

OVER FOUR-MILE COURSE. CORNELL WON IN 20:34; YALE, 20:44; HARVARD, 21:00.



IN COLLEGE COLORS.

Finally I found Mr. Whitney's private secretary, who said that Mr. and Mrs. Whitney were in Westbury, having decided not to come to the races. So Payne had to pull without the inspiring presence of his father and his stepmother.

Few Yachts Out.
The display of yachts was not as fine as in the old days at New London, but it was very good. The Hudson at Poughkeepsie is a very different proposition from the beautiful harbor at the mouth of the Thames, and, therefore, it was not to have been expected that the fleet would have been as fine. Fred Vanderbilt had out the Conqueror, with the Yale colors all over her. The Peerless was another yacht that drew the Yale colors, and refused to lower them even after defeat had been assured and she had steamed away for New York.

Clarence Postley, commodore of the Larchmont Yacht Club, had no strong preference, for his yacht, the Colonia, was not decorated with the colors of either of the three contestants. Commodore Postley was an officer of the United States army before he became the head of the Larchmont Navy. Mrs. Postley, Miss Elise Postley and Sterling Postley were aboard the Colonia.

From Philadelphia.
Good old Peter A. B. Widener, of Philadelphia, had a large party, including his son "Joe," aboard the Josephine. Butler Ames, of Boston, had out the venerable America. Archibald Watts on the Golden Rod, Stewart Duncan on the Kanawha, A. J. Cassatt on the Enterprise, Harrison B. Moore on the Marietta, W. H. Langley on the Sultana, A. E. Towers on the Lara, Jarvis Edison on the Claymore, and J. H. Ballantine on the Junonia.

F. C. Adams, vice-commodore of the Atlantic Yacht Club, had a party of friends on the Sachem, and John D. Rockefeller's yacht was out with its full complement of guests.

When one spends an afternoon with a thousand people that one knows, and then sits down and tries to remember just whom he saw, it is the most difficult thing to recall all of them and all the accompanying circumstances and conditions. I recall Hamilton McKay Twombly whooping it up for Harvard, in spite of the strong Yale tendency among the Vanderbilts, of whom he married one.

Young Stewart Melly Bates was another ardent Harvard man, but Richard Watson

Gilder looked dreamingly off at the river as though he were thinking of anything but the boat race. In the surging crowd I noticed Professor Dwight Collier, Samuel R. Betts, Ned Bulkley, of the Knickerbocker Club; Willie Tiffany, Frank Thomson, president of the Pennsylvania Railroad; Natty Reynal, Valentine G. Hall, Ollie Campbell, Jimmie Gerard, Jr., Paul G. Thebaud, James De Wolf Cutting, J. G. K. Wellins, Sumner Payne, of Boston; S. Nicholson-Kane, ex-commodore of the New York Yacht Club; B. J. Wendell, F. A. Stokes and Caspar Whitney.

BAD TRAIN MANAGEMENT.
Only by Luck and Yale Tardiness Did the Ticket Holders See the Race at All.

POUGHKEEPSIE, June 25.—It was only by the closest sort of a pinch, if the truth were known, that four thousand odd people, who paid anywhere from \$2 to \$15 apiece for seats on the so-called "observation train" saw the start of the great race at all.

When the laggard collection of flat cars got their burden of men, women, flags and enthusiasm to the starting point, it was something like twenty minutes after the time fixed for sending the crews away, and it was only the traditional lateness of the Yale boat at the mark which delayed the race until the lazy engines of the West Shore Railroad brought the people there.

W. A. Melickham, the referee, is a very prompt and positive man. He said to a Journal reporter, on the way home after the race: "You may thank Yale that the ticket holders were able to witness the start. The other crews were on their marks before 3:30, the time set for the race. Yale had not left her house then, though it was a mile distant. And the observation train had not put in an appearance."

"I asked the captains of the Harvard and Cornell crews if they were willing to wait for the third competitor.

"They said yes, so I held the race. It was sixteen minutes later when Yale arrived and began to get into their boat. The train was just pulling up then."

So the people saw what they bargained for, in spite of the railroad, but the management of the train arrangements was bad

throughout. All through the early part of the day the ticket holders were making wild inquiries as to where and when the train was to receive them. Nobody knew. No notice had been issued to afford any light on the matter. The only information was a vague statement, of unknown origin, that the train would be at Highland Station about half an hour before the race.

Harnessed by the uncertainty, hundreds of ticket holders crossed the river long before it was necessary, and waited in hope and ignorance in the glaring sun until long after 3 o'clock. There were no placards there to announce the railroad programme and the railroad officials were as deep in the dark as everybody else.

The behavior of the train after the race was under way was equally wild and unsatisfactory. When the crews had passed the two-mile mark, and were battling along toward the last terrible struggle, the West Shore train ran away down a grade for nearly a mile and carried all its unhappy four thousand so far away from the scene of conflict that the three boat loads of heroes, whom they had paid so dearly to see, were dim, moving blotches in a far distance.

It was a great race, but the train question ought to be canvassed before another college event comes to Poughkeepsie for performance. The ticket holders worked and worried off almost as much flesh as the men in the winning boat.

BEST PREVIOUS TIME.
Summary of Records Over the New London Course and That of Poughkeepsie-on-the-Hudson.

From 1876 to 1895, inclusive, the Yale and Harvard crews contested over the New London course. During this period Yale won in 1876, Harvard in 1877, 1878 and 1879; Yale again in 1880 and 1881; Harvard in 1882 and 1883; Yale in 1884; Harvard in 1885; Yale in 1886, 1887, 1888, 1890; Harvard in 1891; Yale in 1882, 1893, 1894 and 1895.

The best time over the course was made by a Yale crew in 1888, in 20:10.

In 1895, June 24, Columbia and Cornell rowed in the Intercollegiate Association's regatta over the Poughkeepsie course. Columbia won, defeating Cornell by four lengths, in 21:25.

On June 23, 1896, on the Poughkeepsie course, four miles, eight-oared crews, Cornell won the "Varsity" race in 19:23. The crews competing against Cornell were Harvard, Pennsylvania and Columbia.

