TUG BUMPS INTO SHAMROCK

CUP CHALLENGER SLIGHTLY INJURED AFTER LEAVING HER CRADLE.

Although the Rap Was a Gentle One, a Plate on the Port Side Abaft the Stem Was Dented—A Distinguished Party Present at the Launching—The Christening Ceremony Was Performed by Lady Russell—General Looks of the New Yacht.

Special Cable Despatch to THE SUN.

LONDON, June 26.—Sir Thomas Lipton's racing cutter Shamrock, which was built to sail against the Columbia for the America's Cup next fall, was launched this afternoon at Samuda's yard, Millwall. The event was conducted with the utmost privacy, only a few of Sir Thomas Lipton's friends being invited to be present. The party assembled at the Hotel Savoy, where luncheon was eaten, after which Rear Admiral Lord Charles Beresford drove them to the wharf in his coach. The guests included the Marquis of Dufferin, Commodore of the Royal Ulster Yacht Club, through which the challenge for the contest was sent to the New York Yacht Club, the Earl and Countess of Clanwilliam, Lord Charles Beresford, Lady Russell of Killowen, wife of the Lord Chief Justice of England; the Hon. Lillian Russell, Hon. Schomberg McDonnell, Sir G. F. Phillips, Herbert Gladstone, W. A. McArthur, M. P.; W. H. Sharman-Crawford, H. M. McGildowney, the Hon. W. Walsh, Sir Thomas Gibson-Carmichael, M. P., and Dr. Armstrong.

The party was welcomed at the wharf by Sir Thomas Lipton, Will Fife, the designer of the Shamrock, the Hon. Charles Russell and Mr. Thornycroft, and shown over the new boat, after which Lady Russell mounted a platform which stood level with the vessel's bow, and with a bottle of champagne she christened the yacht as it began to move toward the water, at the same time saying:

"God bless you, and good luck to you. May you bring back the cup."

Cheers were given as the boat glided into the water. After the launching the party assembled in the tent in the yard, where tea was served. Mr. Gladstone toasted the yacht and wished her luck. Sir Thomas Lipton, he said, had earned the gratitude of every man and woman in the United Kingdom by his spirited action in challenging for the cup.

Sir Thomas responded. He complimented Messrs. Fife and Thornycroft and the workmen who had been employed in the construction of the Shamrock. He said that everybody realized the great talent and skill of their cousins across the water, and if fortune decided against the Shamrock the British would be the first to congratulate them upon possessing the better boat, and therefore entitled to all credit for their victory. Nevertheless, he hoped that the cup would return to England this time, in which case he knew the everybody here would give as good and as hearty a reception to the Americans coming to take it as they received it as he anticipated from them now.

The work of launching the yacht was begun by knocking the blocks away at 3:20 o'clock. When this was done there was some delay in tearing down the sides of the house which covered her, so that she could pass freely. At 3:40 o'clock the Shamrock slid into the water in her cradle, which she cleared about thirty yards from the shore.

The tug Excelsior in going up to take the Shamrock's towline ran into the yacht, making a deep dent in her port side.

The new boat flew Sir Thomas Lipton's flag—green, with a gold square bearing a green shamrock in the centre—at her bow, and the royal ensign floated aft. The Shamrock was towed across the river to the South Dock, where she will ship her steel mast. There was great cheering as the boat slid into the water.

Sir Thomas Lipton came to the yard on board a tug which was gay with bunting and streamers. The boats which were in the vicinity were mostly occupied by reporters and photographers, with a few public spectators.

As the boat was launched a small pleasure boat in the river capsized, but its occupants were all picked up and landed safely.

Some years ago Thomas Clapham of Roslyn, Long Island, showed, or rather handed, a model of one of his yachts to John Herreshoff, the blind boatbuilder of Bristol, Rhode Island. It is well known to most yachtsmen that Clapham has produced very fast boats, and that his theory of design has been based on the skimming of a boat over the top of the water rather than ploughing through it by brute force. When John Herreshoff had handled Clapham's model he handed it back with this remark:

"If you will just hang a lump of lead well down from your model, Tom, you will be on the right track."

This little incident shows clearly how Herreshoff had made up his mind concerning the canoe body with a lump of lead hanging down underneath many years before Edward Burgess of Boston came into prominence. It also shows that if yachtsmen had ordered their racing boats from Bristol instead of Boston they would have got the Columbia type of yacht instead of the Puritan, Mayflower and Volunteer types. The first time the Herreshoffs had a real opening they produced the Gloriana and the Dorsilla, which beat 40 and even 50-footers as far back as 1891 or 1892.

Another point worth mentioning in connection with the launch of the Shamrock to-day is the coming into the field of expert builders of torpedo boats as yacht builders. The Herreshoff theory of design is accepted, and chief among those who accept it is the designer of the Shamrock, Will Fife, who has boldly taken his type from the Gloriana, and it is safe to say that he has shown no originality that will mark a new departure in design. Whatever extraordinary features the Shamrock may possess in the way of construction are not yet known, but if any such features exist, which is doubtful, they are matters that will give to American yachtsmen no uneasiness. To those who appreciate the battle in construction between the Thornycrofts and the Herreshoffs, however, this phase of the coming struggle for the America's Cup is interesting. As a Pasteur will reveal startling truths to physicians and completely reform medical treatment of disease, so will a Thornycroft or a Herreshoff apply scientific manipulation of the metals to increase the speed of a racing yacht.

The maximum length of a single sticker to compete for the America's Cup is fixed at ninety feet by the deed of gift. This is the starting point. The next thing to settle is the amount of canvas to be used. It is possible in a ninety-footer to go to such an extreme in canvas that the yacht would be practically useless owing to physical inability to handle the enormous sails, together with the difficulty of getting spars to stand the strain and at the same time hold their rigidity. It being decided how far it is safe to go with the canvas, the designer models his hull to fit his sail spread, and then comes the scientific and mathematical problem of cutting off weight in construction, at which game both the Herreshoffs and Thornycrofts are masters.

In considering the Shamrock, it must be remembered that neither her construction nor her under-water body is as yet known to the public. Many statements have been cabled to the United States on both these subjects, but they have been wild guesses. Some of them may be right and again they may be wrong. The correspondent of THE SUN does not pretend to offer positive facts in relation to either. The yacht was launched with canvas covering her lines except her profiles, and nobody has made any statement about the features that her owner wishes concealed that is worth anything. That her topsides are made of soft metal would seem to be shown by the dent in the bow given to her by the tug that towed her across the dock just after the launching. The tug gave her a very gentle rap, yet it dented in the port bow about two feet abaft the stem in a clean dent about six inches long. It seemed as though she was made of tin, so easily did the bow yield to the jar of the tug.

Below the waterline the yacht is bright colored and her plates look like bronze. Whatever it is, it is surely a beautiful job of plating, the work being as smooth as glass. Her topsides are painted a light green, with a narrow gilt stripe a foot below the deck. Below the waterline she shines like a new penny. As a matter of fact, the material that forms the plating is not as important as the construction and shape of the keel. There must be some special reason for all the secrecy that has been enforced concerning the keel. There can scarcely be a doubt that nere Fife has introduced some feature which, while not necessarily original, he is especially anxious to conceal as long as possible.

A person in no way connected with Sir Thomas Lipton or Messrs. Fife and Thornycroft happened to get a position to the side and very near to the Shamrock as she slid down the railway into the water. He describes the yacht as cut away more than any boat of her size heretofore. Her stern post surely rakes more than the Columbia's, and she must have considerably less lateral plane above the water. As she now rests above her lines she looks to be all beam. She positively looks fat. The design is certainly that of the Gloriana, without Gloriana's refinement.

The Shamrock's beam is not less than twenty-five feet, and may go six or eight inches over that. Even twenty-six feet would not be surprising after the deck was looked at from above. Her greatest beam is just abaft of amidships, and goes aft to a wide stern and forward to a full bow. When she settles down to her designed lines her freeboard will be four feet. Her sides are straight and do not tumble home, as has been reported. The sheer is nearly straight as well, and when one is far enough away to take her in and the beam cannot be seen the sheer is pleasing. The stern starts downward with a sharp incurve and then slightly reverses and curves outward as it goes toward the keel. The bows are ugly and will spank and splash the water like an exaggerated Gloriana. They are full, and, as she now rests above her lines, they need only a big mouth to make them resemble a huge shark.

The after body is also full. It looks like the after end of a duck, and if a duck had long tail feathers cut off a trifle rounding at the ends the comparison would not be altogether out of the way. The after body seems to squat in the water, but notwithstanding this the run is clean and the counter pleasing to the eye, although not so finely moulded as the Columbia's, as would appear from photographs of the latter when she was launched.

The Shamrock will come just under 90 feet on the water line. She is 130 feet over all, with 21 feet overhang aft and about 19 feet forward. Her bowsprit is in place and is 33 feet outboard and about 8 feet on deck. The mast will be stepped about 30 feet from the forward end of the water line. The hollow steel, or, as it is reported, aluminum, mast lies alongside on the wharf, and is 75 feet from deck to hounds, with 16 feet of masthead. It is three-sixteenths of an inch thick.

It is safe to say that the Shamrock's keel will be shorter than the Columbia's and will not weigh as much. Fife seems to have preferred beam and a fairly hard bilge for stability instead of lead or other metal in the keel.

The draught of the Columbia and Shamrock appears to be about the same. Fife has followed the same channel as Herreshoff in giving to the Shamrock a flat floor, and has probably gone one better with more hollow in the turn from the floor toward the keel.

In a general way the difference between the Shamrock and Columbia seems to be that while Fife has hung his lead from a dingy, Herreshoff has hung his from a canoe. In this, of course, Herreshoff is only carrying nearer to perfection his theory of a fin-keel type, while Fife is trying to do the same thing with more boat above the water than the fin-keel type actually suggests.

In rig it looks as though Herreshoff would have a larger mainsail and less headsail than Fife, and there is scarcely any doubt that the Columbia will have to give the Shamrock a comfortable allowance of time, according to the rules of the New York Yacht Club. In saving his time allowance Fife has always been clever in American waters, but it has been with smaller boats.

Yachtsmen will remember that noted declaration of Gen. Paine, that it was contrary to the laws of nature for the Minerva to win in the 40-foot class, yet the laws went on going to the contrary and remained contrary until Herreshoff hung his little lump of lead from his canoe. If experience this year shows that the practical limit of sail spread on a ninety-footer has about been reached, the races for the America's Cup will become more and more a question of actual sailing and handling the boats. No matter what special material may have been used in the construction of the Shamrock it can safely be said that the cutting of weights has about reached its limit. Possibly events may demonstrate that they have been cut too much already, in which case there will be a reaction in favor of the safe side.

Now that the Shamrock has come out into view, however, it certainly seems, in view of her probably smaller sail area than the Columbia, that her excessive beam is against her being as truly a representative of what have proved the fastest types of racing yacht as the Columbia. One looks in vain at the Shamrock to see his ideal of a 90-foot fin keel. The sleek, refined, graceful lines are wanting. As you view the boat from the end of her bowsprit along the deck she looks reasonably well, but when you go alongside and examine her carefully she appears to be too fat. No other word describes it. Of course, her fulness and beam would have no special significance to American yachtsmen if it was not believed that Nat Herreshoff is on the right track in speed and has set up definite standards by which to judge.

After Burgess had been trying for years to drive bulky hulls through the water by brute force, Nat Herreshoff came to the front to show how to apply the same amount of canvas to a hull that is to a Burgess yacht like a greyhound to a setter. So no one can be blamed for expressing disappointment in the Shamrock when he has seen the creations of Herreshoff. It was believed until now that Fife would be in form to come nearer the goal to which Herreshoff is making. However, there will be more light on the Shamrock when she tries her legs, although even then her performances will mean little until she runs up against her real antagonist. When she meets the Columbia it will be seen whether a Clapham bouncer type of a pumpkinseed, with her mysterious ballast, will get away from a true type of the fin keel.

Rumors About Shamrock.

Some of the best informed members of the New York Yacht Club were discussing the Shamrock yesterday in the clubhouse, and they thought from rumors that had been heard of the boat's construction that the challenger for the cup was possibly a centreboarder. It seemed to be very generally believed that the hull was very shoal draught and the keel of the fin type, but it was also thought that the new boat would have a centreboard, which would make her very much like the Jubilee. It is known that William Fife has been opposed to such deep keels as have been built in the last few years and that he has probably compromised on the deep draught by putting in a board.

One yachtsman who is a great admirer of the centreboard said: "I shall not be at all surprised if the Shamrock has a board, but I am very much in doubt about the ability of the English to hang one right and to use it properly if they have one. If the Shamrock has not a board I can't understand why there should be so much secrecy about her model. If she has a board and they use it properly we shall have a close call for the cup."

COLUMBIA IN COMMISSION.

C. OLIVER ISELIN HOISTS HIS PENNANT ON THE NEW YACHT.

She Anchors Among the Warships at Newport and Will Race the Defender Over an Outside Course To-Day—Ready to Sail for the Special Cup on Monday.

NEWPORT, R. I., June 26.—Columbia is booked for a more extended trial to-morrow with Defender than the little brush of Sunday, and a lively race is expected over an outside course off this port. Columbia was formally turned over to C. Oliver Iselin by the Herreshoffs late this afternoon at Bristol, and was then towed to this port by the St. Michaels. She is in commission, fully rigged and equipped, and looks fit for any racing that may come her way.

On Wednesday morning she will leave for New London, where Mr. Iselin will see the Harvard-Yale races, and then take the yacht to New York for the first formal race there. To-night she is anchored with the warships outside of Goat Island, and is ready to sail as early as need be to-morrow.

The morning and early afternoon in Bristol harbor, where Columbia swung at anchor, was spent by her crew in setting sails under the direction of N. G. Herreshoff. The mainsail was stretched out more and was improved a little in looks over its really fine fit during Sunday's sail. Sailmaker Hathaway also watched it carefully. He says with truth that it is the finest sail he ever turned out. A little curl in the leech that was apparent Sunday has disappeared, and Mr. Hathaway believes that the sail will set well enough without the need of battens, although there are pockets for five of them in the leech. The sail shows three rows of reef points, although the pennants have not been tied in. The first reef will be a small one like those in the mainsails of the two Valkyries, showing that the lesson of '95, when Valkyrie's small reef served her better than Vigilant's larger one, has not been forgotten.

Special attention was paid to the setting of the two club topsails and to stretching them into shape so far as could be done at anchor. The larger one seemed to set very well, but the smaller looked decidedly baggy in the leech. In the meantime a few Herreshoff workmen were putting finishing touches to deck and interior fittings. Mr. Iselin was a close observer of all that was going on, and was aboard the Columbia much of the time.

The scene in Bristol harbor when Columbia for the first time flew her owners' pennant was worth putting on canvas. The last bright sunlight of a perfect June afternoon was shining full on Columbia, bringing out every detail of her perfect hull, taut rigging and neat sails, while as a background was the lovely Bristol shore, with its grand old trees and half-hidden houses. Finishing bits of color were given by the signals, that began with the lowering of the Herreshoff flag which marked the final sending up of the New York burgee and the blue absence flag as Mr. Iselin and his party left the yacht.

Just before 6 o'clock the last Herreshoff workman had climbed down Columbia's side and gone ashore. The yacht was then boarded by Mr. Iselin and his trio of racing friends. He was also accompanied by N. G. Herreshoff, representing the builders of the boat. The formal transfer was a simple matter. "The boat is yours," said Mr. Herreshoff, and hardly were the words out of his mouth before the little blue racing whip that had been fluttering at Columbia's topmast head was hauled down and was replaced by Mr. Iselin's private signal of red and black. At the same time a brand new yacht ensign was unfurled from the staff at the stern, and the yacht was fully in commission.

Early in the afternoon Mr. Iselin was called upon by the newspaper men, and announced his programme as follows:

"We shall race with the Defender to-morrow outside, off Newport, and expect to leave for New London Wednesday morning and see the Harvard-Yale races.

"The Columbia will then sail for New Rochelle and will be ready to race for that $250 cup whenever the New York Yacht Club's Regatta Committee says the word. I am ready to race Monday, July 3, if the committee fix upon that date."

In response to an expression of satisfaction at the speed shown by Columbia yesterday, Mr. Iselin said: "Yes, she was going fast yesterday, it is true, but we shall get her going faster before we are through."

Mr. Iselin seemed thoroughly satisfied with the way things are now going on the Columbia, and looks as though all the trouble and disappointment at delays had been forgotten in satisfaction at getting his boat and finding her so speedy. Later in the afternoon Mr. Iselin received the papers containing the story of the accident to the Shamrock at her launching, and expressed his regret at the unfortunate event.

The trip down the bay was uneventful. The Columbia was taken safely out of Bristol harbor under the pilotage of Mr. Herreshoff, and brought along at fair speed to her anchorage, which was reached just before 8 o'clock. Mr. Herreshoff will be on board her in the race to-morrow.

Defender was out for a sail this afternoon with club topsail up. She went outside at first, but later went up the bay as if looking for Columbia, and then returned to her anchorage. Navahoe did not go out to-day, as a new suit of sails was being bent on her. She may be seen in the "scrap" to-morrow.

COLUMBIA'S FIRST RACE

Will Probably Be Sailed Off Sandy Hook July 6.

S. Nicholson Kane, Chairman of the Regatta Committee of the New York Yacht Club, was at Newport yesterday trying to arrange for the first race between Columbia and Defender. This race was to have been sailed off Sandy Hook next Saturday, but the many delays that have occurred have made it almost impossible for the two boats to meet on the day set.

C. Oliver Iselin on Sunday said that the two yachts would come here to race for the special $250 cup next Monday. This plan does not suit the members of the club, who say that racing on Monday will interfere with their holiday plans. Monday is a holiday on the Stock Exchange and many of the clubmen will go out of town next Friday or Saturday and remain away over the Fourth. The clubs will probably have a steamer for the use of members who wish to witness the race, and it is thought that their convenience should be considered. It was said last night that the first race would probably be set for Thursday, July 6. Secretary J. V. S. Oddie was at the clubhouse until a late hour last night waiting for a despatch from Mr. Kane, but it did not come, and the official announcement will not be made until to-day.

A CORPORATION WITH A SOUL.

Got a Judge to Free a Dishonest Employee and Gave Him Work Again.

Richard Mitchell, who for eighteen years was in the employ of the Brooklyn Heights Railroad Company, pleaded guilty in the County Court, in Brooklyn, yesterday to an indictment charging him with stealing $245 from the company.

"It has often been said that corporations have no souls," said Judge Aspinall, "and are hardened to instincts of mercy. In your case, Mitchell, it has proved different, for the Brooklyn Heights Railroad Company, which you robbed, taking into consideration your long and faithful services, has been most strenuous in seeking a suspension of sentence and has promised to take you back into its employ. Sentence is suspended, and you can go."

Hotel Thief Gets Four Years.

George Brune, who the police say is one of the worst hotel thieves in the country, was arraigned in Part I. of the General Sessions yesterday to plead to five separate indictments charging him with grand larceny. Under promise that Judge Newburger would suspend sentence on four of the indictments Brune pleaded guilty to one charging him with stealing $200 worth of jewelry on May 11 from Daniel Woodhouse, a guest at the Hotel Endicott. For this he was sentenced to four years in State prison. Among those who suffered by Brune's thefts was Cissie Loftus, the actress.

De La Salle Institute Commencement.

The commencement exercises of De La Salle Institute were held yesterday afternoon in the Star Theatre. There were eight graduates from the academic department and nine from the commercial department. The Rev. Michael J. Lavelle presided and delivered an address to the graduating classes. Essays were read by Francis J. Barry, John A. McKenna and Joseph M. Dowling. The institute dramatic club presented "Damon and Pythias."

A War Trophy for Newark.

The Spanish gun Marques de Ustaris, one of several which guarded the entrance to Santiago's harbor, and which has been loaned to the city of Newark by the War Department, arrived there yesterday. The gun will be placed in Military Park on July 4.

M'KEEVER WINS HIS FIGHT.

Ziegler So Weak in Seventh Round That the Sponge Is Thrown Up.

The twenty-round bout between Owen Ziegler and Charley McKeever, two well-known Philadelphia pugilists, came to an abrupt end in the seventh round at the Coney Island Sporting Club last night. Ziegler was in bad straits, and rather than see him get knocked out, one of his seconds threw up the sponge. The first appearance of ex-Champion Bob Fitzsimmons since he was dethroned by Jim Jeffries proved quite a magnet. Fitz got a rousing reception. Dan Hickey acted as referee.

"Crookey" Boyle of Philadelphia faced Tommy Moran of Brooklyn in the first preliminary bout of ten rounds at 128 pounds. The decision was a draw.

Jerry Marshall, the colored Australian, took the place of Eddie Lenny of Philadelphia in the next tilt of ten rounds. He faced Frank Patterson of Brooklyn, and the pair clashed at catch weights. The decision, which was a draw, was hissed.

After a lull of ten minutes ex-Champion Bob Fitzsimmons and Dan Hickey entered the ring. "Lanky Bob" was a trifle fat, but this did not apparently handicap him, for he moved about with considerable speed. Of course he could not show his real form against Hickey, who was slow and cumbersome.

McKeever and Ziegler were in the ring at exactly 11 o'clock. McKeever's seconds were Jim Fitzgerald, Joe Duncan and Steve Flanagan. Ziegler's handlers were Andy Walsh, John Lawson and Jake Stern. They fought at catch weights. Ziegler was said to be 134 pounds and McKeever 141 pounds. They agreed to break clean with no hitting in the clinches. No time was lost in idle sparring. McKeever forced matters, driving Ziegler to the ropes. Owen escaped a lot of powerful swings.

Ziegler's speed evidently left him in the fourth. He was tired and had all he could do to hold his hands up. McKeever was strong and shot out the left, landing with material effect. Ziegler directed his attack to Mac's stomach in the fifth. McKeever tried the same thing and was more successful. Ziegler did not relish the smashes, for he clinched willingly. They played for each other's wind in the sixth. McKeever used a left uppercut, and it struck Owen invariably near the solar plexus. Although tired, Ziegler came back with ponderous swings, which nearly put McKeever down. McKeever swung the left on Ziegler's eye in the seventh. Ziegler returned and made an effort to mix it up. His steam was all spent and a few good wallops in the stomach weakened him. At this stage McKeever sailed in. He caught Ziegler with all his might in the pit of the stomach, and both went to the floor with McKeever on top.

At this stage of the fight Andy Walsh, one of Ziegler's seconds, threw a towel in the ring. Ziegler did not notice this, and arose in a dazed way.

As McKeever was about to walk across the ring to his chair Ziegler suddenly stood up and smashed Mac on the jaw, staggering his rival. Everybody grew excited then, and when it seemed as if a free-for-all fight would ensue Police Capt. Kenny and two policemen ordered the men from the ring.

FREDDY FIRED THE DYNAMITE.

Premature Fourth of July Gives Spuyten Duyvil a Shake-Up.

Freddy Menke, 10 years old, who lives at Sidney and Troy streets, Spuyten Duyvil, was shooting firecrackers with his 7-year-old sister, Hilda, yesterday. Contractor Charles W. Collins has been doing a good deal of blasting up there in the last three years, cutting Kappock avenue through from Spuyten Duyvil Parkway to Johnson avenue. The new avenue is high up on the hill between Kingsbridge and Spuyten Duyvil. East of the Parkway Collins had a store of dynamite in a little kennel like hut four feet high. It was about seventy-five feet from the home of J. Frederick Menke, father of Freddy. Mr. Menke is in Chicago and Mrs. Menke was downtown yesterday afternoon. Freddy and Hilda had the dynamite and firecrackers and plenty of punk and matches all to themselves.

G. M. Roden, station agent at Spuyten Duyvil, was knocked off his chair to the floor when these elements got together at 4:45 o'clock. He jumped into a buggy and got up the hill in about three minutes. There wasn't any dynamite storage hut, and the houses and barns round about looked as though they had been in the wars. Menke's fence was down. Freddy was inside the gate lying on his face, stunned. He came around all right. Hilda was in the house under a bed. The children said they had set the grass afire. When Fredy saw the fire he thought of the dynamite and took the little girl by the hand to run and get under that bed. She seems to have got ahead of him. The Menke barn was all but wrecked and the ceilings and chandeliers in the house were damaged.

The former home of Henry Steers was damaged. There are four Johnson families in the neighborhood, Gilbert A., James W., Arthur G. and Isaac R., all interested in a foundry at Kingsbridge. In their cottages windows were broken and ceilings loosened. Others whose property suffered are G. M. Roden, John Tietjen, W. H. Genedich, Walter Cox, A. V. Schlaet, W. H. Yale, Antonio Caracelli, a policeman in Brooklyn; William Wallace, Charles Wolfram, Orleans Longnecre, Robert Stevenson and Alexander Leslie. The extent of the damage ranges from a few panes of broken glass to $1,000 in loosened masonry and shattered walls.

Police Captain Schmittberger concluded to arrest Freddy for violating the corporation ordinance prohibiting the exploding of firecrackers within the city limits. John Tietjen bailed him out and took charge of him until his mother came home. At the station house the Sergeant did not know whether or not Collins had a permit to store dynamite wherever he pleased between Spuyten Duyvil and Kingsbridge.

TWO MEN HELD FOR A WOMAN'S DEATH

Mrs. Layton Was Found Dead on the Floor by Her Children.

FREEHOLD, N. J., June 26.—Mrs. Mary Ann Layton, who lived in the Pine region, near Smithburg, was found dead at her home on Saturday morning. It has been shown that her death was due to violence, and William Hendrickson and George Taylor, both of the same district, who were with her the day and evening before, were arrested and locked up in the county jail for complicity in the crime. Mrs. Layton was a widow with three little children.

On Friday she went huckleberrying. According to the testimony of her oldest boy she brought Hendrickson and Taylor home with her. The boy says that when he went to bed only one of the men was there, and that his mother sat with him on the front porch. In the morning the children found their mother dead upon the floor of the sitting room. Her body was almost nude. They ran to tell the neighbors and a physician was summoned from Smithburg. His examination showed that an assault had caused the woman's death. Hendrickson and Taylor both acknowledged being at Mrs. Layton's house on Friday night.

A Poisoned Husband Gets Well.

Notwithstanding the predictions that he would never recover, made by numerous physicians who examined him during his long sickness, Anton Prebitsky, the Pole who was poisoned almost two years ago by his wife, Malina Prebitsky, and her paramours, John and Adam Hojnacki, has become convalescent. Yesterday forenoon he left the Hudson County Almshouse at Snake Hill to return to his home in the foreign colony at Constable Hook, Bayonne. The Hojnacki brothers and the woman are now serving terms in the State prison at Trenton.

WILL NOT USE NEW SHELL.

Harvard Coach Thinks Time Too Short—Work of the Rivals on Thames.

GALE'S FERRY, June 26.—All the crews at Broadview and Red Top were out on the river at an early hour this morning. The water was very calm and scarcely any wind prevailed. Yale's 'varsity crew started up the river at 9 o'clock, Coachers Gallaudet, Cowles and Bolton following in the launch. Short stretches were taken and some advice was given by Coach Gallaudet on blade work. The rowing was very satisfactory, the eight stalwart oarsmen leaning forward and catching the water with rhythmic precision. The cedar washboards were put on all the Yale shells by John Kennedy this morning, so that the men would be accustomed to them by Thursday. Yale's freshman crew and the 'varsity four spent some time off the boathouse, the latter receiving instructions from Dr. Bolton, Cross and Greenway, who were replaced by Patterson and Cameron, gave up training this morning and left by train for New Haven.

The Yale four are rowing fairly well, but it is doubtful if any one can be found about the quarters to back them in the two-mile contest with the crack Crimson four. The latter were on the river at 10 o'clock and rowed two miles on time, covering the distance in 12 minutes 40 seconds, according to their own statement. Coxswain Howe, in speaking of this crew, said that it was not rowing in the fine form it showed last week, and that it would have to brace up if it expected to win the second event on Thursday.

Coach Jim Rodgers, who trained the Yale freshmen crew which beat Harvard and Cornell last year on the Thames, was asked by a SUN reporter to-night what chances his present crew had of winning. "Well," he replied, "the freshmen this year are rowing remarkably well, and I consider them as fine a crew as any ever sent from Yale. Although last year's freshman crew won by a close margin this eight is far superior in its watermanship. The crew last year did not get together until the last day, in fact the last minute in the race, and surprised every one.

Payne Whitney, who was captain of last year's 'varsity eight and who is assisting Coach Rodgers in getting the freshmen in shape, also stated to a SUN reporter to-night that he had great confidence in the youngsters. They pull evenly and clean and get considerable speed out of their boat. The shell to be used by the freshmen is the Clasper craft built for the 'varsity crew last year, but never used in the contest with Harvard and Cornell on account of the crew being too heavy for her.

During the morning practice of the Harvard 'varsity crew Coach Gallaudet and Capt. Allen of Yale were interested spectators on the launch of Frank Thompson, who had gone down to see the crew on Capt. Higginson's invitation. The Crimson crew gave an exhibition of fast rowing, and the New Haven experts said after they came ashore that Harvard has certainly got together a fine set of oarsmen, and that Thursday's race ought to be a very close contest.

Harvard's 'varsity crew gave another trial to the new Davis skiff this morning, Broker Smith and the Davis brothers having spent nearly all the time since their trial late yesterday afternoon in putting the craft in condition. After a few stretches had been pulled up and down the river, the men found that they were not resting comfortably in the shell. A note was made of their respective complaints, and the builders took out the rigging again. The Crimson freshmen were sent above Yale's quarters for their morning practice, but did not appear to have their usual snap.

This afternoon Coach J. J. Storrow arrived from Boston and at 6 o'clock he entered the launch with E. C. Storrow, G. S. Mumford and "Pat" Donovan. It was the intention to have the two eights row a friendly brush over a half mile and the freshmen were the first to paddle over to the starting stake, the 'varsity appearing a few minutes later. While the crews were waiting Coach Storrow had them practice starts, and the boys were in good trim when the 'varsity crew ranged alongside. Mr. Storrow asked: "Are you ready?" and an instant later gave the word "Go."

Both eights caught the water sharply and hung together until the half-mile flag drew near, when the 'varsity spurted and led the freshmen by half a boat's length at the stake. The seniors were rowing in their new Cambridge shell.

After the half-mile brush the Davis shell was ordered out for another trial, and the oarsmen said the alterations made were a great improvement and that they could work with more freedom.

"How do you find the craft, Capt. Higgins?" asked Coach Storrow through the megaphone.

"It runs very smoothly," replied the captain.

"Well, line up off the boathouse and have another go at the freshmen down stream for half a mile."

The boats were started evenly and both crews pulled for all they were worth. The 'varsity men splashed considerably and the boat rocked at the start, but it soon settled down and the crew apparently rowed as smoothly as they did in the Davy shell. This time the freshmen held the 'varsity until the half mile was covered and also kept on a line with the new shell on a brush back to the boathouse. The coaches detected nervousness in the movements of the 'varsity eight and thought this had a great deal to do with their failure to forge ahead of the freshman boat. Had the men been accustomed to the new craft they believed the margin between the crews in the half mile would have been increased considerably more than it was when the Davy shell was used earlier.

The coachers stated to-night, after the crews had finished their practice, that in all probability the new Davis shell would not be used in the 'varsity race Thursday afternoon. The boat is believed to be a very fast one, but the time is too short for the crew to take the chances of rowing a race in it. The craft stood up well to-night, running along evenly, and only a slight drop could be noticed when the crew was rowing at full speed. The failure to use the boat will undoubtedly be a great disappointment to Mr. Blakie and the syndicate who contributed toward building it and also to Broker Smith and the builders who have lost many hours' sleep in attempting to have the shell ready for the crew. The boat will probably receive a through test next year.

Harvard's 'varsity crew went to Yale's quarters this afternoon for the annual visit. To-morrow afternoon the Yale oarsmen will be at Red Top, having been invited to listen to the reports by wire of the Yale-Harvard baseball game at New Haven.

The races on Thursday are to be rowed as announced a week ago, with the exception of the freshmen event, which will not start until about 10:15 o'clock, to let the passengers arriving from Boston and New York at 10 o'clock have a chance to witness the contest. The course of the freshmen race has also been changed, the flags having been moved fifty yards toward the eastern shore to allow both crews the benefit of the current in the channel.

SPALDING FOR PRESIDENT.

This Is the Official Announcement of the Cycle Trust.

The subjoined statement concerning the affairs of the "Cycle Trust" was made public yesterday at A. G. Spalding's offices in the Vanderbilt building. It is the first official announcement of the proceedings of the combine, and it confirms in detail the facts gleaned from various sources that were published in THE SUN of last Saturday. The prognostication of Spalding's election to the Presidency is shown to have been correct by the selection of his name, given to the underwriters. The names published in THE SUN were correct in every particular. The official list appended shows only an addition of twelve new names, which are mostly those of bicycle concerns, but include also a tire plant and some saddlemakers. The accounts that the trust would take in only a few at the start and would not make changes of revolutionary character also are corroborated by this official presentation. The statement in full is:

"A meeting of the cycle trade which is to form the nucleus of the American Bicycle Company was held at the Waldorf-Astoria Hotel, New York city, June 21, 22, and 23. The following concerns were represented:

"Amos & Frost Co., Chicago; American Saddle Co., Cleveland; Acme Mfg. Co., Reading, Pa.; Barnes Cycle Co., Syracuse; Elmira Mfg. Co., Erie, Pa.; Buffalo Cycle Mfg. Co., Buffalo; H. A. Chinitz & Co., New York city; Crawford Mfg. Co., Hagerstown, Md.; Colton Cycle Co.; Columbia Bicycle Co.; Cleveland Machine Screw Co., Eagle Bicycle Mfg. Co., Torrington, Conn.; Fanning Cycle Co., Chicago; A. Featherstone & Co., Chicago; Fay Mfg. Co., Elyria, O.; Gormully & Jeffery Co., Chicago; Grand Rapids Cycle Co., Grand Rapids; Geneva Cycle Co., Geneva, O.; Hartford Cycle Co., Hartford; Hartford Rubber Works, Hartford; Hart & Cooley Mfg. Co.; Indiana Bicycle Co., Indianapolis; Indianapolis Rubber Co., Indianapolis; Indiana Novelty Mfg. Co., Indianapolis; Chain Belt Co., Indianapolis; H. A. Lozier & Co., Cleveland; Lamb Mfg. Co., Chicopee Falls, Mass.; A. D. Meiselbach, Chicago; Monarch Cycle Mfg. Co., Chicago; Milwaukee Engineering Co., Milwaukee; Milwaukee Mfg. Co., Milwaukee; Nuttall Mfg. Co.; North Buffalo Wheel Co., Buffalo; Pope Mfg. Co., Hartford; Peoria Rubber and Mfg. Co., Peoria; Sterling Cycle Works, Kenosha, Wis.; Shelby Cycle Mfg. Co., Shelby, O.; Stover Bicycle Mfg. Co., Freeport, Ill.; C. J. Smith & Sons Co., Milwaukee; E. C. Stearns & Co., Syracuse; Syracuse Cycle Co., Syracuse; G. L. Thompson Mfg. Co., Chicago; Viking Mfg. Co., Toledo; Western Wheel Works, Chicago; White Sewing Machine Co., Cleveland.

"A temporary organization was effected with A. G. Spalding as Chairman and C. W. Dickerson as Secretary. Mr. Spalding made a very complete report of his work in connection with this matter from its inception up to the present time, explaining in detail the various steps that had been taken and the obstacles that had been met and overcome, which was enthusiastically received and indorsed by the meeting, as indicated by the following resolution, which was unanimously passed and duly signed by the representatives present:

"*Resolved*, That all who are present at this meeting, for themselves and the corporations or firms which they represent, desire to express to Mr. Albert G. Spalding their appreciation of the ability and fairness exhibited by him in forming this combination of bicycle manufacturers, and, further, appreciating the immense amount of labor involving persistent and unremitting efforts for many continuous months, now congratulate him that his initial labors are successfully completed.

"Mr. Spalding expressed himself as highly pleased with this indorsement of his efforts, and was especially gratified to feel that his part of the work had been completed and that he would now be relieved of his individual and personal responsibility in this matter, and could turn it over to the manufacturers, who from now on he would represent to the best of his ability and act as their Chairman.

"Mr. Spalding reported that it had been necessary to proceed with the concerns already closed with, as indicated above, as it was an impossibility to consider the other options now in his hands until the organization of the new company was completed.

"Committees on organization, manufacturing, domestic sales and foreign trade were appointed at this meeting to prepare plans for the future work of the company. Each committee made reports before adjournment covering the various subjects, and these reports will be amplified by further consideration and will be presented to the officials of the new company when elected, and will probably form the basis for future action for the new company.

"The Committee on Domestic Sales recommended to the meeting the concentration of branch stores in different cities and their abandonment as fast as practicable from the retail field, leaving this business of the company to be conducted by the regular retail agents and dealers. This committee also strongly recommended that all agents throughout the country, who have been identified with the trade and some particular wheel be retained, and in fact everything possible be done that will be to the advantage of the agents and make their handling of the goods manufactured heretofore by the different concerns that will form part of this organization as satisfactory and profitable as possible, the general idea of the report being that for the coming year as little change as possible be made in the present method of distributing the goods. This will doubtless be reassuring news to the trade at large, as there had been some apprehension that the new combination would undertake to sell its wheels direct to the rider, thus throwing out of business a large number of agents who have pushed the sale of the brands manufactured and earned for themselves a livelihood.

"The bankers who have undertaken to finance this company, and who will have the selection of the officers for the first year, desired an expression from the manufacturers as to whom they would recommend for the office of President and ten directors, and at their request a sealed vote was taken, which resulted in practically the unanimous choice of A. G. Spalding for President. The vote for directors had not been canvassed and was not announced.

"The meeting adjourned in the best of spirits subject to the call of the Chair.

"C. W. DICKERSON, Secretary."

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