YACHTING.

VIGILANCE THE PRICE OF VICTORY AS SHOWN BY THE ONE DESIGN SEVENTY FOOTERS.

With the best one design fleets, eternal vigilance is the price of victory. If in any quarter that fact was not sufficiently appreciated after the teachings of the Herreshoff fleet of special thirties, it has been shown beyond doubt to be true by the contests of the new one design fleet of 70-footers. Here are four crafts built exactly alike—same ballast, canvas, spars and rigging, and identical in shape and material of hull, and yet one of them has shown herself so superior to the other two with which she raced that she almost seemed to be in another class. When the Mineola was able to beat her sister ship, the Virginia, by more than twenty minues in the last Seawanhaka race, the victory held an important lesson regarding the necessary tuning up of racing vessels, besides supplying explanatory footnotes and diagrams regarding the last international racing. None but the eye of an expert would be apt to notice before the start that the club topsails of the Rainbow and the Virginia were not setting as they should, and there were doubtless other defects in preparation which were invisible to the spectator who came no nearer to the craft than two hundred yards.

"It's the things you don't see that count," said a well known skipper the other day. "The man who is steering can see whether his forestays are too slack, and let his canvas sag to leeward. He can see what is the matter with his big topsail and how the bending of the mainboom is spoiling the set of his mainsail. But how is a spectator to twig these small defects from a distance of a quarter of a mile? In spite of all the inquiry, the world never knew what was the matter with the Shamrock until the skippers of both competing boats told the story months afterward. Almost precisely the same story was told when the unprepared Rainbow and Virginia raced against a boat that had been steadily tuned up for a month. In that time Wringe had had his topsails cut to fit, his rigging was set up to hold things to their proper work, and the little defects on which the racing glory of a country so often depends were set right. The result was that the other boats had no more chance with the Mineola than a catboat. Personally, I don't think any boat goes into a race in her best possible condition. The Columbia probably came nearest to this, but look at the months of daily testing that had to be gone through to get everything as right as it was! In this fleet the case is different, because we know that the Rainbow and the other can be made as fast as the Mineola. It would therefore be idle to claim superiority of model in either the Columbia or the Shamrock, because we know that the challenger was bound to be beaten as soon as a brisk wind developed the defects of rigging, sails and spars, which were not discovered beforehand and remedied, as in the case of the Columbia."

The teaching of the seventies, which future challengers will do well to consider, is this, that even when the boats are first turned out precisely similar as to model and canvas, nothing but unceasing preparation and continuous slight improvement can hope to win. And this point is emphasized because between equally good boats it is nearly the whole game. For many months last year "Nat" Herreshoff had practically no existence apart from that of the Columbia. On her and all her doings and possible improvement he brought an untiring concentration that is peculiarly American and has never been known to the same extent in the English preparation for a racing field. When Fife appeared here with the Shamrock and said that the boat was as good as she could be made, refusing to take her out to test her, he showed at once that he was wholly un-American. The teachings of the seventies, the thirties and the racabouts have the effect of placing all that kind of preparation in a class by itself. It is a class which without exception finishes last.

COMMODORE POSTLEY'S FLAGSHIP READY.

At Tebo's yesterday Captain "Charlie" Barr, the skipper of the steam yacht Colonia, said that the vessel would go into commission to-day. Yesterday she had a trial trip in the lower bay after coming off the drydock. She has been almost entirely rebuilt in her interior. The guests' and owner's staterooms have been placed aft, and the quarters for the officers and crew forward, thus reversing the order of things as they were in the yacht when she was brought out last summer, under the name of the Albertina, on the order of A. E. Tower, of the New-York Yacht Club. Commodore Postley has had one bulkhead removed, to make the interior communications easier, but the vessel still has five watertight bulkheads.

DAGMAR CHARTERED TO A. G. PIERCE, JR.

The schooner Dagmar, owned by the Inman estate, arrived at Tebo's yesterday from Cold Spring, where she has been wintering. She has been chartered by Tams & Lemoine to Andrew G. Pierce, jr., of New-Bedford, and the yacht will leave to-morrow for Cold Spring to take aboard her steam launch, after which she will proceed to New-Haven, to be met by Mr. Pierce, who will sail her to New-Bedford.

J. M. FOOTE'S VENEZIA SOLD.

The 70-foot twin screw yacht Venezia has been sold by J. M. Foote, of the Atlantic Yacht Club to J. T. Lawrence. The sale was effected through the agency of Mr. McIntosh, in whose yards, at Twenty-sixth-st., South Brooklyn, the Venezia lies. The yacht will now go into commission for the new owner.

F. W. VANDERBILT'S CONQUEROR PREPARING.

At Manning's slips, in the Erie Basin, the men are at work on the hull of F. W. Vanderbilt's steam yacht Conqueror, chipping off the old paint in order to recement the hull. This is one of the preparatory steps to fitting out the yacht, which will be placed in commission later in the season. No long cruises are at present proposed, and the vessel will probably be used on this coast during the summer.

THE CRAFT AND THOSE WHO SAIL THEM.

The steam yacht Clifton came in yesterday to Manning's yards, in the Erie Basin, from Perth Amboy, to have new boilers put in. The Clifton belongs to the C. H. Mallory estate.

Captain Clausen, the skipper of the steam yacht Osceola, had the vessel on the drydock at Tebo's yesterday. He does not know whether or not the owner, Thomas Watt, will sail this fine vessel this season, and possibly she may be chartered or sold.

Frank T. Morrill's fast steam yacht Vamoose is being prepared for the season at Tebo's, and will send up the burgee of the New-York Yacht Club in a few days. She came off the drydock yesterday.

Frederick W. Benedict's steam yacht Vergana came in to one of the South Brooklyn yards yesterday to prepare to go under charter to H. A. Hutchins, of the Standard Oil Company, to whom she has been leased by the owner through the agency of Tams & Lemoine. The Vergana went on the drydock as soon as she arrived, and will be ready for commission to-morrow.

Commodore J. Murray Mitchell, of the American Yacht Club, is having his 82-foot over all keel cutter Bedouin prepared for the season at the McIntosh yards, Twenty-sixth-st., South Brooklyn, and as the work is proceeding slowly this flagship of the American Yacht Club will not be at her moorings for a fortnight.

Captain William Fish yesterday brought in from Oyster Bay the steam yacht Marion, owned by Theodore Berdell, of the New-York Yacht Club, and the vessel is now waiting orders at Manning's Basin, South Brooklyn.

Since Hansen, the builder, of Fifty-sixth-st., South Brooklyn, finished the work on the steam yacht Forget Me Not she is not recognizable as the vessel which lay idle for four years at South Brooklyn, and Captain Amasa Lane, who took charge yesterday, has a really smart looking craft under him. The Forget Me Not is owned by the Messrs. Butler, of the New-York Yacht Club, and she will leave to-day for Larchmont.

The old blue schooner Duen, which has for a long time been the mission ship in which the Countess Schimmelmann cruised while pursuing her charitable work among seafaring folk, is now receiving new planking on both sides of the hull at Manning's yards, in the Erie Basin.

At Solheim's yards, Gravesend Beach, the sloop Sea Flower, owned by F. Wolfe Brown, of the Brooklyn Yacht Club, went into commission yesterday.

John E. Cowdin has sold the sloop yacht Vela to George D. Provost, of the Atlantic Yacht Club. This Cary Smith design will now be called the Vinita.

The steam yacht Narada, of the New-York Yacht Club, with her owner, Henry Walters, and his nephew, Pembroke Jones, and Mrs. Jones, on board, is reported at Flushing, Holland.

Since the steam yacht Valiant arrived on this side from the Mediterranean she has been placed by her owner at the disposal of his son, W. K. Vanderbilt, jr., at Newport. The vessel arrived at New-York yesterday.

George J. Gould will probably not use the steam yacht Atalanta this year. The boat is laid up at Manning's, and no move has been made toward fitting her out.

John T. Sawyer, of Boston, has bought the schooner Ivanhoe, formerly the property of George H. Seeley, of the New-York Yacht Club. The Ivanhoe, which is an 86-foot vessel, will now be used in Massachusetts Bay, and will be sailed in a few days from Mystic, Conn., where she now lies.

Major J. Frederick Ackerman has not fitted out the schooner Lady Evelyn this year, his interest being centred on the historic schooner Vesta, lately put in commission at Port Jefferson. The Lady Evelyn is at Manning's, and it is understood that Sir Roderick Cameron's old vessel is again on the market.

The auxiliary schooner Halcyon, owned by Joseph Tuck, is fitting out at the McIntosh basin, Twenty-sixth-st., South Brooklyn, and the steam yacht Nomad, also owned by Mr. Tuck, is waiting for charter at the same yards.

The fin keel sloop Veda, of the special 30-footer class, lately sold by Cornelius Vanderbilt to Robert Bacon, of the Seawanhaka Corinthian Yacht Club, came down from the ways at the Robert Jacob yards yesterday, after being cleaned for the coming races at Larchmont.

The plan for increasing the stability of John B. Mills's 51-footer Kestrel has been carried out, and a thousand pounds of lead has been added to the former lead casting by Frank Wood, at his City Island yards. The Kestrel will be launched to-morrow, and will sail against the Syce at Larchmont on Wednesday.

The Water Witch put into City Island yesterday to get a new bobstay and slight repairs. This schooner, which is the flagship of the Atlantic Yacht Club, was struck by a heavy squall when off Stamford on the previous day, and was slightly damaged in her forward rigging.

The 129-foot steam yacht Chetolah is at Tebo's yards being made ready to go under charter to W. M. Leeds, of the Larchmont Yacht Club. The vessel is owned by Albert J. Wise, of the Atlantic Yacht Club, and was lengthened last year. She now has a 100-foot waterline, with 13 feet 8 inches beam, and 6 feet 6 inches draught. She went on the drydock yesterday, and will go to her Larchmont moorings to-morrow.

The schooner Amorita is now on the ways at the Robert Jacob yards, but the vessel will not be raced on Wednesday owing to the death of the owner's mother, Mrs. William V. Brokaw, who died at the Carleton Hotel, in London, on Thursday.

The keel cutter Minerva, designed by Fife and owned by Andrew T. Johnson, of the New-York Yacht Club, is at the McIntosh Basin, South Brooklyn.

The auxiliary sloop Rosalie, owned by Dr. Schofield, has received two new dingies from the shops of Hansen, at Bay Ridge.

The 36-footer Newasi has been launched at City Island after being prepared on the order of the owner, A. H. W. Johnson, of the Atlantic Yacht Club, for the racing on Independence Day.

One of the most admired vessels now taking short sails near Southampton, England, is the steam yacht Niagara, owned by Howard Gould, of the Royal Ulster and New-York yacht clubs.

The steam yacht Latharna, on which Dr. and Mrs. Lewis Rutherfurd Morris are to cruise on their arrival at Southampton, is owned by H. H. Smiley, an English yachtsman. The Latharna is now on a cruise to the Baltic.

THE BULLETIN SERVICE.

THE WORK AS IT IS DONE BY THE MAGIC LITTLE TICKER IN KEEPING THE PUBLIC INFORMED REGARDING THE ROWING OF A RACE AND OTHER CONTESTS.

Of the many thousands of people who were watching the bulletin boards in the several boroughs yesterday during the race for the college championship at Poughkeepsie, few stopped to think how the information displayed upon the boards had been secured. In sporting affairs the great American public looks for results and quick returns, generally gets them, and is not troubled further. Occasionally a thoughtful man will stop and consider, and possibly ask his neighbor where the information displayed comes from; but the chances of his getting a satisfactory answer are as one in a thousand.

But there was one thoughtful man watching the bulletins which told the advance story of the recent Yale-Harvard race at New-London who was not satisfied when he asked the question repeatedly and received "don't know" for an answer, and he appealed to The Tribune. The information displayed on the majority of the bulletin boards, and on the little ribbons of paper on the tickers in the clubs and saloons, is gathered in a businesslike and systematic manner by a company with headquarters in Broad-st. This is the company which controls all of the little tickers which daily supply the telegraph information tickers with news regarding stocks and sporting contests of various kinds.

A member of the company who was seen yesterday said: "We send a man to all of the important sporting contests, including horse races, baseball games, prizefights and rowing and yachting contests in which there is any National interest. We send a man to the contests and he wires the result to this office, from where it is distributed by telegraph to the various tickers in this district. There is pressure of a letter on the transmitter in this office, and an instant later that letter is printed on the ribbon of every ticker in service in the district, which includes New-York, Brooklyn, and as far west as Paterson and north as far as Yonkers."

"But how did you manage to get the returns from the recent Harvard-Yale boat race at New-London, where the distance necessary to be covered was four miles?" asked the reporter.

"Why, we covered that race just as we did the 'varsity struggle at Poughkeepsie to-day. Now, we sent five expert operators to Poughkeepsie yesterday. One of the men was in charge of the force, and he distributed them, say, along the shore of the Hudson River anywhere from half a mile to one mile apart. To each man was given a letter as his special signal. For instance, the man who was stationed at the start was known as A, and it was his duty to telegraph the introductory incidents, including the start and the actual race as far as he could see it. Then operator B, who was stationed, say half a mile further along, was informed by A to look sharp.

"This was the signal for operator B to grab his field glasses and scan the river for the approaching boats. As soon as he could see them he began to telegraph their positions. He continued to telegraph until the boats had passed him and were getting out of his vision, when he in turn notified to C as the cue for the third man to begin. This system was continued to the finish, where the last man was located, and he telegraphed the actual result at the finish and the condition of the crews. We do not use telephones in this work at all, but special wires are run to the points desired. The service is generally accurate and quick. There is another distributing centre at Boston, one at Philadelphia and another at Chicago."

BREWING COMPANY MAKES A STATEMENT.

The Central Brewing Company has issued a statement saying that the attachment proceedings against the company in the suits of Thomas J. Dunn and Bartholomew Dunn are based upon disputed claims for which the company is amply responsible, and that as soon as the courts can act the liens upon the property of the company will be promptly removed.

PRESIDENT LOUBET'S LITTLE THEATRE.

Paris correspondence of The London Telegraph.

People will soon be able to have peeps into the splendid park at the back of the Presidential residence of the Elysée, which has been hitherto masked by a big wall and a blind gate of wood and iron. The new entrance to the Elysée by the Avenue Gabriel in the Champs Elysées is nearly ready, and it is expected that all the pieces of the open ironwork will be in their places by the end of the week. As soon as the handsome new gate of the Elysée is finished the architect of the national palace, as it is termed, intends to construct a small theatre in the Presidential garden. This playhouse will be utilized for the entertainment of M. Loubet's guests at fêtes and banquets during the Exposition. In it will be given operas and dramatic performances by the companies attached to the theatres subsidized by the Government. M. Carré, manager of the Opéra Comique, has been instructed to organize the first entertainment for this garden theatre during the present month.

IN THE CYCLING WORLD.

FREAK WHEELS OF RACING MEN NOT SATISFACTORY FOR ROAD USE—A PLUCKY NEWSDEALER AND HIS BICYCLE—NOTES AND COMMENTS.

Considerable nonsense has been circulated recently about certain freak ideas in relation to the bicycle which "Jimmy" Michael rides in his races. Now, in the first place, Michael is of such peculiar physical conformation that he might be able to use a peculiar mechanical construction which would be entirely unsuited for the average rider. The only trouble with wheels of peculiar design used by racing men on the track is that other alleged fast riders are fond of following in the footsteps of these riders and ordering wheels similarly constructed. In consequence the manufacturer and the dealer are disconcerted, and if they comply with the demand the chances are that the wheel will be of no service to the road rider. In discussing the question of the front wheel being smaller than the rear wheel a manufacturer said:

"A 24-inch front wheel might suit a little runt of the Michael type for following motor machines, and there its utility ends. Many of the racing men are advocates of almost straight front forks. Now, wheels so constructed would not be serviceable for road use, for the reason that the average rider would be unable to turn his machine without touching the front wheel with his feet. You know what would happen then. Now, that natural rake in the front forks enables the rider to steer his wheel better. I hear some of our mechanical experts discussing the practicability of changing the bicycle lines for the future. I believe that one of the fastest racing wheels that I ever saw had a top bar running downward to the saddle post instead of in a straight line, as is the case to-day. It is the same with the racing sulky, as the horsemen have found out. When the shafts were lifted so that there was a clear downward sweep toward the sulky they found that the horse could travel faster. I hear some talk, also, to the effect that the bicycle of the future will not show the chain and chainless patterns in general use to-day. With a complicated gearing arrangement in the front hub there is no doubt but a wheel of this pattern can be made which will run easy and give satisfaction."

There is a plucky newsdealer in this city who rides a bicycle to Newspaper Row every night, or, rather, before daylight. His name is "Joe" Howard, and he distributes papers in the Cherry Hill district. He is about twenty-eight years old, and some years ago he was a painter. While at work one day he fell from a building, and it was found necessary to amputate his right leg just below the knee. He had been hobbling over for his papers early each morning, and found that he could not compete with fleet footed rivals. Then he thought of the bicycle, and now he is happy. He managed to purchase an old bicycle for $10, and started in himself to readjust his machine to suit his own requirements. The right pedal was removed, and from the side of the bicycle near the front forks he built a little wooden box. On this box he rests the stump of his leg, and inside the box he carries his tool kit, as well as his pipe and a supply of tobacco. After getting his papers he swings them on his back, and he is off, pedalling with his one sound limb in good style. The little wooden box is tied to the machine with pieces of rope, but Howard seems to be entirely satisfied. He has wheeled over the Brooklyn Bridge when traffic was heavy, and he can climb a hill which would make the average rider "puff."

From now until the end of August the most enjoyable times for riding are the early morning and the evening after sunset. Experienced travellers usually arrange their riding time in this way, leaving the heat of the day for rest and sightseeing. The morning spin is a capital preparation for a day's brain work, but something should always be eaten before starting, and the pace should be easy. The evening runs should not be taken till at least half an hour after dinner, later if possible, and it should be the merest potter if the day's business has been fatiguing. The main thing is to get the air, with just enough exercise to keep the pores of the skin open. The peculiar benefit of cycling lies in the fact that one can travel swiftly through the air with little exertion.

A veteran rider takes exception to the statement that the coaster brake, or free wheel, tires the arms more rapidly than the fixed gear. He says: "It is correct, with the qualification that when one has learned to free wheel properly the tired arm feeling ceases. The reason is this: On a fixed wheel one instinctively steers to a great extent with the feet, pedalling forward and back pedalling intuitively as the occasion needs. But let the fixed wheel rider try to ride a free wheel 'no hands' and he is all at sea. He has, therefore, to steer the machine with the arms unaided by the feet, with the result that the arms become tired. He has to unlearn the trick of back pedalling (except when the brake is required) and to learn to pedal evenly with perfect 'ankling.' When he arrives at this stage the tired feeling in the arms will disappear. It is therefore unfair to say that free wheeling tires the arms—it is the imperfect pedalling of a free wheel which is responsible for the fatigue."

A wheelman named Grimwood has been sentenced in England to fourteen days' imprisonment, without the option of a fine, for alleged furious riding. The constable estimated the speed at from fourteen to eighteen miles an hour, but the defence put it at five or six. Grimwood, who is chief engineer of a steamer, was not present, as his duties called him away, so that a surprise awaits him when he returns from his cruise. The only corroborative evidence of the speed, as given by the prosecution, was that of a man who was knocked down, and who said the rider was upon him before he could turn round, a statement which gives the impression that he could hardly form a reliable estimate of the speed.

The bicycle is now recognized as a necessary, quick and cheap method of travelling, and if there is as much difference in the cost of keeping up and running a motor vehicle compared with horse traction as there is believed to be, a man who runs a horse for business purposes is wasting money every year. This question of cost will decide whether a motor is a luxury taken up, as it seems to be now, by a wealthy few as a fad, or whether on downright solid business, cost for cost, it can make a horse an expensive means of haulage. A tradesman who runs a pony trap for a dozen calls a day, has, of course, no use for a motor, but a firm having work for, say, two horse vehicles every day, would find that one motor could do more than the work of both horse vehicles at less cost.

The Scottish Cycling Union erected last year three emergency repair stations. It is now reported that not a single instance has occurred of the appliances provided being utilized. Of course not. No self-respecting bicycle would break down near a repair station.

It is interesting to note that a little practical wisdom was imported into a cycling case that came before the Central Criminal Court, in London, recently. A youthful rider was arraigned on the serious charge of manslaughter, the victim being an old woman. Inasmuch as there was direct conflict of testimony as to the type of machine that he was riding, some witnesses averring that he was scorching on a racing mount and others that the opposite was the case, the actual cycle was produced in court, and the prisoner was ordered to mount it before the Judge. The effect of this instructive demonstration was to show that the handlebar was not of the dropped variety, and that the machine was too short for its rider, so that he could not have exerted his full powers upon it. In the end the wheelman was acquitted. If similar pains were always taken to attain the ends of justice there might be fewer convictions for furious riding.

CORESPONDENT SUES BREWER.

WOMAN WANTS DAMAGES FROM WILLIAM ELIAS FOR ALLEGED BREACH OF PROMISE.

Therese S. Spencer, who was named by Florence Elias as a corespondent in her divorce action against William Elias, the brewer, has begun a suit in the Supreme Court against the brewer to recover $5,000 damages for breach of promise of marriage. Howe & Hummel are attorneys for Mrs. Spencer.

Mrs. Spencer in her complaint asserts that she became acquainted with Elias in August, 1899, and that they became engaged the following April. Subsequently he refused to keep his promise, and she then brought the present action.

It was in March last, upon the report of a referee, that the Court granted Mrs. Elias a decree of divorce from her husband. At the hearing before the referee Mrs. Spencer denied the charges against her.

Mrs. Spencer is the widow of David S. Spencer. She is a Russian by birth and is extremely pretty. She came to New-York in 1894.

Elias, according to Mrs. Spencer, called on her frequently. In February Elias told Mrs. Spencer that his wife had sued him for a divorce, and that he would have to be very careful. He ceased his visits to her for a while. Subsequently Elias, so says Mrs. Spencer, told her that she had been named as corespondent by his wife. He told her, however, that he would marry her after his wife had got her divorce. A few days later, however, Mrs. Spencer says that Elias told her that he would not marry her.

CRICKETERS IN ENGLAND.

HAVERFORD TO BEGIN ITS SERIES OF GAMES TO-MORROW AT MALVERN.

The Haverford College cricket team arrived at Liverpool yesterday, after a voyage of fourteen days on the steamship Pennland. A cable dispatch received in this city reports "all well," but the collegians were much disappointed at the length of the voyage, which deprives them of any practice before they begin their first game. This they will play to-morrow at Malvern against Malvern College. The Haverfordians are a sturdy lot; in fact, they are a team of young giants, and are likely to make a decided impression everywhere they go.

For a team of young collegians their height is remarkable. W. S. Hinchman, the captain of the team, is 6 feet 2 inches; W. W. Justice is 6 feet 1 inch, F. W. Sharp and W. V. Dennis are both 6 feet, C. H. Carter is 5 feet 11 inches, S. W. Mifflin is 5 feet 10 inches, a height which is also reached by C. J. Allen. None of the men are heavy. Dennis, who weighs 175 pounds, being fifteen pounds heavier than any other man on the team. C. H. Garter and W. W. Justice are the only members of the team who are twenty-one years old. The others vary down to J. B. Drinker, who is seventeen.

In their first match the Quakers will be opposed by a good side, which has been scoring freely this year and last. Their ground is small, however, and the boundaries are easy, which no doubt accounts for the unusually big batting averages of the team, each of whom last season finished in double figures. The personnel of the Haverford team is as follows:

Walter Swain Hinchman prepared at the Hamilton School, where he played on the teams, but he first learned his cricket with the Belmont Cricket Club. He has played on the Haverford eleven for four years, and was a member of the "colts" for '97, '98 and '99. He played on the international team in Toronto last summer, and was a regular member of Merion. He is a very good bat, quick fielder and fair bowler.

Frederick C. Sharpless is a son of Isaac Sharpless, president of Haverford College. He prepared at the Haverford College Grammar School and played on its teams, captaining the cricket team in his last year at school. He has played on the Merion Juniors, and was a regular member of the Merion first eleven for two years. He, too, was a "colt" for several years. Sharpless is a splendid bat and a first class bowler.

William W. Justice, jr., prepared at the Germantown Academy, and has been a member of the Haverford eleven for two years. He was one of the "colts" who played against "Ranjit's" team, and in the summer plays for Germantown. He is a good bowler and a man who should make runs this summer.

C. C. Morris is one of the best bats on the team, being a consistent run getter. He will probably return with an exceptionally good average. This year he has been playing on the first eleven of Merion, and is one of the most promising young cricketers of Philadelphia.

Charles Henry Carter prepared at the Westtown Boarding School. He has been a member of the Haverford team for two years. He is a fair left-hand bat.

Samuel Wright Mifflin prepared at Penn Charter. He captained the Haverford football eleven last fall, and has been a member of the cricket team for two years. He is one of the wicket keepers.

Charles Jackson Allen prepared at the Friends' Select School, where he played cricket. He plays on the Moorestown eleven in the summer.

Lawrence Washburn DeMotte prepared at the Haverford College Grammar School. He played on the "colts" for several years, and is a member of the Merion eleven. He is a slow left hand bowler.

Richard Henry Patton prepared at the Haverford College Grammar School. He was a substitute on the "colts" last year. He is a fast right hand bowler.

Frederick William Sharp prepared at Episcopal Academy. He has played on the second eleven for three years. He is one of the substitute members of the team.

Alexander Cooper Wood, jr., prepared at the Friends' Select School. He has played on the Moorestown eleven for several years. He is a fair bat and a fairly fast bowler.

David Allen Roberts prepared at the Friends' Select School. He is the regular wicket keeper, alternating with Mifflin.

William Varnney Dennis prepared at the Westtown Boarding School. This is his first year on the team. He is a splendid fielder and adds greatly to the team work of the players.

James Blathwaite Drinker prepared at the Haverford College Grammar School. He has played on the Merion Juniors for several years, and is a fair bat and bowler. He is the only freshman on the team, and is a substitute, together with Sharp.

The Malvern game will last two days, and then the team will proceed to Cheltenham, where the famous military college will be encountered on Thursday, the team taking a rest on the Fourth. It will also rest on Friday, and wind up the week with a game at Marlborough on Saturday.

MOVING ROCK OF NEWARK BAY.

A CURIOSITY THAT HAS AROUSED MUCH DISCUSSION AMONG THE FISHERMEN.

One of the curiosities of Newark Bay is the Moving Rock, which is now to be seen about two hundred yards off shore from the upper end of Greenville, N. J. It is a huge affair, weighing many tons, and the peculiarity about it is that every now and then it changes its location.

The Moving Rock has not moved now for several months, and can be seen every day at low tide. About a year ago, however, it was not visible, and in fact for several months before it had been seen at intervals only, and every time in a new place. The Moving Rock was a great puzzle to the baymen for many years, but they believe now that they have solved the mystery of its migratory habits.

Attention was first attracted to the rock by an adventure which a bay fisherman had with his eel pot and set lines. He set them near the rock one night, but when he looked for them in the morning not one could he find. It puzzled him sorely, but nevertheless he repeated the performance with more lines and pots the next night. What was his surprise on the following morning when he went out to the rock to find not the lines and things he had set the night before but those he had set on the night previous. Of course, he was more puzzled than ever, but he gathered up his good catch of fish and eels and went home. There was something so uncanny about the whole business to the simple mind of the fisherman that he could not sleep.

The other baymen were inclined to doubt the story, but at the same time they became suspicious of the rock, and kept a weather eye on it. Finally, as time went on, they became convinced that the rock was not an ordinary one at all, but a thing of life, that could move about the bay at will. Then the more timid ones among them began to give the rock a wide berth, and all the wealth of the South African diamond mines would not have been sufficient to get them to row out near the rock at night.

The children of the baymen were regaled with weird stories of the wonderful rock that would have done credit to Munchausen. One of the old "water dogs," who had settled down on the shores of the bay to spend his declining years, took more than ordinary interest in the perambulating rock, probably because he had nothing better to do. This old sea dog was a great oracle among the baymen, because he had sailed before the mast so many times around the world that he declared it made his head swim, so he had to give it up. He would not believe the stories about the rock at first, but finally, by his own observation, he was convinced that the rock did move.

After much deep thought the oracle said that he had never seen anything of the kind but once before, and that was in the Bay of Biscay, many years ago. He then spun a yarn that so frightened the more timid baymen that they wanted to sell their boats and go out of the fishing business altogether. He declared that he didn't believe the thing was a rock at all, but some terrible marine monster that had gone into the bay for repairs. It was possibly a huge devil fish that had lost its arms, or feelers, and was waiting for them to grow out. When this occurred, the old oracle declared, the monster would drive every living thing, including the fishermen, out of the bay.

The oracle's tale would not hold, and it was found that the rock was a rock all right, and nothing else.

The question of how it was moved about from one place to another was again discussed, and many theories were advanced. One thing the baymen noticed, and that was the rock did its moving almost altogether in the winter months. A scientist who happened to visit Greenville gave the subject considerable study, and with the aid of the more observant baymen finally reached a conclusion in relation to the Moving Rock that is now generally accepted as a solution of the mystery. It is believed that it is the ice that moves the rock about. The bay gets pretty full of ice at times, and it is thought that it upheaves the rock from its bed. Then, when the icefloe begins to drift with the tide it carries the rock with it.

NEW COMPANIES INCORPORATED.

Trenton, N. J., June 30.—The following companies were incorporated here to-day: The York County Traction Company, capital $1,500,000, to operate trolley lines. The corporators are Frank R. Hansell, William Eidell and George Martin, of Camden. The Delaware River Navigation Company, capital $150,000, to operate steamboats. The corporators are Henry V. Massey, of Philadelphia; Mitchell B. Perkins, of Beverly; Nathan Haines, Howard Flanders and George B. Gunn, of Burlington.

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SAMPLE SENT ON APPLICATION TO Brunswick Pharmacal Co., New Brunswick, N. J.

CHESS.

ANOTHER BATCH OF GAMES FROM THE PARIS TOURNAMENT.

Appended is still another selection of games from the recent international chess tournament in Paris:

QUEEN'S GAMBIT DECLINED.

WHITE. Showalter.	BLACK. Tschigorin.	WHITE. Showalter.	BLACK. Tschigorin.
1 P—Q 4	P—Q 4	19 Castles	Kt—Kt 4
2 P—Q B 4	Kt—Q B 3	20 Kt P x P	Kt x B P
3 Kt—K B 3	B—Kt 5	21 B x Kt	R x B
4 P—K 3	P—K 3	22 P x P	Q x K P
5 Kt—B 3	B—Kt 5	23 R—Q 4	P—B 4
6 B—Q 2	K Kt—K 2	24 R—Q 2	Q R—K B
7 P—Q R 3	B x Q Kt	25 P—Kt 3	Q—B 2
8 B x B	Castles	26 Q—K 2	R—K
9 P—R 3	B—R 4	27 Q—K 2	P—Kt 4
10 P—K Kt 4	B—Kt 3	28 K R—Q	R—K 2
11 P—K R 4	B—K 5	29 R—Q 8 ch	K—R 2
12 R—K Kt	P—B 3	30 R—Q Kt 8	Kt—K 3
13 P—R 5	Q—K	31 Q—Kt 4	P x P
14 Kt—Q 2	P—K R 3	32 Q x P	Kt—Q 5
15 Kt x B	P x Kt	33 Q—R 8	Kt—K 7 ch
16 Q—B 2	P—B 4	34 K—Kt 2	R x R P
17 B—K 3	Kt—Q	35 R—Q 5	Resigns.
18 P—Q 5	Kt—B 2		

BISHOP'S GAMBIT.

WHITE. Rosen.	BLACK. Schlechter.	WHITE Rosen.	BLACK. Schlechter.
1 P—K 4	P—K 4	16 R x P ch	B x R
2 P—K B 4	P x P	17 Kt x B	Q—R 5 ch
3 B—B 4	Kt—K B 3	18 K—Kt 2	Q—Kt 4 ch
4 P—Q 4	Kt x P	19 K—B 2	P—Q 4
5 B x P ch	K x B	20 Kt—K B 3	R—B
6 Q—R 5 ch	P—Kt 3	21 Kt—Q 2	Q—R 5 ch
7 Q—Q 5 ch	K—Kt 2	22 K—K 3	R—K ch
8 Q x Kt	B—Kt 5 ch	23 Kt—K 5	Kt—B 3
9 K—B 2	B—K	24 Kt—B 3	Kt x Kt
10 Q—Q 3	Q—R 5 ch	25 P x Kt	Q—K 8 ch
11 P—Kt 3	P x P ch	26 Q x Q	P x Q
12 K—Kt 2	P x P	27 K x P	B—Q 2
13 K—K B 3	Q—Kt 5 ch	28 R—K	B—B 3 ch
14 K—B 2	B—Q 3	29 K—K 3	R—K 3
15 B—R 6 ch	K x B	30 Resigns.	

SICILIAN DEFENCE.

WHITE. Showalter.	BLACK. Brody.	WHITE. Showalter.	BLACK. Brody.
1 P—K 4	P—Q B 4	17 P—Q B 4	Q—R 3
2 Kt—K B 3	P—K 3	18 R—Kt 3	Castles
3 P—Q 4	P x P	19 B—R 6	R—Q
4 Kt x P	Kt—K B 3	20 Q—K 4	P—Q 4
5 Kt—Q B 3	B—Kt 5	21 P x P e p	B x P
6 B—Q 3	Kt—B 3	22 B—Kt 5	K R—Kt
7 Kt x Kt	Kt P x Kt	23 R—Q 3	B—B
8 P—K 5	Kt—Q 4	24 B—B 6	Q—B 4
9 Q—Kt 4	P—K 3	25 B—B 3	Q—Q B 4
10 Castles	P—K R 4	26 R—Q 7	R—K
11 Q—B 3	Kt x Kt	27 K R—Q	B—Kt 2
12 P x Kt	B—K 2	28 B x B	K x B
13 R—K	Q—R 4	29 P—R 3	Q R—B
14 B—Q 2	B—R 3	30 K R—Q 6	R—P
15 Q R—Kt	B x B	31 Q—B 4	R—K 2
16 Q x B	Q x R P	32 Q—B 6	Resigns.

QUEEN'S GAMBIT DECLINED.

WHITE. Burn.	BLACK. Pillsbury.	WHITE. Burn.	BLACK. Pillsbury.
1 P—Q 4	P—Q 4	29 R—K Kt	B—Kt 5
2 P—Q B 4	P—K 3	30 Q—Kt 3 ch	K—R
3 Kt—Q B 3	Kt—K B 3	31 R—B	Kt—Q 4
4 Kt—B 3	B—K 2	32 R x R	Kt x R
5 B—Kt 5	Castles	33 Q—B 3 ch	K—Kt
6 P—K 3	Kt—K 5	34 Q—B 4 ch	K—R 2
7 B—B 4	P—K B 4	35 Kt x B	Q x P ch
8 R—B	P—B 3	36 K—Q 2	Q—B 7 ch
9 Q—Kt 3	Kt—Q 2	37 K—B 3	Q—Kt 6 ch
10 P—K R 3	P—K Kt 4	38 K—B 2	R—Kt 4
11 R—B 2	B—B 3	39 Q—Q 4	R x Kt
12 B—Q 3	K—R	40 Q—Kt	Q x Q
13 P—Kt 4	B—Kt 2	41 R x Q ch	K—B 2
14 B P x P	K P x P	42 R—B ch	K—K 2
15 P x P	Q—K 2	43 K—Q 3	P—Q R 4
16 P x P	P x B	44 K—K 3	Kt—B 4
17 Kt—Q 2	Kt—Kt 3	45 R—K 8	R—R 5
18 Kt (Q 2)x P	B x B P	46 R x P ch	K—Q 3
19 B—Q 6	Q—Q 2	47 R—R 2	P—B 4
20 B x B	R x B	48 K—B 4	P—B 5
21 Kt x P	Q—K 2	49 P—K 5 ch	K—Q 2
22 P—K R 4	B x P	50 K—B 3	P—Kt 5
23 Kt—K 2	B—K 4	51 R—R 7 ch	K—Q
24 P—K 4	B—Kt 5	52 P—K 6	Kt—B 4
25 P—B 3	B—R 4	53 K—B 6	Kt—K 5 ch
26 P—B 4	B x B P	54 K—K 5	Kt—B 7
27 K—R	B x Kt	55 R—Q 7	P—R 6
28 Q—B 3 ch	K—Kt	56 P—K 7 ch	Resigns.

QUEEN'S GAMBIT DECLINED.

WHITE. Marshall.	BLACK. Marco.	WHITE. Marshall.	BLACK. Marco.
1 P—Q 4	P—Q 4	13 Kt—K 5	B x Kt
2 P—Q B 4	P—K 3	14 P x B	Q—Kt 4
3 Kt—Q B 3	Kt—K B 3	15 Q—B 3	Q x K P