

THE SYRACUSE CREW, WINNER OF 'VARSITY' RACE.

After sort of floating craft, for Columbia was here to win, and the memory of last year's previous struggle with Cornell was in the mind of every one.

Syracuse proved by her prowess on the water why her sons had been able to make her favorite, and here to-day were hundreds of her sons and daughters. They were confident, and splendidly did their crew justify that confidence.

The races were rowed close to time, the freshman race, scheduled to start at 3 o'clock, actually getting off four minutes late.

"JIM" TEN EYCK PLEASSED. James Ten Eyck, coach of Syracuse, was pleased with the outcome of the race, which he had expected because of his confidence in the individual crew members.

"Edward Ten Eyck, the Wisconsin coach, said: 'Our finishing with one of the men exhausted will seem a poor excuse to the boys out home, and I would rather have had them finish last with every man rowing than stop with one man all in.'"

"Charley Courtney said: 'The crew that I had expected to win the freshman race won. I had little hope of the varsity winning their race, and I am entirely satisfied with their showing, as they did much better than I had expected.'"

"Ellis Ward, coach of the Pennsylvania armament, was a sadly disappointed man to-night. 'I cannot see why the Pennsylvania varsity lost,' he said. 'The men rowed a time trial last week 12 seconds faster than Syracuse won to-day, when conditions were not nearly so good. I expected to win and I cannot explain the sudden slump.'"

HOW RACE WAS ROWED.

Columbia's Fight to Catch Syracuse at the Finish. Poughkeepsie, N. Y., June 27.—The pretty struggle of the freshmen worked the enthusiasm of the crowd to fever heat.

Syracuse and Columbia were beginning to battle for the ultimate triumph, but Cornell had not called on his men for the best that was in them. It was otherwise with Cornell and Pennsylvania, however. Now or never Pennsylvania had to make good.

Down to the three and a half mile mark Cornell made the rowing. The Ithacans had exceeded the hopes of their best friends so far, and as they drove on it seemed almost as if they could win.

shill came the various commands of the five coxswains, and in the dying sun the forty naked backs rose and fell in almost perfect rhythm. It was amazing to see Wisconsin's shell hang desperately to the leaders, for the boat checked at each stroke.

Syracuse was getting there. There was still the short stroke, the queer jerk in the slides, but the shell moved gloriously along, no matter how it was made to do so.

Here it was to be seen that, no matter who won or lost, James Elice and Charles Courtney had done their best, and that it was for the crews themselves to decide the issue.

What a cheer there was from fifty thousand throats as the Scarlet blades dipped again, and the Wisconsin crew, hopelessly beaten, took up the heartbreaking task, doubly so with the hope of victory, so brilliant a moment before, turned in an instant to the cold ashes of crushing defeat.

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Syracuse Wins Again. After Accident to Cornell, Orange Crew Roves to Victory. Poughkeepsie, N. Y., June 27.—Syracuse carried off the honors in the varsity four-oared race to-day, but the contest proved unsatisfactory to every one.

Between the first and last crews, and Cornell, rowing a low stroke, had pulled in the lead. Just above the bridge Cornell shot out from the others with a wonderful burst of speed, and when the crews emerged on the lower side of the structure Cornell was leading by three lengths.

Then, barely a stone's throw from the spot where the Syracuse shell had been wrecked three days before, the Cornell shell dug its bow under the float and stuck. This gave Syracuse the lead, but Shea, the Orange stroke, appeared to be all in, and Pennsylvania and Columbia were drawing up.

Swinging the rudder so that the shell would remain in its proper course, Kelley started to spur for the finish, but before he knew what had happened the bow of the shell rammed the course mark and the boat forced itself for several feet under the float.



JAMES TEN EYCK, THE COACH, AND HIS SON, STROKE OF SYRACUSE EIGHT.

Cornell Freshmen Lead All the Way Desperate Struggle Between Syracuse and Columbia Cubs for Second Place.

Poughkeepsie, N. Y., June 27.—With a lead of a length of open water, the Cornell youngsters carried off first place in the freshman eight oared race. Syracuse and Columbia finished second and third, respectively, with their shells lapped, while Wisconsin was a length behind, with Pennsylvania bringing up the rear.

From the flash of the gun to the finish line Cornell came up to the expectations of 'Charley' Courtney. Rowing a low, even stroke, the Ithacans pulled away from the other crews and in magnificent style passed under the bridge, the half-way station, with open water between their ruder and the shell of the Syracuse freshmen.

Syracuse and Columbia, however, were not far behind. Stroke for stroke the two crews kept on, but they were unable to gain on the Cornellians, although Columbia was all the while creeping up on Syracuse. Wisconsin kept on rowing, but they were going further behind, while Pennsylvania was hopelessly struggling on half a dozen lengths behind the Badgers.

The time of the winning crew was 9:25, about 12 seconds slower than the record, but Cornell was not pushed to do her utmost, and there was plenty of reserve power in the shell, every man fulminating. Pennsylvania was the only combination that was disorganized at the finish, and several of the men almost collapsed. Columbia had the striking power and the endurance, but the weight and strength needed to win were lacking.

Syracuse was the first to arrive at the start, which was made at the two-mile mark on the regular course. All the boats were lined up and awaiting the word before Columbia pulled down the river and leisurely backed up to the stake boat. Wisconsin caught the water first, and the Badger shell shot ahead, but it was only for an instant.

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LIVELY LAWN TENNIS. CRESCENT TWELVE WIN SHOOT GOALS AT WILL.

Hamilton Grange and Montclair Win in Championship Series. The Hamilton Grange and Montclair Athletic Clubs proved the point scorers yesterday in the continuation of the Metropolitan Lawn Tennis League championship series.

On the courts of the Brooklyn Lawn Tennis Club, Atlantic avenue, the team of the Montclair Athletic Club—Otto H. Hinck, Albert J. Hinck and Herbert Smith—won the singles, but lost the doubles. Otto H. Hinck defeated Walter L. Pate, 6-4, 6-4, while Herbert Smith defeated John C. Remond, 6-4, 4-6, 7-5.

Gustave F. Touchard won the singles trophy on the courts of the Dunwoody Country Club, Tonawanda, yesterday. He faced Charles M. Bull, Jr., the Crescent Athletic Club champion, and won at 10-8, 6-2, 4-6, 7-5.

MEADOW BROOK WINS. Bryn Mawr Polo Team Lost Game and Club Cups. Hempstead, Long Island, June 27.—The Meadow Brook polo team defeated the Bryn Mawr team here to-day by the score of 12, 2 goals to 9.

At least fifty automobiles lined the side lines, while there were comparatively speaking few 'traps' or carriages. Among those who saw the game were Mr. and Mrs. A. Butler Duncan, Mrs. Thomas Hitchcock, Jr., Miss Ethel Hitchcock, Mr. and Mrs. Edwin D. Morgan, the Misses Morgan and Mrs. Harry Payne Whitney.

ELECT NEW CREW CAPTAINS. Poughkeepsie, N. Y., June 27.—The Columbia crew met this evening after the race and elected B. H. Ceruss, '96, captain for next year. Ceruss stroked the '08 freshman crew.

CELEBRATE IN SYRACUSE. Syracuse, June 27.—Syracuse is jubilant to-night over the work of its university's crews at Poughkeepsie. The students in town rang the chimes at the university and built bonfires.

STATE LEAGUE RESULTS. Wilkes-Barre, 10; A. J. & G., 6. Syracuse, 4; Albany, 0. Utica, 3; Binghamton, 2. Troy, 1.

Automobiles. SECONDHAND CARS AT LOW PRICES. The following standard cars have been left with us by customers to be sold at very low cash figures.

UNITED STATES ARMY Officially Endorses the Superiority of the Studebaker Car. In the tests of automobiles now being conducted at the United States Army Manoeuvres at Pine Plains, the 'STUDEBAKER' has been selected and purchased by the War Department on account of its SUPERIOR RELIABILITY, ECONOMY OF MAINTENANCE, and EASE OF OPERATION.