortunate companions sliding downward on their backs and spreading out their hands, endeavoring to save themselves. They passed from the sight of the survivors, disappearing one by one, falling from precipice to precipice on to the Matterhorn Gletscher below, a distance of nearly 4,000 feet. From the moment the rope broke it was impossible to help them. For the space of half an hour the survivors remained on the spot without moving a single step. Finally the old guide summoned up courage and changed his position to a rock on which he

could fix the rope. Mr. Whymper examined the broken rope and found to his horror that it was the weakest of the three which had been broken. It was intended as a reserve, to be left attached to the rocks. For two hours afterward Mr. Whymper thought that every moment would be his last, for the Taugwalders were utterly unnerved and were not only incapable of giving assistance, but were in such a state that a slip might have been expected from them at any moment. About 6 P. M. they arrived at the snow upon the descent toward Zermatt and all peril was over. The descent was again begun, and at 9:30 a resting-place was found upon a slab barely large enough to hold the three, where they passed six miserable hours. At day-break the descent was resumed and Zermatt was finally reached. A party of twenty men were sent out to find the bodies of the unfortunate men. All but the body of Lord Francis Douglas were discovered; of him nothing could be found. It was at first thought wise to allow the bodies to remain buried in the snow

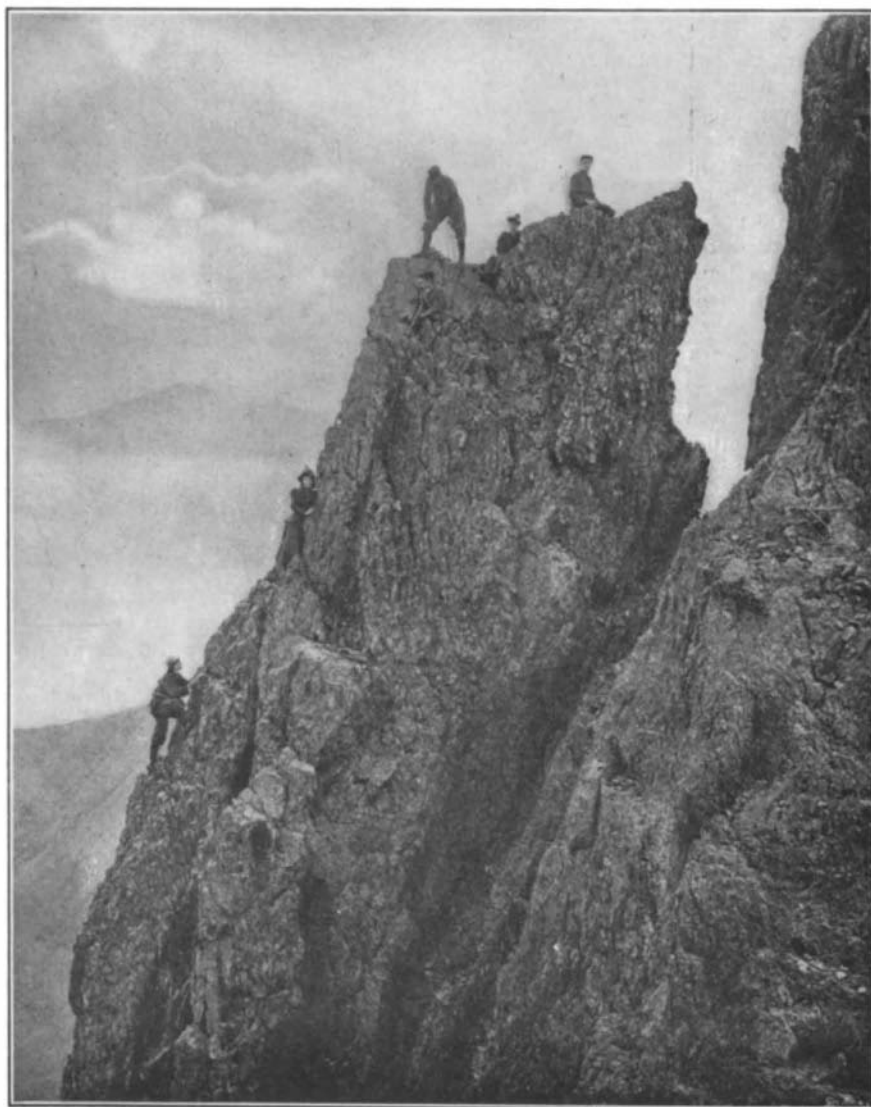


HEAD OF NEW FIVE-HORNED GIRAFFE DISCOVERED IN UGANDA BY SIR HARRY JOHNSTON.

there was really no occasion for the mountaineers and guides to be roped together. Climbing then became difficult, the interstices of the steep rock face having only occasional fragments projecting here and there. These were at times covered with a thin film of ice produced from the melting and refreezing of the snow. An hour and a half was occupied in ascending this difficult section. The party finally reached a spot where only 200 feet of snow remained to be surmounted, and at 1:40 P. M. the Matterhorn was conquered. A stone cairn was built, and after an hour had been spent on the summit the party commenced the descent. They were tied together with great care, and only one man moved at a time. When he was firmly planted the next advanced, and so on. A few minutes later a sharp-eyed lad ran into the Monte Rosa Hotel at Zermatt, saying that he had seen an avalanche fall from the summit of the Matterhorn. What happened was that on the descent the guide Croz had laid aside his axe in order to give Mr.



AN ARRETE ON THE MATTERHORN.



"CRAGGY PINNACLE," A DIFFICULT PIECE OF ROCKWORK IN WALES.

at the base of the grandest cliff of the most majestic mountain of the Alps, but the authorities sent strict injunctions to recover the bodies, and on the 19th of July twenty-one men of Zermatt accomplished this sad and dangerous task. The remains of Hudson, Hadow, and Croz were interred in the little churchyard in Zermatt. So the inaccessibility of the Matterhorn was vanquished, and Mr. Whympers well says that it proved to be a stubborn foe. It resisted long and gave many a blow; it was defeated at last with an ease that none could have anticipated, but like a relentless enemy—conquered, but not crushed—it took terrible vengeance. Thirteen lives in all have been lost on the Matterhorn. In July of this year a party of five tourists, including two ladies and two guides, started to climb the Matterhorn. One of the ladies turned to look at the view, slipped and fell with two companions; the guide held them for a moment, then all three were precipitated a thousand feet. Strange to say, one lady and the guide survived, although the latter was insane when found by the party sent to rescue them.

The various Alpine clubs and guides have minimized the danger by building huts and shelters, and by placing hand supports and ladders in many of the most difficult places. Still, it is a very formidable task to ascend to the summit of the Matterhorn, as will be seen by one of our engravings, which shows a most difficult piece of rock work where the least slip would cause a fall of many thousand feet. Difficult rock work is not confined to either the Matterhorn or Switzerland, as will be seen by our second engraving, which shows mountaineering in Wales where the situation seems fully as alarming.

THE NEWPORT AUTOMOBILE RACES.

It was at first proposed to hold the automobile races of the National Automobile Association on the famous Ocean Drive, at Newport. Permission was obtained to practically close the Drive during the races, but some of the residents along the route applied to the

Supreme Court and obtained an injunction prohibiting the use of the public roadway for the speed contests. As a result the races took place at Aquidneck Park, which was not a desirable place for holding the meeting owing to the fact that the track is only a half mile in length and the curves were not well adapted to attaining high speeds, especially for the high-power

neth Skinner, who rode the tricycle seen at the left of the first group. This was one of the most exciting events of the afternoon as the speed attained by both the bicycle and tricycle was great. The bicycle led for about one-half the distance but was finally passed by the tricycle.

The second division was composed of steam-propelled vehicles and the race was run in two heats and a final for a first prize offered by Colonel John Jacob Astor; the distance was 3 miles. The first heat was won by Mr. J. McMillan Hamilton, in 6.25½. The second heat was won by Mr. John Powers, time 6.20. The final heat of 5 miles was won by Mr. John Howard, the best time being 11.41.

The third division was a special class of DeDion 5 horse power voiturettes, and the race was won in one heat of 3 miles by Mr. O. H. P. Belmont, his time being 7.33¼.

The fourth division was for gasoline vehicles not developing more than 12 horse power and was run in six heats and a final for a first prize offered by Mrs. Herman Oelrichs, and a second prize offered by the National Automobile Racing Association. The first heat of 3 miles was won by Mr. F. Walsh, time 6.06¼. Mr. Alexander Fisher came in first in the second heat, time 6.45; the third heat of 3 miles was won by default by Mr. C. G. Dinsmore. The time was not taken. The fourth heat of 3 miles was won by Mr. C. Macy, the best time being 6.17½. The fifth heat was won by Mr. Kenneth Skinner by default; no time was taken. The sixth heat went to Mr. Alexander Fisher, time 9.46. The final heat of 5 miles

was won by Alexander Fisher; the best time was 9.37½.

The fifth division was for gasoline vehicles developing over 12 horse power, the race being in two heats and a final for a first prize offered by Mr. W. K. Vanderbilt, Jr., and a second prize offered by Mr. Joseph Widener. This was the greatest event of the meet and very exciting heats were run. The first was between Mr. Foxhall Keene and Mr. David W. Bishop,

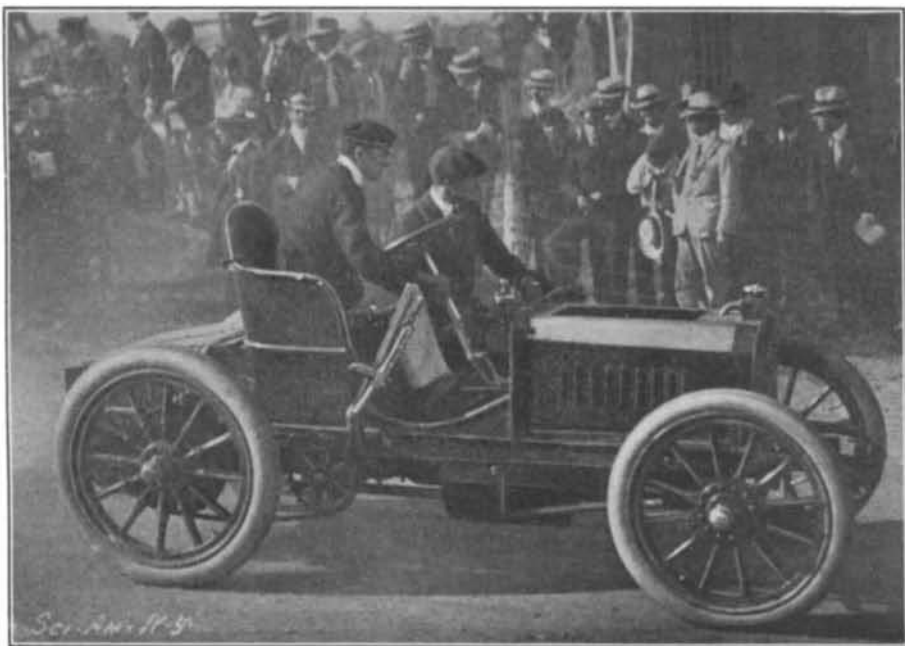


Start of Motor Bicycles, Tricycles and Electric Vehicles.



Mr. D. W. Bishop with His Panhard Racer and Mr. Foxhall Keene with His Mors Machine.

machines. There were sixteen heats to decide the six races. The first division was for tricycles, two-wheeled vehicles and electric carriages. One of our engravings gives a view of the start in this event. The course was three miles, for a first prize offered by Mrs. John R. Drexel, and the second prize offered by Mr. W. K. Vanderbilt, Jr., and a prize for the electric carriages was offered by Mr. Alfred Vanderbilt. The race was won in 5.40 minutes by Mr. Ken-



Mr. W. K. Vanderbilt, Jr.'s "Red Devil," Winner of the Important Race.



Mr. James L. Breese in His Racing Machine.