Every one who has been up here at the Poughkeepsie races knows that they are rowed a mile from Poughkeepsie, and directly under the west bank, along which the little village of Highland straggles. These are the great days of the year for Highland, and the mushroom booths and venders' stalls for the sale of all sorts of alluring dainties and elegant souvenirs were open for business at an early hour.

It was a little after 4 o'clock when the long observation train began to wend its way, with many a jolt and rumble, toward the upper end of the course. As it passed by the Pennsylvania boathouse a cheer for the red and blue Quakers was given with right goodwill for the freshman oarsmen, who sat waiting for their race, which would come later.

By 4:15 the observation train had reached the two-mile flag, from which the two races were to start. The train was ready. The engineer's hand was on the throttle and the observers were expectant. But it was announced that the four-oared race had been postponed for an hour. Then the train, ostensibly on business, but really, as it seemed, to soothe the ruffled feelings of the waiting ones, took a long trip up the river. Far up beyond the start of the four-mile course it went, past the Pennsylvania 'varsity crew, which was out, hard at work, doing short stretches and racing starts; past the Cornell freshmen, lithe and clean-limbed, and ready to respond with a laugh to the cheers from the train; past Krum Elbow, where the Harvard crew in days gone past used to be, until the sightseers began to wonder whether Albany would not soon come in sight. But at last the train, with its clanking, creaking, big cars, started back, and arrived at the starting flags to find the two four-oared crews just getting in position, the University of Pennsylvania crew toward the centre of the river and Cornell on the shore side.

THE RACE IS ON.

It took only a moment to get ready, and then at the word the crews were off. Pennsylvania seemed to catch the water first, but Cornell shot ahead in the first half-dozen strokes. The Quakers were not long behind, however, and before the two crews had fairly settled down to the racing stroke they were on even terms. Then a Cornell man "topped his drive," as they would say in golf, and sent the spray flying toward the stern. The Pennsylvania men at that identical moment shoved the nose of their slender craft ahead, and to the front it stayed for the rest of the race. The four-oared contests, though not so exciting as eight-oared struggles, are full of interest, and the Cornell men kept every watcher on the eager lookout.

Spurts were not wanting, and again and again the three bow men responded splendidly to the call of the stroke. But the Quakers' lead was not to be overcome. Now and then it was cut down a trifle, and until the mile mark was passed the Ithacans had lost little more than the space that the Quakers had seized in the early strokes of the race.

At the half-mile point Pennsylvania was rowing thirty-four strokes to the minute and Cornell thirty-two. Both crews kept the stroke set at about this figure until just before the bridge was reached, when Cornell hit it up for a spurt. The effort, however, was spoiled by bad steering. In the absence of a coxswain the stroke of a four-oared crew steers the shell, and the Cornell stroke steered badly, while the Pennsylvania stroke never deviated from the course. Under the big bridge the Ithacans began splashing again, and Pennsylvania increased the lead to half a length of clear water.

The cheers of the Cornellians and loud calls of "Spurt!" "Spurt!" greeted the toiling Ithacan oarsmen at the one-and-a-half-mile flag. They had only 880 yards to redeem themselves in, and they knew it. They tried for another plucky spurt, but it was of no avail. The race was lost beyond hope, and already the yachts at the finish began screaming a welcome for the victors. Pennsylvania crossed the line in 11 minutes and 12 seconds, while Cornell rowed pluckily in not more than a length and a quarter behind in 11 minutes and 14⅘ seconds.

Following are the makeups of the two four-oared crews of substitutes:

UNIVERSITY OF PENNSYLVANIA.

Position.	Name.	Age.	Wt.
Bow	J. F. B. Atkin	23	149
No. 2	O. B. Evans	20	155
No. 3	J. F. Bechtel	21	154
Stroke	S. Crowther	19	156

CORNELL.

Position.	Name.	Age.	Wt.
Bow	A. R. Ayers	20	138
No. 2	L. S. Lyon	20	150
No. 3	L. F. Hammer	24	160
Stroke	C. B. English	23	165

FRESHMEN PUT UP A GREAT RACE.

ONE OF THE MOST EXCITING STRUGGLES EVER WITNESSED ON THE HUDSON.

Poughkeepsie, N. Y., June 26 (Special).—The "three-cornered" freshman race, which was rowed immediately after the finish of the four-oared contest, was as pretty a struggle as has been seen on the Hudson for many a year. It was just 6 o'clock when the start was made, and though the sun was still shining bright upon the flashing oars of the rowers, the shadows had begun to lengthen across the water, and a little of that quiet that comes with the nearing of nightfall fell upon the course.

The referee's boat, the Aileen, sailed majestically and quietly up the course, her white hull showing high out of the blue water, and her yards strung with flags.

Going up on the observation train again to the start, visitors from Philadelphia were wreathed in smiles over their new victory, and Pennsylvania cheers were loud and long. "It is Pennsylvania day," they shouted, and up to date no one could gainsay them. But the Columbia cheerers put in a vigorous protest. As the Columbia oarsmen swept by the train in the Columbia launch, cheer after cheer rang out from the tiers of seats—cheers for the Columbia 'varsity, for the freshmen, for the coach, Dr. Peet, and for all things Columbian, were given until it fairly made one melancholy to think of the things that would be necessary to wash that huskiness away from the Columbia throats. But all cheers have an end, and those of the blue and white "rooters" died down long enough to enable the referee to start the race.

The crews made a pretty sight as they leaned forward at the full reach, awaiting the signal that was to start them on their swift journey. The sinking sun blazed full and red on the sunburned faces of the sturdy freshmen, and the drops from the oars beamed and sparkled in the rays. The Quaker youths were nearest the shore, Cornell had the middle position, and Columbia had the course furthest to the east and the middle of the river, where the ebbing tide is supposed to flow strongest. The mascot rooster which one of the Columbia 'varsity men had on the bow of the Blue and White launch crowed lustily, and, all other things being in readiness, Referee Armstrong, the old Yale captain, gave the word that sent the twenty-four broad blades splashing into the water as one and made the two dozen brown backs give their first mighty heave.

CORNELL RUSHES TO THE FRONT.

Columbia was the first to catch the water, but all three crews got off pretty evenly, and there was not much to choose in favor of one over another. But almost at once that rushing Courtney stroke had pushed the sharp point of the Cornell craft a perceptible few inches to the front of the other two. There it stayed, and in the half-minute that one had been taking to study the wash of the other two crews the Ithacans had forged still further ahead, and this time a few feet. The doughty Cornell freshies were rowing a pretty fast stroke—thirty-six to the minute—but they were compassing it without apparent effort. The work was easy and rhythmical, there was no jostling and no hurry, and the boat moved fast between strokes. Columbia was working like a beaver and sticking mighty close to Cornell, the oarsmen keeping well together, but apparently losing some chance for power by clipping the stroke short at the reach. Pennsylvania was already beginning to show signs of hard work, and her shell was not travelling on an even keel.

It already looked like Cornell. "Cornell! Cornell! I yell! I yell Cornell!" shouted a youth, waving a red and white banner, and everybody acknowledged that he had good reasons to shout. Thus early was Cornell's prowess recognized. With the first half-mile only a few strokes away, Cornell had made good her lead of half a length over the other two, and had dropped the stroke to thirty-four. Columbia and Pennsylvania were about on even terms, but the Quakers tried a spurt that told on them severely and did not gain them a foot.

The first mile of the race had almost passed, and the black outline of the big Poughkeepsie bridge, traced dark against the evening sky, loomed up before the panting oarsmen. Cornell had increased her lead to a length, and was rowing beautifully, when Columbia made a pretty spurt. It started just before the bridge, and when the crews had emerged on the other side it could be seen that Columbia had crawled up a little. A mighty shout went up from the Columbia boys on the train, but the advantage was not continued to the one-and-a-half-mile flag. Cornell, rowing thirty-two to the minute, had clear water between her shell and Columbia's, while the Quakers, laboring heavily, had dropped three-quarters of a length behind the New-York rowers.

COLUMBIA MAKES A SPURT.

Then came the burst of pluck and speed from the Columbia oarsmen that made even eager hope spring up anew in the breasts of Columbia shouters. A beautiful spurt carried the boat forward by leaps, and in a jiffy had cut out all the clear water that stretched between the nose of the shell and Cornell's boat. "Go it Columbia!" "Give it to 'em!" "Keep it up!" were the frantic shouts that came from the men of the blue and white. But there were others that knew how to spurt. Among them were the Cornell freshmen. They let out a link, and in a moment that gap of clear water behind their shell began to show again. The finish line was close at hand, and Cornell was still spurting. When she crossed it, with cheers and whistles sounding and re-echoing across the highlands in honor of her victory, Columbia was about one and a quarter lengths behind, and Pennsylvania was two full lengths behind Columbia. The times were: Cornell, 9 minutes 55 seconds; Columbia, 10 minutes; Pennsylvania, 10 minutes 10 seconds.

The makeup of the crews was as follows:

Following are the makeups of the three freshmen crews:

CORNELL.

Bow	A. F. Brinckerhoff	19	138
No. 2	H. L. Chase	19	150
No. 3	L. S. Hasbin	19	155
No. 4	F. H. Teagle	20	150
No. 5	A. S. Petty	20	157
No. 6	E. H. Powley	20	155
No. 7	E. D. Toohill	19	145
Stroke	J. M. Francis	20	154
Coxswain	G. E. Long	20	107
Substitute	W. B. Kugler	21	145
Substitute	E. L. Walker	21	135
Substitute	W. O. Beyer	21	145
Substitute	B. A. Barrows	19	152

Average weight of eight men on crew, 150.5 pounds.
Average age of eight men on crew, 19.5 years.

COLUMBIA.

Position.	Name.	Age.	Weight.
Bow	F. C. Stechert	17	148
No. 2	C. W. Bartow	19	140
No. 3	G. G. Schroeder	18	148
No. 4	T. L. Mount	19	149
No. 5	D. W. Smyth	19	170
No. 6	N. P. Vulte	18	163½
No. 7	D. M. Armstead	17	142
Stroke	C. E. Fisk	17	156
Coxswain	R. I. Strebeigh	18	115
Substitute	R. H. Bateson	19	144
Substitute	A. B. A. Bradley	18	141
Substitute	F. B. Irvine	19	165
Substitute	R. B. Foote	19	150
Substitute	R. P. Jackson	18	142

Average weight of eight men on crew, 152.6 pounds.
Average age of eight men on crew, 18 years.

PENNSYLVANIA.

Bow	J. T. Carr	18	132
No. 2	Samuel J. Henderson	19	137
No. 3	J. M. Campbell	17	148
No. 4	H. W. Arrison	20	134
No. 5	C. T. Sharpless	19	150
No. 6	G. A. Huggins	17	166
No. 7	E. F. Crasdale	17	180
Stroke	S. H. Cregar, jr.	18	137
Coxswain	R. B. Evans	18	105
Substitute	A. Felix du Pont	20	140
Substitute	E. B. Kapp	18	130

Average weight of eight men on crew, 145.37 pounds.
Average age of eight men on crew, 18.12 years.

THE 'VARSITY RACE TO-DAY.

KNOWING ONES SAY THE STRUGGLE LIES BETWEEN CORNELL AND PENNSYLVANIA—BETTING FAVORS THE ITHACANS.

Poughkeepsie, N. Y., June 26 (Special).—The big 'varsity race to-morrow, in which the eight-oared crews representing Columbia, Cornell, University of Pennsylvania and University of Wisconsin will take part, bids fair to be a magnificent struggle, beside which the races that have been rowed to-day will appear wholly insignificant. It seems to be the opinion of all that this year the four crews are unusually well matched, and that the struggle will be a killing one, with the chances favoring Cornell and Pennsylvania over the others.

Though it is usually customary not to work a crew hard the day before its chief race, yet both Pennsylvania and Wisconsin had some pretty stiff work cut out for them this morning. This was especially the case with the Westerners, who have had so little chance for stiff rowing here. The Quakers rowed some good stretches, and then practised racing starts for a time. The Wisconsin oarsmen put in a hard morning, and then in the afternoon took a recreation by occupying a section of the observation cars at the races. The betting, which all the week has been, if anything, a trifle in favor of Pennsylvania, veered directly around to-night and is strong for Cornell. This change is owing to the victory of Courtney's freshman pets.

The Cornell men are confident, and are willing to give almost even money on their 'varsity against the field. One of the last bets recorded at the Nelson House to-night was $50 on the field against $42 on Cornell, and these close odds show that the Ithacans are pretty confident. There is a fairly good bunch of Pennsylvania money in sight, also, but when offered even against Cornell it is quickly snapped up, which was not the case as late as this morning.

So good an oarsman and coaching critic as Andrew Odea, the old Wisconsin coach, who has been at Harvard this last year, is correctly quoted as believing in a Cornell triumph to-morrow. A Tribune correspondent had a pleasant talk with him at dinner to-night. While Odea is naturally desirous of seeing the Westerners win, he stated distinctly that Cornell appeared to him to have the advantage. Mr. Odea said that he had seen all the crews row, and had thereafter expressed his belief to the Cornell men themselves that they would win. This is a strong card for the Ithacans, for Odea has no favorites outside of his old pupils. The well-known coach spoke with admiration of the work of the Cornell freshmen to-day.

It is altogether probable that the 'varsity race will not be rowed until 6:30 p. m. to-morrow, though it is set for 5:30. The tide will not begin to ebb in time for the earlier hour to be kept. The town is filling up rapidly to-night, and college cheers are resounding in all the principal streets. The citizens appear to have given the students the freedom of the city, and they appear to have it wholly in their keeping, though here and there a steady Poughkeepsie policeman is to be seen keeping watch and ward. The principal social affair of the regatta has been the concert of the Cornell Glee and Banjo clubs to-night, which has been followed with a dance at Kirchner's Hall, at which a large number of out-of-town guests are present.

HARVARD'S NEW SHELL NOT TO BE USED.

OUTRIGGING CANNOT BE ADJUSTED IN TIME FOR THE RACE—PLANNING FOR A CELEBRATION.

Harvard Quarters, Gales Ferry, Conn., June 26 (Special).—Coach E. C. Storrow, of the Harvard 'varsity, said to-night that it has been decided definitely not to use the new shell presented by Harvard graduates in the Yale-Harvard race. It has been found impossible to make the shell ready in time. Boat riggers have worked on it almost constantly since its arrival last Friday, and yet the boat is still far from being in perfect condition for a race. It was tried on the river for the first time this morning. The crew took it out and pulled a few strokes, but soon found that the rigging was not satisfactory. Nearly every man felt something awkward about his position, and it was evident that unless radical changes were made it would be unwise to attempt to use the new shell on Friday. The shell was taken into the boathouse and the interior rigging was altered.

This afternoon another short trial on the water was made, and the crew again went out in the new craft at 7:30 o'clock, rowing a mile or two in order to give the boat a fair test. When the men returned to the boathouse they were loud in praise of the boat, conceding that she possesses fine speed, but still there was trouble with the outrigging, and as this necessarily is of iron it could not be properly altered for several days. Coach Storrow reluctantly admits that he cannot permit the shell to be used in this unsatisfactory condition, though he expresses gratitude to the men who presented it, and asserts that it will undoubtedly be used in next year's race, for it is a splendid craft when properly rigged and will develop fine speed qualities. Every member of the crew would be delighted to use the new boat if it were feasible.

There is evident satisfaction among friends of both the universities at the decision not to use the new shell. They desire to see a crew win strictly upon merits as oarsmen, and not by any superiority in the boat itself. The boats at present used by the two crews are almost identical in construction and dimensions. The new Harvard shell is much longer and otherwise different from the old.

The Harvard eight's work in the regular shell this morning was considered by the coaches the best they have done since they came to the Thames. The men pulled together with perfect rhythm and steadiness. By invitation of Captain Higginson, of Harvard, Coach Gallaudet and Captain Allen, of Yale, boarded the Harvard launch and watched the crew practice. The Harvard four was on the water for an hour's practice during the forenoon. The crew pulled down to the navy yard, practising racing starts. The freshmen seem to require more coaching than usual, not preserving the fine form which they had attained when they left the Charles River. They pulled a mile at racing speed to-day and did a number of shorter stretches to practise on the catch and recover.

Yale's three crews did light work in the morning. The 'varsity boat was launched about 9 o'clock and the men rowed about the boathouse, where there is a fine stretch of smooth water. Special attention was paid to racing starts. The stroke was about thirty to the minute on the stretches rowed. The Yale four also practised racing starts, and did a half-mile sprint at tiptop speed. Cross and Greenway, of the "four," have been replaced in the shell by Cameron and Patterson. The two former men were considered too heavy. They returned to New-Haven to-day. The Yale freshmen's practice was also the same as that of the other crews.

Chairman F. V. Chappell, of the New-London Board of Trade Regatta Committee, to-day made public the arrangements for the race celebration, which will begin on Wednesday night with a display of fireworks from the barges in the harbor. A band stationed on a float anchored in the harbor will give a concert. The United States battle-ship Texas, the converted yacht Prairie, and perhaps also the cruiser New-Orleans, will be in the harbor. The Texas, with her powerful searchlights, will aid in the illumination. The Port Griswold House, at Eastern Point, and the Pequot House, in New-London, will be illuminated, together with many cottages alongshore on each side of the river.

Many members of the New-York, Atlantic, Seawanhaka Corinthian, Larchmont and New-Haven Yacht clubs will be present with their craft, which will add to the display in the harbor. The change of hours for the 'varsity and the four-oared races made last week in all probability will be final. Weather permitting, the races will be rowed on June 29, as follows:

Freshmen race, two miles, starting at 10 a. m. at the drawbridge, and rowed upstream to finish at Navy Yard.

University four-oared race, two miles, started immediately after the freshman race ends, and rowed upstream from the Navy Yard to the starting point of the four-mile course. Each four carries a coxwain.

'Varsity race, four miles, started at 5:30 p. m. and rowed downstream to the finish at the drawbridge. The old straightaway course used by Harvard and Yale prior to the triangular race last year will be used, as it is considered better to have a four-mile course without turning. Observation trains will be run for all the races.

MRS. BARROW SENTENCED.

THE LAST OF THE KIDNAPPERS OF MARION CLARK PLEADS GUILTY AND GETS TWELVE YEARS AND TEN MONTHS.

In the Criminal Branch of the Supreme Court yesterday morning Justice Werner sentenced Mrs. Addie Barrow to twelve years and ten months in the State Prison for Women, at Auburn, for her part in the stealing of Marion Clark. Before the sentence was pronounced the woman changed her plea from not guilty to guilty. William F. Howe made an address, in which he acknowledged the guilt of the prisoner, but asked for mercy and for a postponement of sentence.

The Barrow case was the first one called. Mrs. Barrow entered the courtroom slowly, her lips twitching and her eyes moist. While her counsel was asking for mercy in her behalf she sobbed. She was dressed in black, except for a bunch of violets in her hat.

Mr. Howe said that when the stealing of Baby Clark was conceived by Barrow his wife refused to participate in its commission, but such was the control that he exercised over his wife that she was virtually his slave, and at last she yielded. Now she felt a remorse that would accompany her to the grave. He said that Mrs. Barrow had "an aunt at this moment an inmate of an insane asylum."

District-Attorney Gardiner asked that the prisoner be immediately sentenced. Justice Werner, in pronouncing sentence, referred to the crime and prisoner in strong terms.

"This case is so important, so unusual," he said, "that no custom or sentiment should interfere with the immediate infliction of the sentence." The crime he characterized as one of "consummate villany" and one that "struck at the very foundation of society." No sympathy could be felt for the woman. "Ordinarily," he said, "a woman is entitled to some consideration, but the nature of this case shows this woman to be utterly devoid of the fine and tender feelings that are the distinguishing virtues of her sex.

"It is due the fathers, mothers and children of this land," he added, "that this woman should be punished so as not only to prevent her from ever repeating the crime, but to serve as an awful warning to others who seek to gain by traffic in human flesh and blood."

When the Justice announced the term of imprisonment Mrs. Barrow wept with her face in her hands. It is customary to have women prisoners taken to Auburn by an official from the prison there.

SILVER BUGS HUNT GOLD.

"JIMMIE" OLIVER AND SENATOR JONES GOING TO THE KLONDIKE.

"Jimmie" Oliver, the "Sage of Paradise Park," is going to the Klondike. He has about given up hope of appointment to the office of City Magistrate, but he always has had the reputation of being ready to jump at a good opportunity to better his condition, and now he has visions of wealth. He is vice-president of a newly organized company which has secured rights in the gold fields, and Senator John P. Jones, of Nevada, who is a silver politician but has turned gold-hunter, is president of the company.

They will leave this city on Thursday and travel to Seattle on a special train. From Seattle they will go to Dawson City, in company with surveyors and mining experts, taking along a camp outfit. Mr. Oliver does not expect to remain long in the Klondike, and he has told his friends that he will return to this city in time to vote at the election.

BOND-ISSUE FIGHT TO-DAY.

A DETERMINED EFFORT WILL PROBABLY BE MADE IN THE MUNICIPAL ASSEMBLY TO HAVE THE RESOLUTION ADOPTED.

It is expected that a determined effort will be made in the Municipal Assembly to-day to pass the bond issues that have been held up for months. The Tammany leaders in the Council and in the Board of Aldermen have declared that they will make the men who have been obstructing the bond issues show their hands.

The hardest fight probably will be in the Council, where the Tammany men will try to have the resolution to approve the bond issue of $2,000,000 for repaving streets taken out of the hands of the Committee on Affairs of Boroughs and adopted. If there is a failure to pass the bond issues to-day the effect of mandamus proceeding will be tested.

ONE OF THE HEIRS TO A SCOTCH ESTATE.

Chicago, June 26 (Special).—One of the four heirs to a $6,000,000 estate in Scotland has been found here. He is John R. O'Connor, an attorney. A title and an old castle, situated near the estate of Andrew Carnegie, go with the fortune. It is thought that one-fourth of the money and of the lands comprising the estate will fall to Mr. O'Connor. Recently he received a letter from Powell & Rogers, solicitors in London, who found that the estate was practically without an owner, and that he and three others, one of whom lives in Montreal and two in Scotland, were the rightful heirs to the big property. Mr. O'Connor corresponded with the English firm, and is now arranging his business affairs to go on July 5 to Montreal, where he will be joined by the other heir, named McFarland. The two will sail on July 8 for London.

THE SHAMROCK LAUNCHED.

LADY RUSSELL NAMES CHALLENGER FOR AMERICA'S CUP.

COLLISION WITH A BARGE, BUT DAMAGE SLIGHT—SIR THOMAS LIPTON'S SPORTSMANLIKE SPEECH—YACHT'S POSSIBLE DIMENSIONS.

London, June 26.—Sir Thomas Lipton's cup challenger, the Shamrock, was launched at 3 o'clock this afternoon at Millwall. When the yacht reached midstream she had a collision with a barge, but the damage, fortunately, was slight.

At noon the Shamrock was hidden from view in an enormous launching cradle, under a temporary shed, in Samuda's yard. At 11 o'clock 500 workmen completed the preparations for the launch, and the occasion was observed as a general holiday. On a little spot among the forests of masts hailing from every quarter of the globe a large tent, gayly decorated with flags, was erected opposite the yacht, which stood on the slips, ready for the water, and flying the Stars and Stripes and the Union Jack. Crowds of people who had no chance of seeing anything out of the ordinary assembled in the morning in the vicinity of the yard, and detachments of police appeared to preserve order.

From the river little could be seen except the stern of the yacht, where, in bright golden letters, shone the name "Shamrock."

Previous to the launch Sir Thomas Lipton gave a luncheon at the Savoy Hotel to the guests invited to the ceremony. They included Admiral Lord Charles Beresford, the Marquis of Dufferin, the Earl and Countess of Clanwilliam, Lady Russell, the Hon. Lillian Russell, the Hon. Schomberg Kerr McDonnell, principal private secretary to the Marquis of Salisbury; Sir George Faudel-Phillips, former Lord Mayor of London, and Lady Phillips; Herbert Gladstone, Major Sharman-Crawford, the Hon. W. Walsh, and H. M. McGilldowny, the last three representing the Royal Ulster Yacht Club.

ADMIRAL BERESFORD'S TOAST.

After the usual loyal toasts Admiral Beresford proposed the success of the Shamrock, and briefly sketched the struggles of times gone by and Sir Thomas Lipton's "gallant entry into the breech" and challenge for the cup. Then the Admiral in breezy style raised his glass and said:

"Now we come to the last scene but one. May the Shamrock win a fair, square race, and may she have the additional ballast of the America's Cup when she returns."

The guests heartily raised their glasses in response, and the owner of the Shamrock modestly replied with a few words of thanks.

After luncheon the party drove to Samuda's yard in two coaches, Admiral Beresford driving the first. They were the object of much attention while proceeding down the Thames Embankment and through the city and Whitechapel.

Immediately after their arrival at the yard the party inspected the yacht under the guidance of Sir Thomas Lipton, W. Fife, jr., Mr. Thornycroft and Charles Russell. They were all delighted, Admiral Beresford, whose expert opinion is valuable, seeming especially pleased with his minute inspection of the challenger.

LADY RUSSELL NAMES THE YACHT.

Lady Russell then ascended a platform level with the bow, and named the yacht with the customary bottle of champagne, saying:

"I christen you Shamrock. God bless you! Good luck to you! May you bring back the cup!"

Three cheers were then given, and, on a signal from Lady Russell, the boat and the cradle glided safely into the water. As the Shamrock reached midstream from the slips a barge ran into her, striking the yacht's bow above the water line, and making a big dent. There was a great cry when the Shamrock struck, especially from several members of the Lipton party who witnessed the launch from the river. But it was soon ascertained that the damage done was slight, and as a tug towed the yacht toward the Southwest India Dock hundreds of whistles and horns made a tremendous din.

When the Shamrock was launched her entire crew and a large number of workmen were on board.

After the ceremony the guests repaired to the marquee, which was tastefully lined with emerald green and decorated with flowers, the Ulster Yacht Club flags and the new gold and green Shamrock racing flag.

PRAISE FOR THE BOAT'S OWNER.

Herbert Gladstone, standing in the centre of the marquee, and holding up a champagne glass, proposed the health of Sir Thomas Lipton. He said in part:

"I feel sure there is not a man or woman in the country who fails to admire Sir Thomas's generosity, pluck and determination in his sportsmanlike endeavor to win back the cup. We all admire the resources and enterprise of our cousins across the water, and agree with our host in his hope that the better boat may win. It only remains for me to say that I sincerely hope the Shamrock will prove to be that boat, and to ask you all to drink to her success and to the health of her owner."

Sir Thomas Lipton, in acknowledging the toast, said he was deeply grateful to Lady Russell for her kindness in consenting to launch and name the yacht, and he was sure they could not have a better augury of success than was furnished by her gracious presence. He felt bound, also, to thank Mr. Fife, the designer of the Shamrock; Mr. Thornycroft, the builder, and all the workmen who have been engaged on the yacht. They had spared neither pains nor time to bring the work to success, and the splendid launch that had just been witnessed was a testimony to their skill and care.

He said he rejoiced to see the commodore of the Ulster Yacht Club, the Marquis of Dufferin and Ava, present. As to competition for the cup, he felt certain that, whether the Shamrock won or lost, the yachtsmen of America would give to them a hearty and fraternal greeting. If the American yacht won and retained the cup, the people of Great Britain, without a grain of envy or ill feeling, would sincerely congratulate the Americans on the possession of a better boat and the consequent right to retain the prize.

HOPES FOR SUCCESS.

"I hope, however, that the coveted trophy," he continued, "may be brought back to the Old Country by our dear little Shamrock. I do not know who was the first to plant shamrock on American soil, but I think I may fairly claim the honor of first floating it in American waters. If the Shamrock succeeds in securing the cup, I am satisfied the Americans will not leave her in unchallenged possession. In that case, whenever they may come to these shores to seek to regain the trophy, I know I can promise them a welcome as cordial as that which I am certain will be extended to this country in the coming struggle."

The canvas screens at the launching covered only about twelve feet of the yacht's bow and stern. The three top plates, which are made of alloy, were painted pea-green. Below that the yacht was a brilliant bronze, resembling gold. Mystery in regard to her dimensions was continued. No official figures were obtainable, but a man who worked on her says her length over all is 125 feet, her water line 85 feet, beam 25 feet and draught 18 feet 6 inches.

Some little difficulty was experienced in entering the India Dock, but ultimately the Shamrock was safely berthed in the upper basin, where her spars are lying.

Sir Thomas Lipton, who was in high spirits, was asked a question regarding the prospects of the yacht, and said: "We have engaged to win back the America's Cup. We have fairly extended ourselves, and if we are beaten, all I can say is honor to the yacht which is better than the Shamrock."

CLOSE RACE EXPECTED.

William Fife, jr., designer of the Shamrock, remarked: "Brains and all that careful thought and knowledge of naval architecture can put into the yacht are there. Every man of us is satisfied that with a fair field we shall give a tight race to any opponent. The Shamrock goes round to Southampton to-morrow or Wednesday for just those little arrangements that racing experience gives, and then for the journey which we hope will herald the cup."

Admiral Beresford said: "I consider the hull of the Shamrock to be a remarkable triumph of construction. She is built on original lines. In the water she is not so striking as out of it. In my opinion, her under-water construction is unique. Her apparent great beam is necessary to satisfy the tremendous area of canvas.

"It is impossible to forecast the prospects. Take the case of the Meteor, which is an old craft, yet she is racing with great success. The Shamrock's designer and builder have proceeded on the soundest lines for lightness and speed, and if she is not the swiftest afloat I shall be surprised. But we must recollect that the Americans know a good craft, and we can depend that their invention will, in any case, run us hard."

THE COLUMBIA ACCEPTED.

HER OWNERS TAKE HER WITHOUT A FURTHER BUILDERS' TRIAL.

Bristol, R. I., June 26.—The new cup defender Columbia, fully completed, was turned over to the owners, represented by C. Oliver Iselin, this afternoon, and to-night started for Newport in tow of the tender St. Michael's. Mr. Iselin, in announcing the decision of the owners, made the following statement:

The Columbia was transferred to me as acting manager for the Morgan-Iselin syndicate. Commodore Morgan, who witnessed the trial yesterday, expressed himself as fully satisfied with the boat.

The Columbia will leave at 5 o'clock to-night for Newport, probably being towed part of the way down by the St. Michael's, and to-morrow will go out for her first trial in deep water. The Defender probably will go outside with the Columbia to-morrow, but there will be no regular race between the yachts. On Wednesday the Columbia will leave for New-London, and a number of us will witness the Harvard and Yale boat race on Thursday. On Friday the Columbia will be taken to New-Rochelle, N. Y., after which her movements are subject to the wishes of the New-York Yacht Club. She will enter the race against the Defender, which will be sailed off Sandy Hook on July 3 instead of July 1.

The boat is finished, both inside and out. During the trial yesterday her bowsprit started in a few inches and the boat was brought back to Newport last night for the necessary repairs. This work was done this morning, and the boat is now ready for her trying-out.

The action of the owners of the new boat in accepting her without a further builders' trial is extremely gratifying to the Herreshoff Company, although in view of the excellent performance of the yacht in yesterday's trial the decision caused little surprise.

A number of carpenters and riggers were on the boat nealy all day, the interior joiner work being finished, while the bowsprit, which started back in yesterday's trial, was again set in position, with additional steel braces.

SELECTING THE DATE FOR THE COLUMBIA-DEFENDER RACE AT SANDY HOOK.

For several days there has been doubt as to when the Sandy Hook race between the Columbia and the Defender would come off. It was originally scheduled for July 1, but the succession of delays in getting the Columbia out of the Herreshoff yards has made it almost impossible to have her ready and at New-York by that date.

S. Nicholson Kane, chairman of the Regatta Committee in the New-York Yacht Club, left for Newport yesterday to confer with Mr. Iselin and Mr. Duncan on the subject. Nick Olsen, the superintendent of the New-York Yacht Club, took a letter to Mr. Iselin at Bristol on Sunday and conferred with the managers of both boats, and it was in consequence of what was then said that Mr. Kane went to Newport yesterday.

J. V. S. Oddie, secretary of the New-York Yacht Club, said yesterday that the race would certainly not come off at Sandy Hook on Saturday, nor on the Monday, Tuesday or Wednesday following.

The fleets of the Atlantic Yacht Club will rendezvous at Larchmont on Monday, July 3, and on Tuesday, the 4th, the big races of the Larchmont Yacht Club will come off, the Atlantic cruising fleets being present, and it is quite certain that the New-York Yacht Club will do nothing to spoil the Larchmont race day on Tuesday. On Wednesday, July 5, the Atlantic fleet will cruise to Black Rock. Thursday, July 6, will be the first free day in this neighborhood next week, and Mr. Oddie thought that this would be the day chosen. Up till a late hour last night he had received no reply from Mr. Kane telling him what date had been settled on at Newport.

GREAT REVIEW AT ALDERSHOT.

THE QUEEN AND OTHER ROYALTIES WITNESS PARADE OF THE PICK OF ENGLAND'S ARMY.

London, June 26.—The Queen, the Duke of Cambridge, the Prince of Wales, the Duke of York, Grand-duke Michael of Russia, the Duke of Connaught, General Lord Wolseley, commander-in-chief of the army; Colonel Samuel S. Sumner, U. S. A., military attaché of the United States Embassy at London, and many princes and princesses were at Aldershot to-day to witness a review of over eighteen thousand of the best troops in the Kingdom.

This review is interpreted in London to-night as a means of satisfying Queen Victoria that her troops are ready for any emergency they may be called upon to meet, in the Transvaal or elsewhere. It is known now that the Queen returned from Balmoral Castle, Scotland, mostly for the purpose of attending this review, and in view of the fact of Her Majesty's natural reluctance to attend such ceremonies the importance of this review is manifested.

Not since the Queen's Jubilee has a more magnificent army corps passed before a European sovereign, and while 6,000 additional troops remained in their barracks, the display afforded to the Queen ample evidence of her military resources. All the regiments which took part in the review were those which would answer the first hurry call to arms for the Transvaal or elsewhere, and as the various battalions swung past the royal carriages, their fitness evoked the heartiest applause. Nearly 15,000 infantry, fifty guns and 3,600 horse were in the review.

Nearly all the foreign military attachés were present, and a profound impression was made upon them as the Dragoons, the Scots, the famous royal regiment of which Emperor William is the honorary colonel, the Fusileers, the Camerons, the Scottish Rifles and other heroes of the Zulu campaigns swung past. The enthusiasm of the crowds was intense, and the Queen smiled approbation as each command came immediately under her eye.

Colonel Sumner and the other attachés compared the army of the Queen to a "forest of shimmering steel overhanging a scarlet sea," and characterized it as one of the finest reviews within their experience.

ITALIAN GENERAL SENTENCED.

FIVE YEARS AND A HEAVY FINE FOR GILETTA DI SAN GIUSEPPE.

Nice, June 26.—The trial of General Giletta di San Giuseppe, the Italian charged with espionage, who was arrested here on June 12, resulted to-day in a verdict sentencing him to five years' imprisonment and to pay a fine of 5,000 francs.

General Giletta di San Giuseppe was arrested by agents of the French Government, who asserted he had been inspecting the fortifications on the frontier of France. Several plans were found on his person, but the General held that they were not of a secret character, and merely the drawings of a tourist. Some years ago the General was arrested on a similar charge, but the evidence at that time was not sufficient to hold him. It was announced on June 16 that the Italian Government had demanded satisfaction for the arbitrary arrest of General Giletta di San Giuseppe.

A SOLDIER DROWNED AT SAN JUAN.

Washington, June 26.—General Davis, at San Juan, Porto Rico, reported to the War Department to-day that Private George E. McDunnon, Company E, 11th Infantry, was accidentally drowned at that place yesterday.

POND'S EXTRACT
CURES INFLAMMATIONS AND HEMORRHAGES

RETURNS TO WASHINGTON.

THE PRESIDENT'S VACATION IN MASSACHUSETTS ENDED.

HE LAYS THE CORNERSTONE OF A BIG MILL AND MAKES TWO SPEECHES—DEPARTURE HASTENED BY MRS. M'KINLEY'S POOR HEALTH.

Adams, Mass., June 26.—The vacation which the President and Mrs. McKinley have been enjoying here as the guests of Mr. and Mrs. W. B. Plunkett is at an end, and to-night the Presidential train bore them toward Washington. The President returned to his executive labors in remarkably good health, but Mrs. McKinley's health is poor, and it was on her account that the stay was curtailed by two days. The closing day of the visit was made notable by the number of pleasant incidents. Twice the President spoke to the people of Berkshire of the pleasure attending his visit, and earlier in the day he assisted in the ceremony of laying the cornerstone of what is to be the largest cotton mill in Western Massachusetts.

The morning hours were spent quietly by the party in Mr. Plunkett's house. Just before noon the President and Mr. Plunkett went to the site of the new mill and there the cornerstone was "well and truly" laid by the President. On returning to the house luncheon was served and a little later the President prepared for his trip to North Adams, where he was to witness a parade and take a carriage ride about the city.

VISIT TO NORTH ADAMS.

At North Adams the President was met at 3:30 o'clock by Sanford Post, G. A. R., and a band. With this escort he was taken to a reviewing stand in Monument Square, from which he saw a parade of school children and citizens of the city. After the parade had passed Mayor H. Torrey Cady made an address of welcome, to which the President replied in these words:

My fellow-citizens: I am glad to be here to-day, and I speak for the purpose of expressing faintly my feelings for this most generous welcome that the people of North Adams, old and young, have extended to the President of the United States. I know something about North Adams from my visit two years ago, but as I rode through the streets of your beautiful city to-day I must confess that I was wholly unprepared to witness the splendid progress and prosperity. As I leave you, I leave with you my go