

Some Sidelights on the Battle of Crews

Columbia Coxswain Does His Part in the Blue and White Victory.

WORKS ON NERVES OF HIS OPPONENTS

Anyway, That's What McCarthy, the Stroke Oar, Says in Giving Full Credit.

"They're spurring again, boys, but they're not gaining an inch!" These words, which were uttered about a minute after the start of the Columbia varsity crew in its great race at Poughkeepsie on Friday, did much to discourage the Pennsylvania and Cornell men, according to C. F. McCarthy, stroke oar of the Columbia boat, who gives glory for the victory of the Blue and White.

Every time the crew spurred Wood encouraged his men with the announcement that they couldn't gain a foot, and he made it so loud that every man in the opposing shells could hear.

It was a rare piece of psychological work on Wood's part, according to McCarthy, and one which did a lot toward beating Cornell at the bridge, where the crews from Cayuga in the past have been their wonderful efforts which swept them to the line in triumph time after time.

An announcement by the judges which caused a great deal of doubt to those on the observation train and at the finish line on Friday was the final report of the freshman race, in which placed Columbia in fourth place and Wisconsin last and Columbia fourth.

When he recovered and the crew settled down for the final sprint Wisconsin had picked up the half-length lead and was in front by what seemed to be a quarter of a length.

There were no fewer than three foul starts in the regatta on Friday, two in the freshman race and one in the varsity race. It is seldom that the crews at Poughkeepsie have to be called back to the start, but this year there seemed to be a regular epidemic of slide jumping.

There is talk that it might be a good plan to have the regatta rowed on the lower course, from a mile below Milton Landing to Yellow Point, which is half a mile below the finish of the present regatta course. By holding the race over the lower stretch it would be possible to have two observations, one on the West Shore and one on the New York Central side of the river. The only difficulty with such a scheme is that the crews would be at times half a mile or more from the trains, and it would be a little harder to follow them, however, it would seem that this plan would be far better suited for the convenience of the spectators, and the crews would have to pass through the eddies caused by the piers which mark the regular point on the regular course.

Judge Frank B. Irvine, of Cornell, a member of the board of stewards of the Intercollegiate Rowing Association, which controls the Poughkeepsie regatta, this year has assumed more of the thought about the proposal to reduce the varsity race from four miles to three. He did not know when the stewards were to have a meeting, but he said that one probably would be held in about a week.

Both Columbia and Cornell, it is understood, favor changing the race from four to three miles. Pennsylvania has not adopted a policy of open opposition, but it is thought that Cornell will be helped by the change.

Many Foreigners Enter Henley Royal Regatta

Two American Crews Add to Advance Interest in Contests.

Other Nations to Try for Trophies English Critics Are Inclined to Fear Results in the Famous Races.

London, July 3.—The Henley royal regatta, this year has assumed more of an international aspect than the great annual rowing event of the Thames season has taken on for several years. The last occasion on which it aroused such an interest as it has this year was in 1905, when the Vesper Boat Club sent over a crew which barely missed taking the Grand Challenge Cup from the Leander crew.

This was one of the finest races seen in the Henley course in recent years, as the Vesper crew pushed Leander to the extremity, rowing 40 strokes a minute from the beginning of the race over the whole course in order to give two more American crews to fight for the Grand Challenge Cup has again added zest, but in addition to the crew from Harvard University and the one from the Union Boat Club, of Boston, there are two other foreign entries for the great trophy. These are in the Mainer Ruder Verein, of Mayence, Germany, and the Winnipeg Rowing Club, of Canada.

Shipping Information and Marine News of the World

Vessels Arriving at and Departing from Port of New York, Saturday, June 27.

MINIATURE ALMANAC. Sunrise, 4:51; sunset, 7:55; moon sets, 11; moon's age, 6.

HIGH WATER. Sandy Hook, A. M. P. M. 1:12; 11:25; 11:25; 1:12; 11:25; 1:12.

WIRELESS REPORTS. The Campania, 87 miles east of Sandy Hook at noon yesterday, is expected to dock Monday forenoon.

INCOMING STEAMERS. TO DAY. Vessel, Line, Date, Time.

MONDAY, JUNE 29. A. T. Potomac, London, June 29, 10 A. M.

OUTGOING STEAMERS. MONDAY, JUNE 29. Vessel, Line, Date, Time.

TUESDAY, JUNE 30. Hamburg, Naples, H. A., 11:30 a. m.

WEDNESDAY, JULY 1. Aquitania, Liverpool, Cunard, 8:00 a. m.

TRANS-PACIFIC MAILS. Destination and steamer, Close N. Y.

ARRIVED. Steamer Kaiser, Franz Josef I (Aust) Trieste June 13, Palermo 15, Palermo 16.

DEPARTED. Steamer Kaiser, Franz Josef I (Aust) Trieste June 13, Palermo 15, Palermo 16.

TEMPERATURE. Stations, Temperature, Wind, Direction, Force.

BRISBANE. Albany, 79 74 72 S.W. 4 - Rain.

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TRANSPORTATION. The "Hour Later" Boat. The Day Line Steamer ROBERT FULTON leaves New York one hour later than the regular service, going to Poughkeepsie and returning the same day.

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Additional Scores in the Tribune Baseball Tourney

Table with columns for game number, teams, and scores. Includes games like Spartans vs. Jeffersons, Sheridans vs. Oregon, etc.

TRANSPORTATION. NORTH GERMAN LLOYD. London-Paris-Bremen. Largest SS Co. in the World. 442 Ships. 1,417,710 TONS.

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TRANSPORTATION. TO ALBANY 50c. CAPITAL CITY LINE. Pier 40, N. R., 5:30 P. M.