

SAY PAINT RETARDS HER.

YACHTSMEN BELIEVE COLUMBIA'S TOP SIDES SHOULD BE POLISHED.

Prof. Thurston's Demonstration That a Painted Hull Means a Loss of Three to Four Minutes in a Race of Thirty Miles Generally Recognized.

The question whether the Columbia should be painted or enter the races for the Cup with top sides of polished metal has suddenly become an important one to yachtsmen interested in the success of the American boat.

The point was discussed in all its details by yachtsmen yesterday and it was the general impression that a polished hull would offer less resistance than a painted one. It was freely acknowledged by a majority of those seen by a reporter of THE SUN that they were in favor of the merits of the case, but looking at it from a sort of common-sense point of view, they believed the paint on the Columbia's sides should be removed and a polished surface exposed to the action of the water.

It was also pointed out that the Columbia would be something more than one-half mile in length, and that the weight of the wetted surface, smooth metal, with an average speed of four miles an hour, would amount to a loss in time between three and one-half and four minutes.

It was further pointed out that the quality of the two competing boats today, it would seem extremely possible that this difference might mean the gain or loss of a few seconds.

Prof. Thurston is an acknowledged authority on mechanical engineering and metals. He has served on a number of scientific commissions for the Government and has frequently been called to testify in court on disputed points as an expert.

While much that has been done on the Columbia has been open to the public, Mr. C. Oliver Iselin, the managing owner, has refused to say whether or not her top sides will be painted. The Vigilant, the cup defender of 1893, has an underbody of bronze, while her top sides are of steel. The Defender, champion of 1895, also has an underbody of bronze, while her top sides are of aluminum. The hull of the Columbia is built entirely of bronze, so that if desired the paint now on her top sides could be easily removed.

When the yacht is sailing and one is near enough, the polished surface is easily discernible. It reflects the water like a mirror, showing it to be perfectly smooth. The painted surface extends from the water line to the rails. This paint does not reflect the water and it has a rough, uneven surface, and is smooth as the burnished metal and therefore offers more resistance to the water.

One of the best-known yacht painters was asked about the question and this is what he said: "Most yachts are built of wood and the object of painting the hull is to make it smooth and clean so that it will cause little friction while passing through the water. Of course we painters believe that paint is the best thing for a yacht. Various kinds have been used, but while some are better than others, all are good. It is not as if it has a rough surface, but the smooth bronze is smoother than paint and a yacht with that kind of an underbody will go through the water with less friction than one with the paint on. That may be so. It was tried with the Vigilant in 1893 and the Defender in 1895.

This year the Columbia is built entirely of metal. Her underbody is of aluminum and her top sides are of painted bronze. The modern yachts built to sail more or less on her side, and when heeled, these top sides go under the water. Now if it is an advantage to have the underbody burnished in order to reduce the friction to a minimum, I should think it would also be an advantage to have the top sides burnished. But if those top sides are not painted they will attract the sun's rays and the yacht will be very uncomfortable. The Valkyrie, in 1895, was painted black at first, but this attracted the heat so much that the color was changed. Unpainted metal, I think, would attract the heat more than black paint."

T. Fleming Day, who has raced many yachts in this country and in England, said he did not think the paint on the top sides of the Columbia would make any difference in her speed; he further said the paint was very smooth, and the top sides, while they were into the water, would be the yacht heeled, really offered very little resistance.

S. Nicholson Kane, Chairman of the Regatta Committee of the New York Yacht Club, said: "The question is a little too abstract, and I would rather not discuss it. I can't say whether paint would be an advantage or not. The opinion of Prof. Thurston, however, impressed many yachtsmen, who firmly believe the Columbia will enter the race with unpainted top sides. It was argued that Messrs. Iselin and Herreshoff have intended to do this ever since it was built. They had the hull of the boat been kept painted partly to overcome the heat from the sun and partly to spring a little surprise on the Shamrock delegation.

Mr. Iselin was asked pointblank at Bristol on Sunday whether the white paint would be removed from the Columbia's top sides. His reply was: "I propose to keep the matter to myself for the present."

The impression prevails among the workmen at the Herreshoff yards that the paint will be removed when the boat goes into the dry dock. The metal was selected for its special qualities of smoothness and as the top sides are of the same material as the underbody, it surely must have been the intention of her designer and owners to race her against the Shamrock with a polished surface from keel to deck.

A member of the New York Yacht Club said last night: "The yacht will present a striking appearance with her paint removed. She will be dazzling, indeed. The first time I saw the Columbia under sail was when she first raced the Defender off Sandy Hook. While she was going along before the start she happened to pass within forty feet of the yacht I was on. The day was dull and misty, but that polished surface shone like a mirror. I was impressed at once with what was manifestly a remarkable smoothness to her underbody and said to myself at the time, 'Why not take off all the white paint and polish up the top sides?' But I thought no more about it until I heard of Prof. Thurston's statement and then the incident returned to me. I should certainly say he was right. I know nothing of these matters, not being a scientist, but common sense tells me that polished metal offers less resistance to the water than white paint. Therefore I am willing to accept Prof. Thurston's figures that the difference in resistance is 20 per cent. In this case, the man who

definitely knows what he is talking about, and I think his note of warning should be heeded."

A SUN reporter saw Mr. Iselin at his New Rochelle residence last night and asked him about the report that the white paint retained the Columbia's progress.

"Well," he answered, "I have read the report, but cannot tell at present whether the top sides will be polished or not."

TO DOCK THE COLUMBIA.

Will Go to the Brooklyn Navy Yard on Thursday—Iselin Pleased With Her.

NEW ROCHELLE, Sept. 25.—The Columbia arrived at New Rochelle at 4:30 o'clock this morning and took up her old moorings in Echo Bay. The cup defender was towed from Newport by her steam tender, the St. Michaels, on Sunday night, the trip being made in a little less than two hours. Nearly all the way down the twelve hour her stern trawl sail which served to lessen the strain on the yacht in addition to helping her along. The new set of sails which will be used on the cup races are stowed aboard the St. Michaels.

It was dark when the big sloop reached here and her arrival was not noted until daybreak. C. Oliver Iselin was aboard the tender asleep in his stateroom, but at 8 o'clock he went ashore to "All View," his residence on Fremont Point, for breakfast. The yacht did not go out for a spin to-day, but sailed gracefully at anchor while the sightseers roamed around her in boats.

The yacht will remain here until Thursday when she will be towed to the Navy Yard to be dry-docked. To-morrow she will go out for a short spin if the present plans are followed. For breakfast the yacht attended the luncheon given by Sir Thomas Lipton aboard the Erin to-day having previously paid a visit to the city. A SUN reporter went to "All View" this evening where he was cordially received by Mr. Iselin.

He was accompanied by Mrs. Iselin, who docked in the Brooklyn Navy Yard preparatory to her races with the Shamrock? asked the reporter.

"Yes, the Columbia will leave here for the Navy Yard on Thursday," replied Mr. Iselin, "and she will be dry-docked by the authorities in Washington."

When she was asked exceedingly pleased with the Columbia's crew? he replied that both he and his wife were thoroughly satisfied and he was fully confident of retaining the America's Cup.

SHAMROCK ANCHORED.

Half a Mile Outside the Hook Prevents Her from Sailing.

It was blowing half a gale outside of Sandy Hook yesterday and the Shamrock did not go out for a trial spin. Early in the morning the mainsail was hoisted, and for a time it flapped idly in the wind. Then Capt. Hogarth gave the crew a trial. A reef was taken in the mainsail and a jib header was hoisted over it. It was sheeted out, carried to the mast and then sent down to the deck and stowed away. The reef forward was shaken out of the mainsail, and the big piece of canvas hoisted up to its full extent. A small cub torsk was sent aloft, and it fitted as well as the other sails. It was allowed to run in the wind for a short time and was then sent down. The wind freshened during the afternoon and blew strongly from the south-southwest.

Sir Thomas Lipton went to the Highlands on the Erin to meet some of the crew. They were on board the Erin went for a short spin in the afternoon. The guests were Col. and Mrs. Emmet, the Hon. J. P. McKim, Arthur H. Hays Sulzberger, Judge J. C. Clark, and the Hon. C. C. Crawford, Vice-Commodore of the Royal Yacht Club, and the Hon. J. C. Clark, Secretary of the Royal Yacht Club, and Hugh Macgillivray, William F. Jr., the Hon. J. C. Clark, and the Hon. J. C. Clark.

There has been talk about the possibility of the yacht being sent to the Highlands on the Erin to-day. It is reported that the yacht will be sent to the Highlands on the Erin to-day. It is reported that the yacht will be sent to the Highlands on the Erin to-day.

Probably the grand old Defender will go out of commission, as she is about to do, with a record, perhaps unbeatable, for covering Long Island Sound. On Sunday she ran from the Pequot House, New London, to City Island, a distance of 84 miles in 10 hours and 10 minutes, an average of 13.16 knots. Part of the time she logged over 14 knots.

CHICAGO'S Muddled Festival.

President McKinley Not to Attend It Unless the Labor Fight is Settled.

CHICAGO, Sept. 25.—The muddle here over the cornerstone laying and fall festival continues to cause the committees in charge all manner of misgivings and has practically reached a point where Charles Truax, Chairman of the Festival Committee, must withdraw from the labor union, which desires a strike on the new Post Office. Mr. Truax is credited with consenting to withdraw provided he has an assurance from the labor leaders that they will not demand a strike on the new Post Office.

Word was received from Washington this evening that President McKinley will not go to Chicago unless the labor fight is adjusted. The action of the new central labor body in demanding a strike on the new Post Office has given the Chicago Post Office has encouraged the labor union, which desires a strike on the new Post Office.

Preparations are going ahead for the festival and the labor union is still in a state of feeling of uncertainty and the whole thing may be called off at any time.

It is reported that the labor union is being urged to consider that invitations are out for the hands of the Mexican and Italian governments as well as for the leading men of this country and that to recall the invitations would make the failure of international importance.

ABUT OUT FROM U. S. TRANSPORTS.

Secretary Root Can't Admit Union Delegation to the Navy Yard Contractors.

Some time ago complaints were made by the Brooklyn Central Labor Union to the War Department that alien sailors were employed making repairs on United States transports at less than union wages and a request was made to the Secretary of War for permits for the officers of the United States Government to visit the Central Labor Union of Brooklyn to check the transports to ascertain the facts. A reply to the effect that the Secretary of War has no authority to give orders for entering the premises of private corporations.

SEVERAL RIOTING IN SPAIN.

General Strike at Ferrol Arsenal and a Riot.

THEY FIGHT TO THE LIMIT.

FORTY-FIVE ROUNDS IN THE RING AT CONEY ISLAND.

Tim Callahan of Philadelphia Outpoints Johnny Ritchie of Chicago in a Twenty-Five Round Fight.

Two ordinary glove fights were decided at the Coney Island Sports Club last night. In the first affair, which went twenty rounds, Tim Callahan of Philadelphia outpointed and consequently defeated Johnny Ritchie of Chicago. In the second bout, which lasted twenty-five rounds, George Siler, the colored welterweight of Trenton, beat Charley Johnson, white, of St. Paul. The latter received a hard beating.

There was not a large crowd present when Ritchie and Callahan came together for the first bout of twenty rounds at 129 Bowling Green. George Siler was the referee. Ritchie landed a left on the chin in the third round and then resorted to heavy slugboxing in order to drop his man, who was unsteady. Callahan, however, was good at inflicting, too, and toward the close of the round he had the Chicago man gasping.

As the third round was ending Ritchie aimed wild punches at Callahan and came within an inch of hitting the referee's head. To show that it was an accident Ritchie shook hands with Siler before sitting down. In the next three rounds Callahan used his left with such precision that Ritchie's nose began to bleed.

In the seventh round they roughed it, Callahan getting a bloody mouth. They were fighting fast and viciously, Callahan seeming to be the better puncher. Ritchie was in some trouble when the eighth round ended, Callahan reaching the jaw and body with powerful lefts. He was given the count in the ninth round, but Callahan had the points in the eleventh and twelfth rounds. Ritchie was so badly off that Callahan might have finished him up, but he knew enough to follow him up.

In the thirteenth round Ritchie, in avoiding a rush, slipped down and upset a pair of water bottles. He was up in a few seconds, but Ritchie came near tipping over the fall in the opposite corner in the next round. Callahan had a distinct advantage when the bell rang. Ritchie resorted to inflicting and heavy slugboxing in the fifteenth round, with the result that he was given the count in the sixteenth round. The sixteenth round was full of rapid exchanges, in which Ritchie showed improvement in his work. Callahan had the seventh and eighth rounds, but at the end of the eighth round Ritchie was again in distress during the ninth round, but he was up in a few seconds. Callahan was not equal to the emergency. In the nineteenth round Ritchie was warned for hitting and cutting Callahan, but the latter had the last round, with plenty to spare, and received the decision.

Cole's prize money matched to go twenty-five rounds at 145 pounds. There was no betting and almost 2,000 people were present. Johnson was pale and nervous in the first round. What few blows he landed were light, while Callahan hit up every time he landed a punch. Johnson was knocked flat as the bell ended the second round, but he was up in a few seconds with a broad grin on his face. His mouth was bleeding in the third round. As Callahan landed a right on the chin, Johnson fell across the face. Then Cole winded Johnson by hitting him with a right. Johnson thought that roughing might do some good in the fourth round, but Cole beat him with great swings and he was down when time was up. Johnson received some hard knocks in the fifth round, especially in the stomach, but his spirit was unbroken. Cole scored another clean knock-down in the sixth round, and had his man on the ropes in the seventh.

"Mr. Johnson, turn me loose," warned Cole as he finished in the seventh round. Johnson was in the eighth round with a right-hand smash on the jaw. Johnson was hitting and cutting Callahan, but the latter came out tough, with more hard blows, which he tried to win over. Johnson was hit in the eighth round, but he was up in a few seconds. Johnson was hit in the eighth round, but he was up in a few seconds. Johnson was hit in the eighth round, but he was up in a few seconds.

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CONGRESSMAN LOUD'S RETURN.

Sails for New York After Investigating the Foreign Postal Systems.

Special Cable Dispatch to The Sun.

LONDON, Sept. 25.—The Hon. Eugene F. Loud of California, Chairman of the Committee on Post Offices and Post Roads of the American House of Representatives, sailed for New York on the steamship Campania on Sunday. He has been successful in his investigations of the British, French and German postal systems. The postal authorities of London, Paris and Berlin offered him every possible facility for his investigations.

POPE RECEIVES FRENCH PILGRIMS.

Says by Following the Teachings of the Church France Can Attain Greatness.

Special Cable Dispatch to The Sun.

ROME, Sept. 25.—The Pope received 1,500 French pilgrims to-day. In addressing them he said that his encephalic to the French clergy was also applicable to the lay, by following which will be the Church, he continued, France could attain greatness.

AMERICAN FACTORIES FOR BERLIN.

Do He Build, It Is Said, to Supply German Demands for Iron and Other Goods.

Special Cable Dispatch to The Sun.

BERLIN, Sept. 25.—It is stated that owing to the unexpected growth of the German demand for American iron and steel goods, especially machinery and tools, several American firms will erect big works in this city.

CAPT. FRYSLAETER HONORED.

Witness Who Testified for Dreyfus Made Commander of Marine Infantry.

Special Cable Dispatch to The Sun.

PARIS, Sept. 25.—Capt. Frysletter, who appeared prominently at the Dreyfus trial as friendly to the prisoner, has been made commander of the Marine Infantry.

SAYS DREYFUS HAS IMPROVED.

Paris Paper Denies the Pessimistic Reports of His Condition.

Special Cable Dispatch to The Sun.

PARIS, Sept. 25.—The Petit Parisien contradicts the pessimistic reports of the health of Dreyfus. On the contrary, the paper asserts, Dreyfus has improved.

OBITUARY.

Capt. Francis S. Hagererty, U. S. N., retired, died yesterday in this city at the age of 90 years. He was appointed to the Naval Academy at Annapolis in 1832 and saw his first service on the schooner Experiment in the time of the nullification excitement in 1833. He went with Commodore Perry as a lieutenant.

LEADER OF THE CONSPIRACY AGAINST SERVIN'S FORMER RULER PUBLICLY PUT TO DEATH.

Special Cable Dispatch to The Sun.

BERGAMO, Sept. 25.—Knezevitch and Taislitch, the leaders of the conspiracy against the life of ex-King Milan, were sentenced to death, and the former was publicly shot this afternoon in the presence of a large crowd.

THE FAMINE IN INDIA.

Because of the Distress Lord and Lady Curzon Will Curtail Their Autumn Trip.

Special Cable Dispatch to The Sun.

DELHI, Sept. 25.—Lord and Lady Curzon have returned here from a trip to the interior. Owing to the gloomy reports of the distress caused by the famine they have decided to curtail their proposed tour in the autumn. Lord Curzon will probably pay a flying visit to a few of the affected districts.

TRIBUTE TO M. SCHEURER-KESTNER.

Immense Throng in the Funeral Procession—Dreyfus Sent a Wreath.

Special Cable Dispatch to The Sun.

PARIS, Sept. 25.—The funeral of M. Scheurer-Kestner to-day was a remarkable spectacle. The body, enclosed in a plain, rough coffin with iron handles, was taken out of the house of the Vis-Comte de la Roche, in the Rue de la Harpe, at 2 o'clock and transported across the city to the railroad station on its way to the ex-Senator's Alsatian home.

Thousands of persons assembled to witness the funeral. There were members of the Senate and Chamber of Deputies and many notables in the crowd that took part in the obsequies. The procession started from the Rue Pierre Charron to the Place de la Concorde, whence it proceeded through the Rue Royale and along the great boulevards, where they were packed with spectators, who reverently raised their hats as the cortege passed.

A number of persons were heard to say: "What a collection of German Jews; there is hardly one Frenchman present." This statement was undoubtedly a gross exaggeration, though there were many Jews and Alsatians present.

Speeches were delivered at the station prior to the departure of the funeral train. Sarah Bernhardt sent a wreath inscribed "To Truth's Apostle!"

The Fugate states that among the wreaths sent for the funeral was one signed "Alfred Dreyfus" and inscribed "Infinite gratitude."

SHOT AT FRENCH POLICE INSPECTOR.

Attempt to Kill the Man Who Directed the Operations Against Goerz.

Special Cable Dispatch to The Sun.

PARIS, Sept. 25.—A man entered the office of the Prefect of Police to-day and asked to see Inspector Goerz, who directed the operations against Gufrin's house in the Rue de Chabrol. A policeman pointed out the Inspector and the visitor drew a revolver and fired at him. The bullet went wide.

It was only by a miracle that M. Puy-Baraud escaped to escape his motive, but says that the projectile was of smaller calibre than the barrel of the revolver saved his life. Premier Waldeck-Rousseau and M. Lépine, the Chief of Police, congratulated M. Puy-Baraud on his escape.

The name of the assailant is Felix Figeac. He refused to explain his motive, but says that for three years he has been a victim of police persecution. It is believed that he is an ex-policeman who is seeking revenge for some grievance.

KEEP AWAY FROM ARMY MANOEUVRE.

Gen. de Galliffet's Warning to French Officers Travelling in Other Countries.

Special Cable Dispatch to The Sun.

PARIS, Sept. 25.—Minister of War de Galliffet has sent a circular to the commanders of all army corps forbidding all officers from travelling in Germany, Italy and Austria to attend the manoeuvres of the troops or to go to the grounds where the manoeuvres are being held without the consent of the authorities of the countries referred to. At the same time it is distinctly intimated that any officer of the country referred to will be allowed to witness the French Army manoeuvres.

EX-KING'S ASSAULT SHOT.

Leader of the Conspiracy Against Servin's Former Ruler Publicly Put to Death.

Special Cable Dispatch to The Sun.

BERGAMO, Sept. 25.—Knezevitch and Taislitch, the leaders of the conspiracy against the life of ex-King Milan, were sentenced to death, and the former was publicly shot this afternoon in the presence of a large crowd.

Eleven others were condemned to twenty years' penal servitude and seven were acquitted.

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Excursions.

ADMIRAL DEWEY CELEBRATION.

The following trips will be made by THE LONG ISLAND SOUND STEEL STEAMERS CITY OF LOWELL, NORWICH LINE.

Thursday, September 28th, DEWEY'S WELCOME. The Iron Steamboats will be dispatched from foot 22d St., North River, at 11 A. M. and P. M. on a cruise in the vicinity of Sandy Hook and await the arrival of the "Olympia," and proceed with her to the anchorage at Tompkinsville.

Thursday Evening, September 28th, TICKETS FOR ROUND TRIP, \$1.00. The Iron Steamboats will leave foot 22d St., North River, at 6:30 and 7:30 P. M. to witness the illumination of the fleet at Tompkinsville and the fireworks on Staten Island.

Friday, September 29th, TICKETS FOR ROUND TRIP, \$1.00. The Iron Steamboats will leave foot 22d St., N. R., ONLY, at 11 A. M. for the NAVAL PARADE.

YACHT RACES. COLUMBIA—SHAMROCK. The Boats of the Iron Steamboat Company have sea-going licenses, and will accompany the yachts all through the contest.

Each Steamboat Will Be Limited. Tickets for either event can and should be secured at once. They can be had only at the company's office, Room 159, 82 Broadway, N. Y.

The White Squadron Fleet of Ocean Steamboats FOR DEWEY DAY YACHT RACES.

DAY TIME TABLE—Steamboats will leave foot of West 10th St., East River, 10:30 A. M.

EVENING TIME TABLE—Leave foot of West 10th St., East River, at 7 P. M. Leave foot of West 10th St., North River, at 8:30 P. M. and all our steamboats will leave from Pier 4, East River, adjoining South Ferry, at 8 o'clock P. M.

INTERNATIONAL YACHT RACES. The Large Three-Decked Ocean-going Excursion Steamers GRAND REPUBLIC and GENL. SLOCUM.

INTERNATIONAL YACHT RACES. Steamer "Glen Island" (Formerly Wm. C. Egerton).

INTERNATIONAL YACHT RACES. Steamer "Sam Sloan."

DEWEY PARADE. INTERNATIONAL YACHT RACES. STEAMER "GEOGEANNA"

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