HIS MONUMENT A CLIFF.

ZADOC PRATT HAS HIS PROFILE CARVED ON THE FACE OF THE SOLID ROCK.

Prattsville, N. Y., Aug. 24 (Special).—This quaint and beautiful post village of Greene County, in the Western Catskills, has taken on the appearance of a favorite summer resting place for New-Yorkers desiring mountain air and scenery. The altitude of the village is over eleven hundred feet, and the mountain roads to Stamford, Grand Gorge, Lexington and Windham are not surpassed by more pretentious neighbors in the character of land and water scenery. Wealthy New-York business men and their wives, sons and daughters may be seen in the early morning climbing the mountains, which tower on an average 600 feet above the roadways, visiting the creamery established and controlled by the farmers of the surrounding country, or casting the line in the many streams stocked with trout, pickerel or black bass which flow at the foot of the mountains. Here and there along the roads the sojourner finds a tiny stream of clear water issuing from the rocks or spurting from their base, coming, apparently, from nowhere, and kept in subjection by the sturdy, grim rocks through which it flows, the rusty tin dipper ready for service alongside. From the roadway one may see far up on the mountainside the cattle grazing, watched by the shepherd dogs, on which the Prattsville farmers place a high value, cattle and dogs looking like small, moving figures on a field of many colors.

The farmers of Greene County show many evidences of their thrifty natures, in the model farmhouses, well kept and well stocked barns, and sleek cattle which are seen throughout the country. The prices received for the products of the creamery are higher than those in adjoining counties, the butter two to three cents a pound more than the prices quoted.

Prattsville has a history. One Zadoc Pratt early in the last century settled in the neighborhood, which was thickly wooded, wild, and possessed no natural advantages. To travel to Grand Gorge, a distance of five and a half miles, and at the time a wilderness, would have consumed more time and patience than the ordinary mortal possessed. It was a road rising and falling fifty to one hundred feet to the mile, and the traveller required as a guide a knowledge of the surrounding country. Pratt, farsighted Yankee that he was, saw possibilities in the heavy growth of hemlock with which the country abounded and conceived the idea of establishing a tannery, with its kindred trades. He interested some of the natives and one outsider, who afterward became a financial power, Jay Gould, in the history of whom Zadoc Pratt is mentioned lightly, "for reasons diplomatic," as one of Pratt's relatives says.

However, the tannery was established, many men were employed, the product was carted to Albany, and from there to New-York, over country roads surveyed and cut by Pratt and his friends, and the wilderness became a thriving country town, with many shopkeepers, among them "seven milliners," as the surviving old lady of the seven, now verging on eighty years, tells with a sigh.

Pratt, with Addison J. Churchill, now of New-York City, established a mail stage route to Kaaterskill, and received from the government the contract for carrying the mails from that point to surrounding towns and villages in the mountain country. Ninety horses were used, with relays every twelve miles, because of the mountains over which the stages passed. Pratt's ventures prospered. He bought many acres of the rich farm land, procured markets for the farm products and became wealthy. The only thing necessary to a continuance of the prosperity of Prattsville was the incoming of the railroad, and this the founder of the town strove for unsuccessfully because of the apathy of his neighbors, who were satisfied with the conditions then existing, and would not give financial aid to the building of the railroad through Prattsville.

But the world moves. Competition to the tannery was started in localities nearer the railroad; freightage was far below the cost of carting the leather over the mountains to a market in the cities, the product was cheapened, the wholesale dealer and retailer paid less, and the consumer had the price cut almost in half. Pratt's tannery went under, and with it died his hopes that Prattsville would increase and multiply and become one of the manufacturing centres of the State. With the closing of the tannery the workers pressed on to other towns in which the business was carried on successfully, and left the natives of the village its proud and for the time forlorn possessors, with Zadoc Pratt still the central figure.

Alas and alack, why did not the villagers, many of whom are alive to-day, hearken to the counsel of Zadoc Pratt, shrewd, farseeing, honest Yankee? Had they done so, the lovely village in the heart of the Western Catskills might now be in the race for city supremacy, instead of furnishing for brain tired New-Yorkers health and recreation that they might the better struggle in the race for the elusive dollar in other seasons.

Zadoc Pratt died over forty years ago, and his monument and that of his brother, George Pratt, who fought in the Civil War and was Congressman from the district, may be seen from the roadway between Prattsville and Lexington. Far up on the face of a huge projecting rock, 550 feet above the village street, are cut in the solid rock by the hand of a wandering sculptor whom Pratt aided when in distress the profiles of Pratt and his brother, and on one side the striking arm of a workman with hammer in hand. Underneath the profile of Congressman Pratt are the dates of his birth and death, and words commendatory of his worth as a man and his valor as a soldier. He was killed in the battle of Malvern Hill. Here and there up the narrow path leading to Pratt's monument are seats for the weary cut in the solid rock, and directly under the shelving rock on which the profiles are cut is a small chamber, also cut in the rock.

Zadoc Pratt did not forget his animal friends—his horses, cows and dogs. Twenty feet down from the base of the monument, and in the face of the mountain, is a huge mound, surrounded by fourteen large trees which he planted. In this mound his pet animals are buried, and on its top is a tablet telling the names of the horses, dogs and cows which were his favorites.

A sum of money and the tract of land on which the monument stands, about one hundred and fifty acres, were left to the town of Prattsville, the interest accruing on the money to be used by the town authorities to keep the face of the mountain in order, to protect the trees from being cut down and to whitewash when necessary the profiles of his brother and himself, and the uplifted arm, and the scroll work around the arms of the State of New-York, which are cut on an adjoining rock. Prattsville people and the descendants of Grandmother Hotaling, an old friend of Pratt, whose house has been changed into a select hotel and stands as a reminder of prosperous Prattsville, speak his name with endearment.

THE REFORM IN CHINA.

EDICTS RECENTLY ISSUED BY THE EMPRESS DOWAGER.

Washington, Aug. 24.—The State Department has received by mail from Mr. Squires, chargé d'affaires at Peking, several edicts issued within recent months by the Empress Dowager, urging on the officials of China every exertion to secure talent for conducting government affairs, and also censuring the abuses which have grown up under the old administration. The edicts direct greater liberality in classical examination, and provide for the study of political economy in addition to the studies under the old regime. The abuses and corruption which have existed under the boards that heretofore have ruled China are set forth in emphatic language, and all officials are directed to assist in rooting out evils and establishing a better system of administration.

AID FOR STARVING CHINAMEN.

Wu-Ting-fang, the Chinese Minister at Washington, has written Dr. Louis Klopsch, of "The Christian Herald," saying that the present famine in China is not confined to Shan-Se and Shen-Se, but exists also in Southern Pe-Chi-li. He has received word from Director-General Sheng of the telegraph systems confirming the reports of famine ravages south of Peking, where the people are selling their women and children, and would in some extreme cases almost resort to eating human flesh. Minister Wu asks Dr. Klopsch to direct the attention of the relief workers to Southern Pe-Chi-li, and, if necessary, to make a further appeal for funds to the American public. "The Christian Herald" China Famine Relief Fund has just sent $20,000, making a total of $60,000 already sent to Shan-Se and Shen-Se.

YOUNG PORTER BURIED.

THE BODY OF THE SUICIDE PLACED IN GREENWOOD—THE AUNT, WHO SAW HIM DIE, NOT AT THE FUNERAL.

Frederick H. Porter, the young son of James F. Porter, who committed suicide in a café in Court-st., Brooklyn, on Wednesday, was buried in Greenwood Cemetery yesterday. The funeral was held from his father's home, Twentieth-ave. and Eighty-sixth-st., Bath Beach. None except the immediate relatives were present. Miss Anna Josephine Gibson, the aunt, who is blamed by Mr. Porter for the alleged influence which she exerted over the young man, was not present. She had declared that she would attend the funeral and accompany the body to the cemetery in spite of the objections raised by Mr. Porter. She was, however, ill at her home, No. 153 Remsen-st. It is said that she has been in such an extremely nervous condition since her nephew drank carbolic acid in her presence that the doctor has been obliged to keep her under the influence of opiates much of the time.

THE WEEK AT THE FAIR

GREAT CROWDS AT THE PAN-AMERICAN—LOUISIANA EXHIBIT ATTRACTS ATTENTION.

[BY TELEGRAPH TO THE TRIBUNE.]

Buffalo, Aug. 24.—In spite of weather that early in the day threatened rain it was another big Saturday at the exposition. Visitors began to arrive at daybreak from their homes on the beautiful Mohawk Valley farms, and they kept pouring into the city until noon. The jam at the New-York Central station was so great that it was impossible to get even the regular trains off on time, to say nothing of the trains that were to take away departing visitors. As September approaches the crowds increase, and Buffalo will have all she can do next month to take care of the strangers, as was predicted six weeks ago by The Tribune.

To-day was set apart especially for residents of the Mohawk Valley. Special rates were made, the day was well advertised and the results were all that could have been desired.

Louisiana took Buffalo by storm last Wednesday merely by bringing a big delegation of people to the Pan-American and holding attractive special ceremonies. The State succeeded in attracting attention which will have its effects for a long time to come. Already its exhibit is being visited by many more people than ever went there before, and because particular attention is shown by Robert Glenk, who has charge of the exhibit, to each guest, the State is able to tell the public what is of most interest to the Commonwealth. Of course, it could not attract and hold this attention if it did not have a display that would warrant it.

Cotton is the largest and most important crop of the State, and last year, in round numbers, the crop was worth $36,000,000. The cotton lands lie in the lower Mississippi delta, and are the richest in the world, producing sixty varieties, with staples that vary from one inch to an inch and seven-eighths. It is estimated that it costs five cents a pound to produce cotton, and in intrinsic value alone the exhibit of cotton shown by Louisiana is very valuable. Bales of all varieties, just as they are shipped to all parts of the world, and small sample bales of the different kinds are shown, as well as the way cotton is grown. Wax models are used for making the lesson still plainer.

Sugar is next in importance to cotton in Louisiana, and the output last year was valued at $35,000,000. There are 450 sugar factories in the State, all of which produce either clarified or refined sugar. About twenty tons of sugar cane is the produce from an acre, and from this about 150 to 180 pounds of sugar can be made. Louisiana produces 30 per cent of the sugar consumed in this country and does the work in the most scientific manner because in this way alone the State is able to compete with Germany, Cuba and Java, its principal competitors.

The third crop in importance in Louisiana is rice, and 300,000 acres in the State devoted to rice culture last year produced $8,000,000 worth of the product. Nowhere else in the world can equal natural conditions for rice cultivation be found.

Twelve varieties of persimmons, which can be grown nowhere as in Louisiana, and eighteen varieties of figs make a pretty display, but the oyster exhibit, next to cotton, sugar and rice, undoubtedly is the most important. The oyster industry in Louisiana already is of big proportions, and the oysters secured there are so large and luscious that Baltimore oyster dealers have established factories in Louisiana and are canning the Louisiana oysters in cans that bear Baltimore labels. The beds along the irregular coast line are almost limitless on which oysters can be grown, and each year more oysters are sown than in previous years.

Perique tobacco forms an important industry in Louisiana, and is practically the only place in the world, excepting a small part of France, where this tobacco can be grown and cured to perfection. The creole residents cultivate the tobacco and guard the secret of curing it. White men have tried it, but have failed. One reason, it is now thought, why the creoles are so successful with it is because they refuse absolutely to put any of the perique on the market that has not undergone a five years' curing process.

Tabasco sauce is derived from the product of four acres of land in Louisiana, which, it is said, net to their owner $20,000 a year profit. Of course the making of the sauce is a trade secret protected by patents, as no firm of men would be permitted to have a monopoly long of the industry that produces such results.

ARMY AND NAVY ORDERS.

Washington, Aug. 24.—The following army and navy orders have been issued:

ARMY.

A board to consist of Lieutenant-Colonel JOHN L. TIERNON, artillery corps; Lieutenant-Colonel JOHN P. STORY, artillery corps, and Captain ALFRED M. PALMER, depot quartermaster at Boston, will convene at Fort Heath, Boston Harbor, to report upon the necessity of purchasing additional land at Forts Andrews and Heath.

Leave of absence for two months is granted Colonel THOMAS C. LEBO, 14th Cavalry.

The leave of absence granted First Lieutenant ALVAN C. GILLEM, 14th Cavalry, is extended one month.

The resignation of First Lieutenant HOWARD ATKINSON, Philippine scouts, has been accepted.

A board to consist of Captain JOSEPH T. DICKMAN, 8th Cavalry; Captain GEORGE W. VAN DUSEN, artillery corps, and Veterinarian SIDNEY L. HUNTER, 6th Cavalry, is appointed at Fort Leavenworth for conducting the examination of applicants for appointment as veterinarians of cavalry and artillery.

Major THOMAS R. ADAMS, artillery corps, is detailed to fill a vacancy in the Inspector-General's department.

Contract Surgeon WILLIAM R. S. GEORGE will proceed to Ponce for temporary duty.

NAVY.

Captain C. F. GOODRICH detached War College; to duty as captain of yard, League Island yard, relief of Captain Clark

Captain J. H. SANDS, detached duty as governor Naval Home, Philadelphia; to duty as member Naval Retiring Board, Washington yard.

Captain C. E. CLARK, detached League Island yard September 16; to duty as governor Naval Home, relief of Captain Sands.

Commander J. S. OGDEN to duty as inspector of machinery, works Neafie & Levy, Philadelphia., relief of Lieutenant-Commander Potts.

Lieutenant-Commander S. POTTS, detached duty works Neafie & Levy, Philadelphia, upon reporting of relief; to the Indiana.

GYMNASTS AT BUFFALO.

CHAMPIONSHIPS OF THE A. A. U. DECIDED IN THE STADIUM.

Buffalo, Aug. 24.—The annual gymnastic championships of the A. A. U. were decided in the Pan-American Stadium to-day. These events, seldom witnessed outside of a gymnasium, attracted a large crowd. The contests, which were decided by points, were close and interesting in nearly every contest. Following is the summary:

Vaulting horse, rear—John F. Bissinger, New-York Turn Verein, first, 39¼ points; A. Heyda, Pastime A. C., New-York, second; Emil C. Brendlin, Central Turn Verein, New-York, third.

Side horse—John F. Bissinger, New-York Turn Verein, first, 41¾ points; Emil C. Brendlin, Central Turn Verein, New-York, second; Charles Manga, Swiss Turn Verein, Philadelphia, third.

Horizontal bars—John F. Bissinger, New-York Turn Verein, first, 39¼ points; A. Heyda, Pastime A. C., New-York, second; Emil C. Brendlin, Central Turn Verein, third.

Parallel bars—Emil C. Brendlin, Central Turn Verein, New-York, first, 41 points; Charles Manga, of Philadelphia, second; John F. Bissinger, New-York Turn Verein, third.

Club swinging—Frederick Metz, jr., Y. M. C. A., Newark, N. J., first, 28 points; Ralph O. Wilson, Y. M. C. A., Montclair, N. J., second; Joseph D. Harriss, Pastime A. C., New-York, third.

Flying rings—Paul M. Kempf, Y. M. C. A., Newark, N. J., first, 41¼ points; F. Kunath, Anchor A. C., Jersey City, second; William E. Scheer, Knickerbocker A. C., third.

Tumbling—Frank Hamilton, German Y. M. C. A., Buffalo, first, 38¼ points; Charles Manga, Swiss Turn Verein, Philadelphia, second. Two competitors.

Rope climbing, twenty-five feet—F. Kunath, Anchor A. C., Jersey City, first; time, 0:08⅘; William Wedell, Central Y. M. C. A., Buffalo, second; William E. Scheer, Knickerbocker A. C., New-York, third. Kunath's time is a new world's record for the distance.

All-around standing apparatus, for possible 180 points—John F. Bissinger, New-York Turn Verein, first, 160⅘ points; Emil C. Brendlin, Central Turn Verein, New-York, second; Charles Manga, Philadelphia, third.

ENGLISH ATHLETES LEAVE BOSTON.

Boston, Aug. 24.—The athletes from Oxford and Cambridge universities, who arrived here yesterday morning on the steamer Commonwealth, started for Montreal this morning at 9 o'clock. The party thoroughly enjoyed the stay in Boston. The men were entertained by Evert J. Wendell, chairman of the Harvard-Yale committee for the coming games; ex-Captain "Jack" Hallowell, of Harvard, and Richard Sheldon, the Yale captain. The Englishmen will not return here before sailing for home in October, as they will go directly to New-York from Montreal about September 18.

VEIT WENT ONE HUNDRED MILES.

Henry Veit, of the Century Road Club Association, started out yesterday on the macadamized roads near Valley Stream, Long Island, to try to break the 500-mile road record. Accompanied by his pacemakers he left his training quarters at 9 a. m. He managed to finish 100 miles in a little over seven hours, when the rain came down in torrents. Veit decided to stop. It would have been impossible to break any records in such weather.

SPORTS AND SPORTSMEN:

THE CONSTITUTION QUITS.

THE COLUMBIA FINISHES THE WINNER WHILE HER RIVAL ANCHORS, ON ACCOUNT OF FOG, DUNCAN SAYS.

For the second race under Seawanhaka Corinthian auspices the Constitution came to the line yesterday in condition to make a gallant attempt to down her somewhat elderly enemy, the Columbia. The latter's chances seemed slimmer than usual yesterday, when it was found that on the three-cornered course set by the club the boats would have a leading wind all the way round. This wind, very light, gave the yachts two broad reaches and a close fetch. There was no beating in any part of the contested portion of the sailing. Under these conditions it was fully expected that the Constitution, even though slightly deficient in windward work, would turn the tables on the Columbia by exhibiting that speed in reaching to leeward which is often so valuable in winning yacht races, and for which the Constitution has acquired so great a reputation.

One difficulty that the Constitution has experienced, as told by one of her owners, is that Herreshoff has been ill for most of the time the boat has been racing, so that when there was doubt as to what the boat needed to make her go faster there was no chance to get advice from the master mind. Another difficulty seems to be that when an alteration has been made on Mr. Herreshoff's advice it has not seemed to improve the boat's speed. The longer steel mast was put in just after Mr. Herreshoff sailed on the Constitution at Newport, and many of the boat's friends assert that she is not sailing as well now as with the shorter mast and her first and badly fitting mainsail.

This seemed to be proved in yesterday's racing, as in Thursday's contest, and although Rhodes had the best way on his boat at the start and rapidly reduced the Columbia's lead of twenty-three seconds on the start, she seemed to stop as soon as she got over the vigor of her first rush, and tailed behind the Columbia all the way to the first mark, and lost over half a minute. On the broad reach to the second mark she lost a small amount, and on the third reach she gained a few seconds, so that the Columbia's gain for the whole first round was forty-seven seconds.

Here, as in Thursday's race, the Constitution came down on the Columbia in the spinnaker run of the first leg in the second round, and in the shifting winds of an approaching squall they several times exchanged the honor of being one length ahead. Then the blinding rain came at a moment when the Columbia was to windward and apparently going ahead. For seven minutes the committee saw nothing. When the deluge grew thinner the Columbia was found near the mark and just about to round it, while the Constitution could not be found anywhere. E. C. Benedict, with his Oneida, came up asking for the Constitution, and many vessels searched the sea for her. It was almost alarming. But it did not alarm the one man of the gathering who felt sure he was guessing right. He sat on the table in the galley of the tug and said: "You need not worry. The wind has gone to the east, and it is now a six mile beat to the easterly mark. You will find the Constitution at anchor in Oyster Bay." That was just where she was found. The man was no born prophet, but had learned at Larchmont and Newport what the Constitution does when the course becomes obscured through fog or rain. The Constitution cost a great deal of money, and as she may be required to defend the America's Cup no risks are taken with so precious a boat.

Course No. 2 was chosen. This was from the starting line northwest half west four and three-fourths miles, then east by north six miles, and back south-southwest four and one-half miles, this fifteen and one-fourth mile triangle to be sailed twice—a total distance of thirty and one-half nautical miles. This on the south wind promised the vessels a broad reach on the first leg, with the wind a point abaft the beam on the second leg and partly a beat on the third leg.

At forty-five seconds before the 12:35 start Barr led for the line, and crossed about five seconds after the signal and about five lengths ahead of the Constitution. This being a one-gun start, no official time of the actual crossing was taken. Unofficially they crossed thus: Columbia, 12:35:05; Constitution, 12:35:28. Barr broke out a reaching jib topsail, and so did Rhodes, but his crew was slow in getting down the sheet. The Constitution had, however, so much better way on that she caught up with the Columbia in the first two minutes. She went at her like an angry dog, but ceased to gain just as she came to the Columbia's stern. Both had luffed out considerably to windward of their course, and now payed off and took their proper northwesterly direction, the Columbia still holding her lead.

Before they came to the first mark they both had to gybe, the Columbia doing this first and making a quicker movement. The Columbia was here timed officially at 1:02:51, and the Constitution at 1:03:25.

Barr came to the next course without any jib topsail, while Rhodes carried a large No. 2, which was lifting her along well, and his boat was apparently going much faster than the Columbia, as judged by the fuss she made in the water. After a while the Constitution pulled out to windward of her course and was going faster through the water. Barr then set a baby jib topsail, a much smaller sail than the Constitution was carrying. The big boat was gaining at 1:18, and seemed about to pass to windward. From a distance in the rear it was impossible to tell which was ahead, and many thought the Constitution was elected for the mark. But as the boats proceeded the Columbia suddenly bore up, and then it was seen that she was still the leading boat. She came up and took the mark by the wind at 1:33:21, where she came in stays and went off closehauled on the port tack for the home mark. The Constitution came to the mark and headreached to windward in a long, slow turn and followed the Columbia 58 seconds behind, after being timed at 1:34:19. Being 34 seconds behind at the first mark and 58 seconds behind at the second mark, she had thus lost 24 seconds in the second leg.

On the third leg, which was a close fetch all the way, there was nothing to record except that the Constitution gained ten seconds on official timing.

The Columbia came to the turn with balloon jib in stops, which she broke out on the turn, and, her spinnaker boom being already down, she broke out the big triangle in less than a minute after rounding. The Constitution performed the same manœuvres, and, just as she did on Thursday, came down fast on the Columbia, blanketing as she approached. She pointed for Columbia's mainboom side and then came up even, so the masts of the two were on a line.

At 2:11 o'clock she got the leg to pass ahead, and she did so to the extent of one length, when the main boom wanted to come over, and part of the crew rushed to push it back. The spinnaker was lowered, while the same sail on the Columbia remained in place. The boats now moved out again to even terms. At 2:20 o'clock they were lapped. At 2:25 o'clock the rain increased, and two minutes later the wind shifted suddenly to the southwest, causing both boats to gybe again. This put the Constitution to windward and the Columbia to leeward. An increased wind velocity up to ten knots an hour was here experienced, but no canvas was lowered, and once again Barr brought out his boat to the weather side of the Constitution. With this increased wind the rain came in torrents. Barr was now lapping the port side of the Constitution, and at 2:37 o'clock both boats were entirely hidden by the rain.

Neither was again seen for seven minutes, and for that seven minutes the Constitution end of this story is missing. At 2:45 o'clock the Columbia, as the rain cleared a little, was seen coming toward the Captain Island mark on a northeast wind. The Constitution could be found nowhere in a search of a quarter of an hour. Barr was coming northwesterly to the mark, at which the committee boat waited. The Columbia came on alone and was timed at the mark at 2:53:20, and then, as the wind was easterly, began her beat to the second mark.

When the committee tug Raymond steamed back to the finish line, off Oyster Bay, the Constitution was found at anchor in the harbor. How she gave every one the slip in the heavy rain and got away from the contest without being seen by any of the closely following yachts in the fleet was a mystery.

The Columbia reached to the mark, where she turned and beat against the fresh easterly wind to the second mark, which she rounded about 3:43 (right time not obtained on account of rain), and she came back flying on a fresh southeast wind and crossed the finish line at 4:08:25. She was received with a perfect ovation of a steam whistle kind. Not a single yacht had gone into port because of the drenching rain, and all had remained to see the Columbia finish and give her their congratulations. E. D. Morgan raised his hat and looked greatly pleased, and so did Barr.

This was the last of the preliminary races between these two boats prior to the official trial races, which will begin next Saturday off Newport.

The finish of the Columbia was applauded by no vessel more heartily than by Sir Thomas Lipton's Erin.

W. B. Duncan, jr., was seen after the race at the clubhouse wharf as he came ashore. He said:

"We were ahead at the time the rain squall hid everything. We did not know where the mark was. We could not see more than a boat's length ahead. Both the Columbia and our boat were hove to for a while. There was no use trying to find the mark, and we came back."

"But the Columbia found it!"

"Did she? Where was she seen first?"

"We on the committee boat were waiting at the mark for you. The Columbia was lost to sight only seven minutes. Then she appeared coming northwesterly to the mark, which she rounded and continued to a finish."

This seemed to be news to Mr. Duncan, and he asked how far the Columbia was from the mark when first seen, and was told: "From three hundred yards to a quarter of a mile. She was heading straight for the mark when first seen."

This table shows the turns:

	Start. H.M.S.	First mark. H.M.S.	Second mark. H.M.S.	Home mark. H.M.S.
Columbia	1:35:00	1:02:51	1:33:21	1:58:21
Constitution	1:35:00	1:03:25	1:33:58	1:59:08

The Columbia finished at 4:08:25. The Constitution withdrew near the first mark of the second round.

SIR THOMAS WATCHES THE RACE.

HE STANDS ON THE ERIN'S DECK IN THE RAIN—HE SAYS THE CONSTITUTION WAS RIGHT IN STOPPING.

With a party of friends aboard the Erin, Sir Thomas Lipton arrived at Oyster Bay, Long Island, about twenty minutes before the race between the Columbia and the Constitution was started. The Erin steamed up to the tug which Sir Thomas had placed at the disposal of the newspaper men, and its owner, hailing the tug through the megaphone, asked for and received information concerning the starting time, the course and the stake boats. Sir Thomas circled about among his guests, who included a number of women. He pointed out to them the situation of the Seawanhaka Corinthian Yacht Club, the stake boats and the starting point, and seemed desirous of interesting them in the race as much as he was himself.

When the preparatory gun was fired the Erin, as though participating with Sir Thomas in his excitement, hovered about the committee boat, ready on the signal to start with the yachts and keep as close to them as possible. On the firing of the gun the Erin started, keeping well to windward of the yachts, and held them on the lee side all through the race. When the rain began to fall, as it did heavily, the Erin, close to the racers, was one of the boats that disregarded the storm. Sir Thomas stood on the upper deck through the downpour, binoculars to his eyes, watching every move of the yachts. He minded not the drenching he got and enjoyed the sport from the start to the finish. When the Columbia completed the course the Erin was the first to shriek her whistle music.

After the race Sir Thomas received the members of the racing committee on the Erin, spoke heartily of the performance of both yachts, and commended the action of the Constitution for stopping when she did.

"I think the Constitution did just right," said Sir Thomas, "and I only regret that the race could not have been a more thorough trial."

While a number of Englishmen are anxious that the Constitution shall defend the cup, this is not the wish on the Erin. Some Englishmen would like the challenger to meet the easiest defender, but this, as learned from a member of the Erin party, is not Sir Thomas's wish, unless it be proved that the Constitution is the best boat in America. Sir Thomas does not want any one to tell him, in case he should win the cup, that he had not beaten the fastest American craft.

MONEY TO BACK SHAMROCK.

A COMMISSIONER SAILS FROM ENGLAND WITH £30,000.

London, Aug. 24.—It is too early for London to enthuse much over the America's Cup races, but there is a growing belief that Sir Thomas Lipton's chances are good. A commissioner representing a number of sporting clubs has sailed for New-York, carrying £30,000 of Shamrock II money.

PREPARING FOR PRACTICE RACING.

The crew of the Shamrock was at work yesterday morning scraping and polishing the spinnaker boom of the boat.

The American 90-foot yawl Vigilant was found anchored yesterday morning close alongside the Shamrock.

The Lipton fleet now has another vessel in the new boat called the Dufferin, which was ordered to be built by David Barrie here last spring. She will be used for better communication with the shore at Atlantic Highlands and the Battery.

The Shamrock's crew were disappointed that the yacht did not get out for a spin in the fresh breeze on Friday. Preparation is being made to have the boat ready in good time for her practice racing. This will begin to-morrow at 10 o'clock a. m., when the Shamrock will be towed out beyond the Hook by the tug Lawrence. The use of the big tender, the steamship Porto Rico, now chartered by Sir Thomas Lipton, does away with the use of the spar barge Ulster, which was used in 1899. The Porto Rico carries the spare and duplicate spars slung along her sides outside her bulwarks. From this position they can be lowered at a moment's notice.

LAWN TENNIS.

ALEXANDER AND FISCHER WIN OPENING GAMES IN NIAGARA TOURNAMENT.

Queens Royal, Niagara-on-the-Lake, Ont., Aug. 24.—The Niagara international tennis tournament was opened on the courts of the Niagara Tennis Club here to-day. Many of the visiting cracks will not arrive until Monday, and only two matches in the open singles were played. Scores:

Men's singles (first round)—F. B. Alexander, Princeton, beat C. H. Furber, Columbus, 6—3, 6—1; E. P. Fischer, New-York, beat A. P. Hawes, Boston, 6—4, 6—3.

MEET OF MONMOUTH HOUNDS.

NEWPORT FOX HUNTERS HAVE HARD RUN—TITLED GUESTS DISMOUNTED.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Aug. 24.—The opening meet of the season of the Monmouth Hounds took place this afternoon at the One Mile Corner. Although the day was cloudy and extremely sultry, there was a large gathering. However, the number of those who took part in the hunt was hardly so large as had been looked for. Several new hunters were tried for the first time, one a fine bay imported by Robert L. Gerry, and another a big iron gray called Fig Leaf, imported from Ireland by Willing Spencer. Fig Leaf proved a superb jumper, and was fearlessly ridden by the owner, who had the honor of being the first in at the death. The hunt was about ten miles long, and over rugged country of hills and hollows, and required the finest horsemanship on the part of the riders, the jumps, fences, walls and ditches being numerous and difficult.

Among the visitors who took part in the hunt were Captain the Hon. John G. H. Beresford, of the British army, and Marquis de la Gandara, of the Spanish Legation. Captain Beresford had a splendid mount from Peter F. Collier's stables, but he and the marquis were the only ones who took croppers. The marquis had covered about one-half the hunt, when his horse threw him at one of the wall jumps. The marquis quickly regained his feet, but not in time to capture his animal, which bolted when it found itself freed of its rider. After a hard run across a couple of fields the marquis caught up with his mount, which had been captured by W. A. Hazard. The marquis did not continue in the van, but finished by way of the roads. Captain Beresford took a cropper, his horse having stepped into a hole in one of the fields. The captain was not injured, and was soon in his saddle, losing little by his mishap, and being among the leaders of the huntsmen at the kill. The pack used on this occasion was a new one, recently imported from Ireland by Mr. Collier. The kill was at Ward's farm, on Hunneman Hill, the start being at 4:35 and the finish at 5:30.

Contrary to expectations, there were no women among the hunters, the men being P. F. Collier, master of hounds; first whip, T. Caffin; second whip, James Connor; R. J. Collier, J. M. Waterbury, jr., Marquis de la Gandara, Robert Sedgwick, Bradish Johnson, Henry Whitehouse, J. Clinch Smith, Dr. Bertram, Robert L. Gerry, Willing Spencer, Captain John G. H. Beresford, and two professional riders, Eric Savage and Henry Crane.

Those who viewed the chase from carriages or on horseback were Mr. and Mrs. Henry O. Havemeyer, Miss Edith Clapp, Miss Wickes, C. A. Munn, William M. Kingsland, Richard Potter, Miss Louise Potter, Mrs. C. C. Moore, M. M. Shoemaker, Mr. and Mrs. Charles B. Hillhouse, George Griswold, 2d, Francis J. Otis, Mrs. Burke Roche, Mrs. S. D. Schenck, Mr. and Mrs. Braddin Hamilton, F. L. V. Hoppin, Mrs. Belle Beach, Mrs. S. H. Elliott, Ralph N. Ellis, Mrs. Adolf Ladenburg, Mr. and Mrs. C. M. Oelrichs, Mr. and Mrs. J. T. Spencer, Mr. and Mrs. Lloyd Bryce, H. G. Marquand, jr., Miss Whitehouse and Mrs. Henry Whitehouse.

Willing Spencer was first in at the death on Fig Leaf, followed closely by Bradish Johnson, Henry Crane, Captain Beresford, Robert L. Gerry and Percy Wyndham. The next meet will be on Tuesday afternoon.

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YALE'S FOOTBALL OUTLOOK

ALMOST AN ENTIRE NEW TEAM TO BE CHOSEN—GOOD MATERIAL.

New-Haven, Conn., Aug. 24 (Special).—A month from to-day the Yale football season of 1901 will be under way. Captain Charles Gould sent out his orders for the first round up of candidates this week, and these men will meet at Yale Field on the afternoon of September 28. It is possible that the men will come several days previous to this, but Captain Gould has not yet decided the exact date when practice will begin.

With Princeton bending every energy this year to beat Yale at the annual game, to be played at Yale Field the latter part of November, and Harvard's eagerness to retrieve the defeat of last fall at the hands of the Eli players, Yale has a programme before her that will require her best efforts to uphold her championship. The season starts out with Yale on the defensive.

Yale suffers heavy losses by graduation. Of the twelve men who carried off the honors on every field on which the blue played last season ten leave college. Yale's great eleven was made up of Gould, left end; Bloomer, left tackle; Brown, left guard; Olcott, centre; Sheldon, right guard; Stillman, right tackle; Coy, right end; Wear and Fincke, quarterbacks; Fincke and Sharpe, left halfbacks; Chadwick, right halfback, and Perry Hale, fullback. Of these men, Bloomer has been dropped and has been unable to resume his place in college. Hale has withdrawn from the post-graduate school. Sharpe has disqualified himself by coaching preparatory school teams, and Brown, Olcott, Stillman, Coy, Wear and Fincke have been graduated. The only men left from last year's team who played in the big games, and so could be considered members of the team, are Captain Gould, left end; Sheldon, right guard, and Chadwick, right half.

There is a good chance, however, that there will be more than enough first class players to go around. Captain Gould will keep his old place at left end, and the other end will go to Rafferty, whose work was of a phenomenal order last year, and who was pronounced then to be a coming end rush. Rafferty may prove an abler end than Coy was last year. The two tackle positions will be left open, but several first class men will try for them. Hamlin fought Bloomer for left tackle up to the last game last year, when the latter was selected, mostly for his plunging abilities. In the Princeton game Bloomer and Hale did most of Yale's ground gaining through the line. Hamlin will take one tackle, and either Weymouth or Johnson, of the crew, the other, unless better men appear. Weymouth was captain of the freshman crew last spring, and is a veteran football player, having played tackle on Bucknell College teams for two years. Johnson is one of the strongest men in college, and while he has not played football except as substitute on the 'varsity, is able to put up a strong line game.

CANDIDATES FOR THE LINE.

At guard, the heaviest loss to the team comes in the retirement of Gordon Brown, for three years guard and captain last year. There is no first class material to take his place, unless O'Neill, of last year's freshman team, or Goss, proves capable. At right guard "Dick" Sheldon will play again. Centre will lose Olcott, a sturdy player, though never of remarkable ability. Last year's substitute centre, Holt, will probably make the place this year. Holt was regarded last year by many as even better than Olcott, and if he plays the place is assured to him this year.

It is behind the line this fall that Yale has the best assortment of material. While the losses here are many also, the new men on hand are of unusual strength and ability. Who will make quarter is a problem. Wear took care of the snapback most of last season, and was removed before the big games simply because he had acquired a bad habit of muffing the catch from a punt. He was replaced by Fincke. They both have now left college. Winslow seems to be a good man for quarter, but he is too big for the place, and would make a better man further down the field. Hart is a good quarter, but lacks generalship qualities, while of the other men De Saulles and Morris are neither of them big enough, though both are good players. Quarter will remain open until several weeks after the season begins.

CHADWICK WILL PLAY AGAIN.

For halfbacks, Chadwick returns to take one of the positions. For the other there are several possibilities. Wilhelmi played a fast game last year, as did Easton, Ward and Vander Poel. A new man who will join the halfbacks will be Cornelius Daly, who enters this fall, and who was one of Sanford's star Columbia kickers last year while at Branford. Winslow will also be considered. At fullback there is no expectation that any one will be found who will eclipse Perry Hale, who was by all odds the best fullback Yale had had since the days of Butterworth. Hyde, of last year, will try for this position, as will Wilhelmi, while a new man appears in Weymouth, who may either be tried at tackle or fullback.

ROWING.

OARSMEN PULL IN RAIN.

WAVERLY BOAT CLUB REGATTA HELD DESPITE THE DOWNPOUR.

The annual ladies' day regatta of the Waverly Boat Club was held yesterday afternoon, the course being laid on the Hudson River opposite the clubhouse, in One-hundred-and-fifty-sixth-st. Although the rain, which fell most of the afternoon, interfered considerably with the day's pleasure, the regatta proved fairly successful. The races were started at 2:30 o'clock. The classes were special gig, four oared barge, junior single gig, senior double gig and junior double gig. There was also a swimming race, handicap.

The special gig race was won by J. H. Carter after Harden had led all the way.

The first heat of the four oared barge was won by the Yellow's crew by about a length. The junior single gig race was declared off, as only one contestant appeared. The second heat of the four oared barge was won by the Red crew on a foul. Then came the senior double gig, which went to the Reds by a length, and the junior double gig, in which the Blues came out ahead by a short length. The final of the four oared barge race went to the winner of the first trial heat, the Yellow crew.

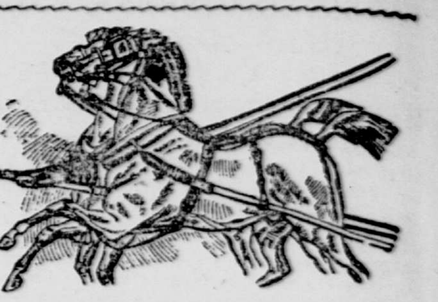
The tub race was not held, as the water was too rough. The swimming race, which was won by William A. Young, with William Patterson second, closed the regatta.

RUHLIN AND JEFFRIES TO MEET.

The Twentieth Century Athletic Club, of San Francisco, has obtained the championship battle between "Jim" Jeffries and "Gus" Ruhlin. Both fighters, through their managers, have signed articles with this club for a twenty round contest to be held in the early part of November, the date to be decided later. The club gives the boxers 62½ per cent of the receipts. No referee has yet been chosen. In the articles it is stipulated that no bandage of any kind shall be worn by either man. "Billy" Delaney, who is acting as Jeffries's representative, has urged that the fight take place in November since Jeffries wants to fight again in December.

This will be the second meeting between these men. The first fight resulted in a twenty round draw, and took place about three years ago. Both fighters were considered fourth raters at that time, and each has improved a lot in the last few years. Ruhlin's recent fight with "Tom" Sharkey, whom he defeated in fifteen rounds, and his twenty round draw with Peter Maher a few years ago have given him a name in boxing circles.

Horses and Carriages.



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BASEBALL.

PHILADELPHIA DEFEATS BOSTON AND DRAWS AWAY FROM BROOKLYN.

THE RECORDS.

NATIONAL LEAGUE.

Clubs.	Won.	Lost.	P.ct.	Clubs.	Won.	Lost.	P.ct.
Pittsburg	58	37	.611	Boston	50	52	.490
Philadelphia	59	44	.573	Cincinnati	41	56	.423
Brooklyn	58	45	.563	New-York	39	57	.406
St. Louis	57	49	.538	Chicago	41	64	.390

AMERICAN LEAGUE.

Clubs.	Won.	Lost.	P.ct.	Clubs.	Won.	Lost.	P.ct.
Boston	63	40	.612	Detroit	54	49	.524
Chicago	63	41	.606	Washington	43	53	.439
Baltimore	55	45	.550	Cleveland	41	59	.410
Philadelphia	54	49	.524	Milwaukee	35	70	.346

GAMES YESTERDAY.

NATIONAL LEAGUE.

Philadelphia, 13; Boston, 5. | New-York-Brooklyn and Cincinnati-Pittsburg, rain.
Chicago, 5; St. Louis, 1.

AMERICAN LEAGUE.

Baltimore, 10; Chicago, 4. | Washington, 1; Milwaukee, 0.
Boston, 4; Cleveland, 2. | Philadelphia-Detroit, rain.

Boston, Aug. 24.—Boston lost to-day by wretched work in the field. Many of Philadelphia's hits were fly balls that should have been easy outs, but which dropped safely through slow work of the Boston outfield. Willis was batted out of the box in the third inning, Dineen taking his place. Score:

BOSTON.

	ab	r	1b	po	a	e
Slagle, rf	5	0	0	1	0	1
Tenny, 1b	5	0	0	12	1	2
Demont, 2b	4	2	2	3	0	0
Cooley, lf	4	2	2	3	0	1
Hamilton, cf	2	1	0	0	0	0
Lowe, 3b	3	0	0	1	3	1
Long, ss	4	0	1	1	10	0
Kittridge, c	3	0	1	5	0	0
Willis, p	1	0	0	0	0	0
Dineen, p	3	0	0	1	0	1
Totals	34	5	6	27	14	6

PHILADELPHIA.

	ab	r	1b	po	a	e
Thomas, cf	4	4	2	3	0	0
Barr, 3b	5	1	2	0	3	1
Flick, rf	5	2	3	2	0	0
Delehanty, lf	4	2	1	4	0	0
M'Farland, c	5	1	1	5	0	0
Jennings, 1b	5	2	2	11	0	0
Hallman, 2b	5	0	1	2	4	0
Cross, ss	4	1	0	0	5	0
Townsend, p	5	0	0	0	0	0
Totals	42	13	12	27	12	1

Boston	3	0	2	0	0	0	0	0	0—5
Philadelphia	1	0	5	1	3	0	0	3	0—13

Earned runs—Boston, 2; Philadelphia, 4. Two base hits—Cooley, Long, Flick, Jennings, Barry. Home run—Delehanty. Sacrifice hit—Barry. Stolen bases—Thomas, 2. First base on balls—Off Willis, 2; off Dineen, 3; off Townsend, 3. Hit by pitched ball—Lowe. Struck out—By Willis, 1; by Dineen, 3; by Townsend, 2. Time, 2:12. Umpire—Dwyer.

CHICAGO, 5; ST. LOUIS, 1.

Chicago, Aug. 24.—Hughes had the St. Louis team at his mercy to-day, allowing three scattered hits and getting credit for eleven strike outs, every man, excepting Padden, falling a victim to his curves. A fumble, a passed ball and a wild throw scored their only run. Kahoe's catching and a great capture o fa long fly by Heidrick were features. Score:

										R.	H.	E.
Chicago	1	0	0	3	1	0	0	0	x—5		7	5
St. Louis	0	0	0	0	0	1	0	0	0—1		3	4

Batteries—Hughes and Kahoe; Sudhoff and Schriver.

AMERICAN LEAGUE.

										R.	H.	E.
Baltimore	3	0	0	2	0	1	2	2	x—10		13	3
Chicago	1	1	0	0	0	0	1	0	1—4		10	3

AT WASHINGTON.

										R.	H.	E.
Washington	0	0	0	0	0	0	0	0	0—0		5	1
Milwaukee	0	0	0	0	0	0	0	1	0—1		7	1

AT BOSTON.

										R.	H.	E.
Boston	0	0	0	1	0	0	1	0	0—2		7	2
Cleveland	0	0	0	2	0	0	1	1	0—4		8	1

EASTERN LEAGUE.

At Worcester—Worcester, 9; Buffalo, 5.

At Providence—Rochester, 2; Providence, 1 (first game); Rochester, 2; Providence, 1 (second game).

At Brockton—Toronto, 7; Brockton, 1 (first game); Toronto, 1; Brockton, 0 (second game).

LOCAL GAMES POSTPONED.

The two National League baseball games which were to have been played between the Brooklyn and New-York teams at Washington Park yesterday were postponed on account of rain.

POLO.

SECOND WESTCHESTER TEAM DEFEATS THE FIRST IN MATCH AT NEWPORT.

Newport, R. I., Aug. 24.—The second Westchester team defeated the first team of the same club, both picked teams, 4¾ goals to 1, this afternoon. It being the first day of the fox hunting season, Newport society did not patronize the game so well as usual. The makeup of the teams was:

Westchester second—Reginald Vanderbilt, A. S. Burden, Arthur Iselin and R. L. Beeckman.

First team—Peter Martin, Alfred G. Vanderbilt, Townsend Burden, jr., and H. H. Hunnewell, jr.

The scoring was done in the first and third periods. Of the Vanderbilt boys Reginald played a better game than Alfred.

THE HOLLYWOOD MILITARY TOURNAMENT.

SUCCESS OF THE CLOSING DAY INTERFERED WITH BY RAIN.

Long Branch, N. J., Aug. 24 (Special).—Rain interfered with the success of the closing day of the third annual military tournament at Hollywood this afternoon. Owing to continued showers, it was difficult to decide all the contests on the card. The only contest declared off was the relay race between the 2d Cavalry troop, of New-Jersey, and the First Signal Corps, N. G. N. Y. The rain prevented the attendance of Governor Voorhees, who was to review the troops at the close of the afternoon's exhibition.

The military features included exhibition drills by the First Signal Corps, N. G. N. Y., in command of Captain Anson; a detachment of the United States coast artillery, commanded by Captain James A. Shipton; the 2d Cavalry troop of Monmouth County, N. J., in command of Captain Edwin Fields, and by Company C, 12th Regiment, N. G. N. Y., commanded by Captain S. S. Stebbins. Those who took part in the review, commanded by Colonel Tredwell, of the 22d Regiment, N. G. N. Y., were as follows: Companies of the 4th Regiment, N. G. N. J., and 8th, 12th, 22d and 71st regiments, N. G. N. Y.; the First Signal Corps, N. G. N. Y.; a detachment from the United States artillery from Fort Columbus, New-York, and the 2d Cavalry troop, of New-Jersey. A summary of the athletic events of the afternoon in which the soldiers contested follows:

One-hundred-yard dash—Won by W. S. Edwards, of the 71st Regiment, N. G. N. Y.; A. G. McDonnell, second; R. B. Campiglio, third. Time, 0:10⅘.

One mile run—Won by W. S. Carrotte, 22d Regiment, N. G. N. Y.; F. X. Hussey, 71st Regiment, second; Sarback, of 4th New-Jersey Regiment, third. Time, 5:45.

Two-hundred-and-twenty-yard hurdle race—Won by P. J. Corley, 71st Regiment; R. B. Campiglio, second; W. B. Stone, 22d Regiment, third. Time, 0:28⅘.

Quarter-mile run—Won by W. S. Edwards, 71st Regiment; P. J. Corley, 22d Regiment, second; R. B. Campiglio, 22d Regiment, third. Time, 0:48⅘.

There was a clambake on the grounds to-night.