

TIME TESTS FOR VARSITY CREWS.

Harvard and Pennsylvania Eights Go the Full Course at Poughkeepsie.

MR. LEHMANN FEELS GAY.

Oarsmen on the Hudson Put in a Hard Morning's Work in a Hot Sun.

YALE HAS A VERY GOOD DAY.

This Afternoon the Columbia Crews Will Pack Up and Proceed to Their Quarters in the Gill Mansion.

By A. H. C. Mitchell. Poughkeepsie, N. Y., June 11.—Golden Summer weather prevailed to-day, and the crews of Harvard and the University of Pennsylvania were worked like cart horses. It is safe to say that the crimson varsity took off some of those twenty-two pounds they had gained since last Saturday. As



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for the Quakers, they landed at the boat with their tongues hanging out. The varsity crews of both colleges rowed the full course. I do not mean to imply that the coaches of these crews pushed their oarsmen beyond the limit, but the sudden change of weather had its effect on men and beast alike, and the horses to suffer as much as any sculler on the river. Coach Lehmann fairly beamed upon everybody with whom he came in contact. Although he reveals in cool weather, the calm surface of the stream that came with the bright June sun was irresistible to this man who delights in time tests, for he knew that at last, after many days of waiting, he could send his crew over the distance under almost perfect conditions.

The distinguished English oarsman had the crimson eights on the river shortly after 9 o'clock. They were spurred short distances and practised starts, in which they are already very proficient, for their coach has not neglected this important part of a crew's training. It has been customary among college rowing coaches in this country to allow the question of starts to take care of itself until the final week of practice. Not so Mr. Lehmann. From the time the weather permitted the Harvard crews to leave the tank and take their shells out at the Charles River at Cambridge, the practice of starts has been a part of their daily work, and now they have little to learn in this particular.

YALE'S SATISFACTION. Pleased with Day's Work on the Water, but the Siege of Examinations is Now On.

Gale's Ferry, Conn., June 11.—To-day has marked the commencement of a two weeks' siege of examinations for the Yale crews. Varsity and freshmen. In the mornings from 8 to 12 and the afternoons from 2 until 4, the dining room at the quarters at the Broadview is made to do the service of college halls, and the oarsmen, according as their tests are scheduled, are to have a good bit of indoor brain work as a change of programme after their constant exercise of muscle upon the water.

Ellis Ward's Comments. I was out with Ellis Ward on Pennsylvania's coaching launch, Ben Franklin, as the Harvard crew swept by rowing the long impressive stroke taught them by Mr. Lehmann. The veteran hauled out his stop watch and held it on the crew for half a minute.

"Nothing slow about that stroke," said he, with a bit of sarcasm. "They're rowing thirty-seven. Call that good form, eh? I don't think much of that style. Look at No. 2 there. He's about as fast as a snail. Look at the Poughkeepsie. They don't strike me as being in any particular form." "The blade work is good," suggested some one. "The blade work is good," suggested some one. "The blade work is good," suggested some one.

In the cool of the afternoon the Harvard crews were taken out for the usual spin. A little streak of white paint was seen every morning in the direction of the little white streak was Pennsylvania's coaching launch, Ben Franklin, whose arrival was delayed by a heavy fog. The boat had passed West Point, when it was forced to turn back and lay up at Crum Elbow for the night. After the launch was taken up to Crum Elbow, the crew was charged and soon had the first and second varsity crews on the river. The boys rowed up to Crum Elbow and back under the bridge in short stretches, and then housed their shells.

COURTNEY'S CHANGES. Another New One Tried in a Race with the Freshmen—All of His Oarsmen Are Guessing.

Ithaca, N. Y., June 11.—To-day the Cornell crews commenced rowing twice a day. All the university work is now finished and all efforts will now be directed to turning out a good crew. This morning Courtney had another new combination on the water. The race was put in at No. 6 Wakeman as No. 3 and Dalsell took Wakeman's seat at bow.

With the freshmen crew in the usual order, Courtney took the two on the lake for a trial race. The freshmen crew were given a lead of twenty seconds over the two-mile course and the varsity were given the task of beating them out. The contest was close and sharp, for the varsity crossed the line only a few feet ahead of the youngsters. The time was not given



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out, but it was known to have been fair. Courtney's crew improved in the freshmen. They rowed like veterans and lowered their time of the preceding practice thirty seconds. Courtney took the same two crews up to Crowbar Point and back, thus giving them a ten-mile row. The race was only moderate, for after the sharp contest of the morning the men did not feel like racing. In the afternoon the freshmen showed up still better, and they were given a lead of twenty seconds over the varsity crew. Courtney's crew had the narrow cedar shell, and although it glided through the water with slight resistance, the men had difficulty in keeping it on its bottom. Some of the varsity seemed to row in poorer form than this morning, perhaps on account of the nervousness of the boat.

The expression on Courtney's brow and the ease with which the freshmen would sweep a race to a foretell still another change. Courtney is reported to have said that the combination he made up last night with Spillman and Moore in at No. 6 and Courtney in at No. 3, was a very good one. Courtney's crew showed first a gain of twenty-three seconds over the previous time for one mile, but in the second mile the time was slower by twenty-eight seconds, thus giving a total loss of five seconds. This, he says, is due to the fact that the men are not in good physical condition.

DOWN BEAT THE TOWN. Annual Boat Race on the Raritan Won by the Rutgers College Crew.

New Brunswick, N. J., June 11.—The Rutgers College varsity crew was a winner by half a length in a three-oared race on the Raritan River this afternoon. Fully 5,000 people saw the contest. The towpath that separates the canal and river and the east bank of the river were crowded. Work in the factories along the river was abandoned after 5 o'clock and the operatives saw the race from start to finish.

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A Pleasure Ride to Nyack. The Spurton Duvall Whelmen will start from the old manor house (now the Museum for Colonial Re-enactment) in Van Cortlandt Park, to-norrow morning at 9:30 sharp on a run to Nyack, returning by way of Pleasant, Teahoy, Englewood and Lodi, to the Hudson County Boulevard. The route to Nyack, unless there should have been to more rain before the time of starting, will be a very good one. The road to White Plains road, with the exception of a few miles of road, is a very good one. The road to Nyack, unless there should have been to more rain before the time of starting, will be a very good one. The road to White Plains road, with the exception of a few miles of road, is a very good one.

TO SUPERVISE ALL OF THE RACES.

Revenue Cutter Manhattan Has Been Ordered to Poughkeepsie.

CAPT. STODDARD'S ORDERS. Lieut. Geo. E. McConnell Will Assist in Keeping the Craft on the Hudson Within Proper Limits.

The United States revenue cutter Manhattan has been assigned by the Treasury Department to duty at the Poughkeepsie races. The orders to the Manhattan were received yesterday. The supervision over the entire lot of races at Poughkeepsie will be represented on the part of the Government by Captain L. M. Stoddard. This officer is the present supervisor of anchorage in the port of New York and is the senior revenue cutter officer on that duty. Captain Stoddard will have associated with him at Poughkeepsie Lieutenant George E. McConnell, commanding the Manhattan, and the officers of that vessel.

The regulations to be enforced by the Government during the races have been approved by the Secretary of the Treasury. They will be issued in printed form in the course of a few days by the Poughkeepsie Race Committee. The general features of the regulations have already been related in the Journal. The rules were carefully drawn up at this port. Care was taken to avoid anything that might appear to be harsh or oppressive to the sailors. Only such rules were drawn up as were deemed absolutely essential to the safety and welfare of all in attendance. These rules will be rigidly enforced, and a failure to obey the injunctions will result in prompt seizure of any offending craft.



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BYRON McCLELLAND DEAD.

One of the Best Known and Most Successful Thoroughbred Horsemen in the Country.

Lexington, Ky., June 11.—Byron McClelland, the horseman, died at 8:15 to-night. He was taken ill with malarial fever at Eatons last Saturday, and was at once removed to his home in this city, his condition being regarded as serious. Last Tuesday he was stricken with blindness, and grew steadily worse to the time of his death.

HORSEMEN IN TROUBLE. Trot Brothers Held for Stealing a Mare Which Has Been Running on Outlaw Tracks.

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PHILADELPHIANS LOST.

LANCASHIRE Administer Defeat to the American Cricketers by a Margin of Seven Wickets.

Manchester, Eng., June 11.—The cricket match between the Gentlemen of Philadelphia and an eleven of Lancashire was resumed to-day. In the play of yesterday the Americans made 123 for their first innings, and when the stumps were drawn last evening the home team had scored 190 for eight wickets. The Lancashire players were all out to-day for 149 runs. This includes 24 extras, a somewhat expensive item. The second innings of the Americans was both unimpressive and the latter were all out for 88 runs, giving them a grand total of 211. When the Lancashire cricketers resumed play they only had 91 runs to make in order to win. The first two wickets of the Lancashire team went down for eight runs and the friends of the Americans cheered them in their gallant effort to snatch victory from the Englishmen when the latter seemed as if they had an easy task before them to defeat the visitors. However, Rowley proved equal to the occasion and the necessary runs were hit off, leaving Lancashire winners by seven wickets.

PHILADELPHIA—SECOND INNINGS. Captain Patterson b. Cuttill, 15; Crawford, b. Cuttill, 15; W. W. Ralston, b. Cuttill, 15; J. A. Leasing, b. Cuttill, 15; L. F. King, b. Hallam, 15; H. H. Bohlen, b. Cuttill, 15; H. L. Clark, b. Cuttill, 15; Extras, 24. Total, 88.

LANCASHIRE—SECOND INNINGS. Paul, b. Bohlen, 15; Tindall, b. Patterson, 15; Baker, not out, 15; Sawyer, not out, 15. Total, 149.



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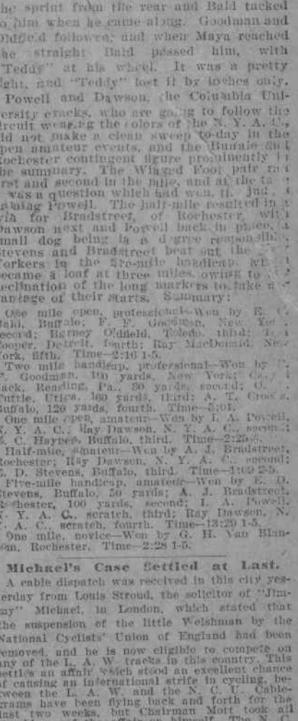
BALD'S SPEED COMING BACK.

Champion Beginning to Ride with His Old Time Celerity.

TEDDY GOODMAN'S DAY. Powell and Dawson Make a Few Wins in the Amateur Events.

Warsaw, N. Y., June 11.—Champion Bald is beginning to show the signs of his old time celerity. Today the little chestnut had a representative field of cranks, and Bald was in front at the finish.

It was a question which had won it, but the crowd was so large that it was difficult to see. Powell and Dawson made a few wins in the amateur events. The crowd was so large that it was difficult to see.



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TROPHY FOR EDWARDS.

He Won the Bannister Cup in the State Shooting Tournay at Auburn.

Auburn, N. Y., June 11.—Clear skies, a warm sun and a light breeze greeted the guests this morning on the last day of the State shooting. Appreciation of these favorable conditions is thanked in the scores.

JOCKEY LOSES HIS SUIT. Albert Cooper Again Unsuccessful in His Action for Damages Against the Keenes.

Other Baseball Games. At Fall River, Mass., to-norrow: Fall River, 6; At Newport, R. I., to-norrow: Newport, 6; New Bedford, 2; At Rockland, Me., to-norrow: Rockland, 7; At Bangor, Me., to-norrow: Bangor, 4; At Brockton, Mass., to-norrow: Brockton, 4; At Berlin, N. H., to-norrow: Berlin, 12; At Batavia-Batavia, 6; Lyons, 12.

ENTRIES AT GRAVESEND.

First Race—High weight handicap; six furlongs. Handicap: 128 The Maxman, 124 Nick, 123 Harrington, 122 Al Over, 121 Al Kearney, 120 Al Over, 119 Al Over, 118 Al Over, 117 Al Over, 116 Al Over, 115 Al Over, 114 Al Over, 113 Al Over, 112 Al Over, 111 Al Over, 110 Al Over, 109 Al Over, 108 Al Over, 107 Al Over, 106 Al Over, 105 Al Over, 104 Al Over, 103 Al Over, 102 Al Over, 101 Al Over, 100 Al Over, 99 Al Over, 98 Al Over, 97 Al Over, 96 Al Over, 95 Al Over, 94 Al Over, 93 Al Over, 92 Al Over, 91 Al Over, 90 Al Over, 89 Al Over, 88 Al Over, 87 Al Over, 86 Al Over, 85 Al Over, 84 Al Over, 83 Al Over, 82 Al Over, 81 Al Over, 80 Al Over, 79 Al Over, 78 Al Over, 77 Al Over, 76 Al Over, 75 Al Over, 74 Al Over, 73 Al Over, 72 Al Over, 71 Al Over, 70 Al Over, 69 Al Over, 68 Al Over, 67 Al Over, 66 Al Over, 65 Al Over, 64 Al Over, 63 Al Over, 62 Al Over, 61 Al Over, 60 Al Over, 59 Al Over, 58 Al Over, 57 Al Over, 56 Al Over, 55 Al Over, 54 Al Over, 53 Al Over, 52 Al Over, 51 Al Over, 50 Al Over, 49 Al Over, 48 Al Over, 47 Al Over, 46 Al Over, 45 Al Over, 44 Al Over, 43 Al Over, 42 Al Over, 41 Al Over, 40 Al Over, 39 Al Over, 38 Al Over, 37 Al Over, 36 Al Over, 35 Al Over, 34 Al Over, 33 Al Over, 32 Al Over, 31 Al Over, 30 Al Over, 29 Al Over, 28 Al Over, 27 Al Over, 26 Al Over, 25 Al Over, 24 Al Over, 23 Al Over, 22 Al Over, 21 Al Over, 20 Al Over, 19 Al Over, 18 Al Over, 17 Al Over, 16 Al Over, 15 Al Over, 14 Al Over, 13 Al Over, 12 Al Over, 11 Al Over, 10 Al Over, 9 Al Over, 8 Al Over, 7 Al Over, 6 Al Over, 5 Al Over, 4 Al Over, 3 Al Over, 2 Al Over, 1 Al Over.

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ADWINS READY RELIEF

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