CONSTITUTION FLOATS.

BRONZE BEAUTY GLIDES GRACEFULLY INTO WATERS OF NARRAGANSETT BAY.

Two Minutes After the Appointed Time, 8:30 o'Clock at Night, the Cup Defender Starts Down the Ways and Fourteen Minutes Afterward Is in Deep Water—Mrs. W. B. Duncan, Jr., Names the Yacht—Saluted by Cannon, Fireworks and Cheers as She Leaves the Cradle—Mast Will Be Stepped To-day and Then She Will Be Prepared for First Trial.

BRISTOL, May 6.—Saluted by cannon, fireworks and huzzas from several hundred spectators, the Constitution gracefully glided into the waters of Narragansett Bay and there daintily courtesied a pretty acknowledgment of the compliment paid her. Promptly at 8:30 o'clock, when the tide was at its highest point, Nathaniel Greene Herreshoff, the designer of all the yachts that come from the great shipyard here, saw that all was ready, and two minutes later he gave the signal to let the yacht go. It was a successful launching and a very pretty one. Mrs. W. B. Duncan, Jr., stood sponsor for the yacht, and broke one bottle of wine on her bows as she started to slide down the ways.

Quite a large party of New York yachtsmen were present. Vice-Commodore August Belmont had invited the Cup and Regatta committees of the club to be his guests. They came in Mr. Belmont's private car, which was attached to the train which left the Grand Central depot at 1:02 o'clock in the afternoon. In the party were Mrs. W. B. Duncan, Jr., Mr. and Mrs. C. Oliver Iselin, Mr. and Mrs. Royal Phelps Carroll, S. Nicholson Kane, Newbury D. Lawton, Chester Griswold, J. V. S. Oddie and James A. Stillman.

At Wyckford the party boarded the steam yacht Colonia, owned by Frederick G. Bourne, a member of the syndicate, and the Colonia ran back to Providence. Mr. and Mrs. F. G. Bourne entertained their guests at dinner. Shortly after 8 o'clock they went ashore in the launches and took places on a platform built under the bow of the Constitution. Henry Walters, another member of the syndicate, brought up a party of friends from Newport on his steam yacht Narada. There were Mr. and Mrs. Pembroke Jones, Mr. and Mrs. C. Childs, Mrs. Charles M. Oelrichs and Miss Lily Oelrichs.

The Herreshoffs had issued invitations to residents of the town and to many friends from neighboring places and when the doors of the south shop were opened shortly after 7 o'clock they crowded in to take a look at the bronze beauty. The shop was brilliantly illuminated with electricity, and in the centre, easily resting in a cradle that was on the railway which ran into the water, stood the Constitution. Her bronze underbody was fairly dazzling as the electric light glistened on it. One got a good idea of the enormous proportions of one of these big boats, for while the bottom of the lead on which the defender rested was 30 feet long, the bow of the boat reached almost to the forward end of the shop and the taffrail was hanging over the water at the other end.

The hull is painted white above the waterline, but two red lines, one under the bow and the other under the counter, indicated the waterline and showed that the white paint did not come within a foot of that line and that a streak of bright bronze would show around the yacht when she floated to her lines. The bow is wedge-shaped and not rounded the same as the Independence, but the lines are a little fuller than those of the Columbia. There is quite a flare to the sides, and the beam on the deck must be at least sixteen inches more than on the water line. There are seven strakes of bronze platings on the boat. The upper four are flush riveted, while the others are butted. The strake at the garboard is the first of the butted plates. They are all double riveted and that work is as pretty a piece of construction as ever came out of a shipbuilder's yard. The bronze plating over the lead is wonderfully smooth. There is a slight rocker to the keel, but no more than there was on the Columbia.

In the north shop is the mast, which is completed. It is painted so that it looks like a wooden spar. It is hollow and made of curved steel plates and these plates are riveted on eight angleirons and strengthened by butt straps. It is big enough in circumference for a good-sized man to crawl through. This spar sets on a pedestal in the step and will be riveted when it is placed in position. It is rigged and the shrouds are held in position by curved steel collars. There are twenty-one aluminum hoops on the mast, to which the mainsail will be laced. The boom is not quite finished. It is made similar to the mast, but has six angleirons instead of eight. It tapers toward each end and when finished will be a little longer than the mast.

As the time for launching drew near the waters in the bay seemed to grow restive. A strong southeasterly wind was blowing and the water had served plenty high enough for the yacht to be successfully floated. The visiting yachts had taken positions off the shops and searchlights were thrown onto the doors of the south building. There were a dozen or more small craft, on some of which were the photographers who intended to try for a picture by flashlight. Inside the shop Mr. and Mrs. W. B. Duncan, Jr., Vice-Commodore August Belmont and Mr. and Mrs. C. Oliver Iselin stood on a small platform built under the yacht's bow, and the other members of the launching party were on a gallery running along the south side of the shop.

Hanging on a blue ribbon on the starboard bow of the yacht was the bottle of champagne and Mrs. Duncan held a hammer with which to break the bottle as soon as the yacht started to move. N. G. Herreshoff was on the gallery and at 8:32 o'clock, at a signal from the designer, the blocks holding the defender in place were removed and then the engine began to let out the cable that held the cradle on which the yacht reposed. A slight tremor ran over the big hull and then very slowly it began to move toward the water. As soon as it started Mrs. Duncan struck the bottle a smart blow. The glass broke and the wine splashed over the bow, while Mrs. Duncan named the boat Constitution. A hearty cheer rang out from those in the shed.

At first the yacht moved slowly, but on nearing the water she gained speed. As soon as the taffrail was clear of the shop some of the crew, who were on deck, ran the American yacht ensign up on the staff and this was the signal for the salute by cannon from the yachts and for cheers from those who lined the road along the water front.

When half the hull was clear another staff was hoisted and on this were hoisted the flags of W. B. Duncan, Jr., and of the members of the syndicate. In the bow of the boat on another staff flew the ensign of the New York Yacht Club. This was the signal for more salutes and a display of rockets and roman candles from the steamer Narada. The photographers began their work at this time and a series of flashes that made it almost as light as day made the scene more brilliant.

It took just fourteen minutes for the Constitution to get from the shop in which she had grown to deep water and there for a few moments she bowed her acknowledgments to those who had wished her such good luck. The yacht was then towed back to the pier at the north side of the shop and moored for the night. To-morrow the mast will be stepped and then the riggers will get to work to put the boat in shape for her first trial trip next week.

It was a busy day at the Herreshoff works. Active preparations were being made to put the defender into the water at the appointed time, 8:30 o'clock in the evening, and the workmen were smoothing off the burnished hull and a hundred and one small details that were necessary before the yacht took her first plunge into the water. Carpenters and joiners were attending to details in the interior, and other men were clearing out the south shop in which the yacht was constructed and making the ways ready for the cradle to run down to the water. Scraps of bronze and nickel steel were carried out of the shops and stored away in another building. Nat Herreshoff was here, there and everywhere, and no detail of any kind escaped his attention.

It was a busy and important day at the works, and the sleepy town seemed to wake up to the importance of the occasion and every one was talking yacht. Visitors came in from all points that could be reached by the trolley lines and every one at once made for the Herreshoff shops to try and get a peep at the new wonder on which the hopes of the yachtsmen of this country depend. Only a favored few were allowed into the building and they were nearly all well-known yachtsmen. They seemed to be well satisfied that the Cup was safe, that the Shamrock might be all that is said of her, but the Constitution would be a little better.

A curious crowd stood at the door leading into the birthplace of the Constitution and every time the door was opened to let a workman pass in or out there was a craning of necks to get a look at the new beauty. Those who were fortunate were able to see her lead keel and the bow of the boat. Just this peep made many persons exclaim in wonder. The lines revealed were beautifully turned, and the bronze of which the boat is built was as smooth as a piece of glass. As the sun shone through the windows in the shed the bronze glistened like gold. The underbody is burnished bright, but above the waterline the yacht is painted white just as the Columbia was two years ago.

Three steam yachts were anchored off the works during the morning. They were Frederick G. Bourne's Colonia, J. Rogers Maxwell's Kismet and Charles Fletcher's new yacht Alvina. Mr. Bourne is a member of the Cup syndicate and he made several visits to the works during the morning. In the afternoon he went to Wyckford to meet the other members of the syndicate, the Challenge Committee and the Regatta Committee of the New York Yacht Club and others who had come from New York as the guests of Vice-Commodore Belmont.

J. Rogers Maxwell, with his son Harry Maxwell and Johnston De Forest, came ashore early in the morning and were taken into the shop by John B. Herreshoff, the President of the company. Mr. Maxwell looked the boat over and then visited the other shop, where a 51-footer is being built for him.

Frederick Grinnell of New Bedford, owner of the schooner Quickstep, was another well-known yachtsman who had a look at the Cup defender. A small army of men were present to get what pictures they could, but only snap shots outside the works could be had, as the big gates at each end of the shop were closed and carefully guarded.

Then all seemed to have made up their minds to try and get pictures of John B. and Nat Herreshoff. Nat has not had a picture taken for years and has a horror of the camera. The photographers took up positions outside the shops, with their cameras loaded and pointed at the gate. When the whistle at noon announced the dinner hour the picture men got ready for action. Nat Herreshoff was the first to start out for his home. He took in the situation at once and, jumping on his bicycle, he speeded down the street at a three-minute clip and was away before a picture could be had of him. John B. Herreshoff was not so successful. He is blind and was led out by his valet. The latter tried to shield the President from danger, but turn as he would a camera was always in view and many good pictures were taken. Mr. Herreshoff was good natured about the matter, but called to his watchmen to have the guard around the works doubled.

The Meunt Morris, the tender of the Constitution, was moored alongside the South pier. The crew of the new yacht was on board and was kept busy all day by Capt. Rhodes. The flag of W. B. Duncan, Jr., flew from the staff of the steamer. This flag, a blue and red swallowtail with a white disc in the centre, will be the fighting flag of the Constitution and will be flown in all her races. Newberry D. Thorne and Ralph N. Ellis are to assist W. B. Duncan, Jr., on the Constitution in her races. Messrs. Duncan and Thorne were on hand to-day and who had come to Bristol to witness the launching, received the privilege of seeing the yacht and the launching from the inside of the shed.

Criticisms have been made because the launching was to occur so late in the evening and it has been said that the time was selected to prevent pictures of the underbody of the yacht being taken. It was hoped that the boat might be launched last Tuesday, but the work had not been completed. Nat Herreshoff then named to-night at 8:30 o'clock and when an objection was raised to the hour he said that if she was not launched then it would be impossible to do so until the 15th as the tides were getting lower each day. Mr. Duncan and the members of the syndicate wanted the launch at daylight, but had to give in because it is hoped that the first trial of the yacht will be on May 16.

There was another disappointment for those excursionists who came to Bristol to see the launching. Because of the fatal accident that marred the plunge of the Columbia in 1899 the Herreshoffs closed the piers adjoining the shops and the public had to watch the boat take her first dip into the water from boats, which were held by their owners at a good price, or from the shore. In 1899 a photographer in trying to make a flashlight picture of the Columbia blew up his can of powder. A boy was killed and another seriously injured.

The Constitution is a boat of remarkable grace and beauty. In many respects she greatly resembles the Columbia, but Capt. Nat Herreshoff has made many improvements and his new candidate for Cup honors gives promise of being more wonderful than the Columbia, in which many thought he had reached the limit of speed. With the new method of construction adopted by the Bristol genius, however, the Constitution is many tons lighter than the Columbia and a little flatter floor and extra beam will enable her to carry a large spread of canvas. As she rested on the cradle ready to slip into the water she seemed the perfection of strength, a marvel of lightness and a beauty of gentle curves and fair lines. Her waterline length is near to ninety feet, the limit of her class. Her length over all is the same as the Columbia's, 132 feet. Her sheer and freeboard do not show any departure sufficiently great to be perceptible to the most critical eye. Her beam is 25 feet 2 inches, or one foot more than the Columbia, and her draught is 20 feet, which is the same as that of the older yacht. The midship section shows more power than the Columbia's and the yacht gains here the stability necessary to enable her to carry the big rig designed for her.

The bilges show the same, smooth easily rounded lines, from which the boats from Herreshoff's boards are famous. These lines are slightly fuller and the floor flatter than the Columbia's. The greatest beam of the yacht is just aft the midship section, which is much further aft than that of the challenger, Shamrock II. The side deck line of the Constitution appears to be slightly fuller than the Columbia's from the midship section forward and she is a little wider at the taffrail, thus giving an easier turn to the frame and lengthening and broadening the floor on which she sails.

Regarding the wetted surface, there seems to be no appreciable difference between the Constitution and Columbia, which means that, with the same surface and with increased stability, the new boat will be driven through the water at a greater speed than the Columbia was. The lead keel of the Constitution is the same as that of the Columbia, the lead having been run in the keel used for the 1899 boat. The sail area of the boat will be about 14,300 square feet. The boom and bowsprit are both larger than those of the Columbia, and the mast is stepped one foot and a half further aft, so that on the base line the Constitution will measure over 187 feet. The mast is two feet longer than the Columbia's and does not bury so deep in the step. The topmast and gaff are both several feet longer than the Columbia's. The truck will be 145 feet above the decks.

Much has been said about the experiments that have been made by George L. Watson in the tank of Denny Bros., N. G. Herreshoff is not behind Watson. He began experimenting in 1876 and the harbor was the tank he used. He had a platform built out from a bench, and when on it was only about three inches above the water. On the platform was arranged a system of lever and spring balances for measuring the force required to send the models at different speed. He had one model as a standard upon one side of the platform and the trial models on the other. He weighed the models and tried all manner of ways to determine their action in the water. He also discovered the better way to keep them in trim in all manner of winds and waves. His observations were renewed in 1886, when the authorities at Washington communicated with him regarding his experiments and even sent representatives here with a view of establishing a "tank" service on the flatlands about Walker's Cove. It was finally abandoned by the Washington people and the tank was subsequently built in that city.

Capt. Norman Terry, who sailed the schooner Grayling, and one of the best of the Long Island skippers, is to be on the Constitution in her races to advise Capt. Rhodes.

FASTER THAN SHAMROCK I.

NEW AND OLD CHALLENGER HAVE A SPIN IN THE SOLENT.

They Sail Eight Miles to the Westward in a Fresh Northwesterly Wind and Shamrock II. Shows Her Superiority—Older Boat Stands Up Better, However, in the Hardest Breeze—Sir Thomas Pleased With Performance of Watson's Creation—New Yacht's Sail Area Said to Be 14,800 Square Feet.

Special Cable Despatches to THE SUN.

SOUTHAMPTON, May 6.—The feature of to-day's trial between the Shamrocks was the opportunity given to make a comparison to some extent of the two boats. In going to windward they were purposely kept some distance apart, but the space between them was not wide enough to prevent a judgment on their merits. Shamrock I. is undoubtedly faster in her altered trim than she was before and she held the challenger down the wind while the breeze was lightest. Shamrock II. suffered here from her smaller and badly setting gaff topsail. The new challenger's superiority, however, in reaching, sailing close hauled and in beating was most marked. She seemed to be capable of sailing around Shamrock I. The latter stood up the better of the two in the hardest of the breeze, and while there was little difference in the quantity of broken water at their bows the new boat cast smoother water from her quarters.

At the close of the run back, which was so slow owing to want of wind that it took two hours to sail five miles against a strong ebb tide, the Shamrock II. gained rapidly, and getting by the wind at the entrance of Southampton water, she raced fast on the weather side of the Fife boat, passing her easily, and kept ahead with checked sheets during the remainder of the fetch to the anchorage off Hythe.

Mr. Watson was not on board Shamrock II. Sir Thomas Lipton was delighted with his new boat's performance, and he was ready to let it be known that his confidence in her is growing.

Sailmaker Ratsey says she is absolutely the most perfect yacht on this side of the Atlantic. He believes there should be seconds only dividing the two contestants in the international races.

Capt. Sycamore, although he was judiciously reticent, did not conceal the fact that he was highly pleased with the boat.

Mr. Jameson was quite elated, and, with Sir Thomas Lipton, believes that the chances of the British boat "lifting" the Cup are much better than on any former occasion. Shamrock II. will not sail to-morrow, but will probably go out again Wednesday, with Messrs. Watson and Fife on board, when there will be another informal trial with Shamrock I. and a testing of the challenger's running gear. The actual contest, which is set for Saturday, may perhaps be postponed until Monday.

The measurement of Shamrock I. exceeds the Yacht Racing Association's scale, and it is estimated that she will have to allow the Meteor from seventeen to twenty minutes on a fifty-mile course.

It is believed that the accurate sail area of Shamrock II. is 14,800 square feet.

COWES, May 6.—Shamrock I. and Shamrock II. sailed in the Solent to-day eight miles to the westward in a fresh northwesterly wind. They carried gaff topsails and working staysails, but there was no real trial. Starting under the old boat's stern at 12:45, the challenger was sailed easy and wide to leeward. East of Lymington Spit she broke tacks astern of the old boat and then went in stays to the starboard, and after giving a short display of windward work she at last crossed the bows of the old boat.

After several dodges to leeward the boats returned down the wind, Shamrock II. setting out two minutes ahead, but the breeze dropped and the ebb tide set in strongly against the boats. Coming eastward, with jibtopsails set and a light wind on the port quarter, the progress of the boats was slow. The challenger is undoubtedly a faster boat than Shamrock I., but by how much cannot be told till there is an actual race.

LONDON, May 6.—The two Shamrocks were apparently racing when they started off to-day, but there is reason to believe that there was no attempt made to get the best out of the new challenger or to maintain a serious contest throughout. It is true that Shamrock I. led by two minutes when she turned from her westward course to return to Cowes, but later she was overhauled on a stiff adverse tide. The cruise was probably merely experimental, and was partly made to make sure that Shamrock II. sustained no damage when she grounded on Saturday.

The *Telegraph's* Southampton correspondent says that if the timings at the marks and the positions of the boats at certain points of the course are only taken into account, Shamrock I. might receive credit for outsailing the new challenger, but the purpose of the racing was to try the boats on different points. Time and again the Shamrock II. threw away chances which in formal racing would have been of the utmost value. Of course this was always done with the idea of bringing her alongside the trial horse in such a manner as would give a further indication of the real and comparative merits of the two boats. Thus at the start the new boat held the windward berth, but purposely let the older yacht get well ahead and then came down under her lee quarter.

They went off down the West Channel on a fetch on the starboard tack, and the older boat had a good twindward advantage before her equal when before the wind. The fact that the new boat may not yet be in perfect racing trim must be taken into consideration in this estimate, but she has yet to prove herself faster than the old Shamrock down the wind.

COMMENTS ON NEW CHALLENGER'S FIRST SPIN.

LONDON, May 6.—The *Telegraph's* yachting correspondent declares that the performance of Shamrock II. on Saturday disclosed probabilities and possibilities which served to raise solid hopes in the minds of her owner, designer and others. He says:

"Perhaps no better setting jib-headed topsail was ever before seen on a new boat. Her mainsail is a grand piece of cloth. It is carried high in the peak and throat. The Shamrock was by the wind most of the time and at the best of the breeze had no more than a nice list, which, however, suggested possible tenderness in a slightly heavier blow. There was an absolute absence of uncomfortable, hot or unsteadiness. The boat lays off for her work smartly and with an astonishing want of fuss. The bow wave breaks off white right from the forefoot, but appears thin and unhindering. It actually disappears amidships, while the wake is a smooth surfaced play of water from under the counter. One or two yachtsmen speak of the boat as being down by the head, but as the stretch of bronze runs above the waterline it is conceivable that helped by distance this should confuse the eye of the spectator."

The yachting correspondent of the *Times* remarking that there was nothing alongside of her when turning to windward, from which he judges that she is able in pointing, says that so far as could be seen, she seemed to hold a remarkably good wind and to start away quickly in the lightest airs. Regarding her tenderness he remarks that when starting without a topsail she goes over easily to a certain angle of heel, but whether she is actually tender as this suggests cannot be decided until she is seen with her jackyard-topsail set in a brisk breeze.

The correspondent further says that the boat had little way on when she grounded, but he says the bottom where she struck was sand and shingle and not mud. He describes the mainsail as being dark, and as made of Sea Island cotton of heavier make than is generally counted desirable in light weather racing. It is long on the head, has a good deal of hoist, and is peaked up at a sharp angle. It is set from the deck, American fashion, and the rapidity with which it was set speaks well for the appliances used.

The *Morning Leader* says it learns that the Shamrock II. will probably be fitted with a new mainsail before her official trial as the present one does not fit as well as is desired.

INDEPENDENCE'S FIRST PLUNGE.

May Be Ready to Go Overboard on the Night of May 16.

BOSTON, May 6.—The officers of the Atlantic Works Corporation are seriously considering a night launching for the Independence. This action will be taken, not with the idea of shutting the general public out, but simply as a measure of safe precaution. If the Boston boat should be put into the water at midday, there would undoubtedly be thousands of persons clamoring for admission to the yard and if the single wharf running out in the harbor beside the construction shed will not begin to accommodate all the yachting enthusiasts in and around Boston it is feared that if the special cars receive free swing about the yard, some will get pushed overboard when the Independence slides down the ways, in which case the Atlantic Works will become liable.

To obviate this danger it has been practically decided to launch the boat at night, and it was stated in Designer Crowninshield's office this afternoon that if the craft was completed on Thursday night of next week she will go overboard before daylight. A full tide will not be necessary, for the Boston boat will draw only eighteen feet, and there is usually this depth of water off the Atlantic Works at all hours. It was said this morning that a launching after midnight was not an improbability, in which case there will be only a few outside the owner, designer and builders present.

If the Independence is not ready for her maiden dip on Thursday, then she will not not take it until Saturday, for Friday launchings and trial trips are not looked upon favorably by Mr. Crowninshield. George Lawley went over to the Atlantic Works this morning to see how matters were progressing. He spoke hopefully of a trial trip before May 30. Capt. Haff is expected here to-morrow with a portion of the crew.

Brooklyn Advertisements. Brooklyn Advertisements. Brooklyn Advertisements. Brooklyn Advertisements.

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BROOKLYN.

Brass and Enameled Iron Beds.

The Greatest Sale in History Continued.

A few weeks ago we announced a sale of 15,000 new brass and enameled iron Beds. The quantity was much the largest ever offered in a single sale. The prices were by far the lowest ever known. And the response was overwhelming; greater than we dreamed was possible. It came not only from our Brooklyn public, but from all the surrounding country. Indeed we furnished hotels at a distance of 800 miles.

We Have Sold Up to Date

9,124 Beds—5,950 Springs—2,558 Mattresses,

a record of merchandising which we venture to say was never paralleled.

Highly polished enamel and brass require the careful handling of expert workmen in delivery and necessarily consume much more time than less bulky merchandise. Immense as are the ordinary resources of our delivery system, they were fairly overwhelmed, and we discontinued our announcements while not discontinuing the sale. The delivery force was greatly augmented, our two warehouses at 15-17-19 and 18-20-22 Bergen street were given entirely over to the work of delivery; 20 large vans were engaged in addition, and men and horses worked day and night in the distribution of this enormous quantity of merchandise. There was delay in some cases, we know. Mattresses and Springs had to be made to order, and our factories have worked at high pressure without being quite able to keep up with the sale of Beds. If you were a purchaser and had to wait a few days longer than you expected, we take this method of thanking you for your patience. If, in the enormous rush, the wrong size of bed, mattress or spring should have been delivered to you, we will be more than glad to rectify the error.

The delivery has caught up now and the sale continues with unparalleled values to-morrow. Where beds are bought without Springs or Mattresses, delivery will be made within a few days. Where Mattresses and Springs are purchased, they will be made to order and a slight delay will be incurred.

Iron Beds.

At $1.19, Our Regular Price $3.50.
1,000 of these Beds, with brass caps and vases, all sizes; in order to more widely distribute, not more than two to a customer.

At $2.45, Our Regular Price $4.75.
White enamel, with brass rail and spindles, extended foot, all sizes.

At $3.98, Our Regular Price $6.00.
White enameled iron Bed, 1-inch post, brass rail and mounts, extended bow foot; 3 foot, 4 foot and 4 foot 6 sizes.

At $4.95, Our Regular Price $7.75.
White enameled iron Bed, 1-inch post, fancy scroll design, extended foot; 3 foot, 4 foot and 4 foot 6 sizes.

At $5.25, Our Regular Price $8.00.
White enameled iron Bed, 1-inch post with brass rail and full mounts, scroll design, all sizes.

At $6.75, Our Regular Price $10.00.
White enamel iron Bed, 1¼-inch post, heavy brass rail and full mounts with extended bow foot.

At $7.75, Our Regular Price $11.00.
White enamel iron Bed, 1¼-inch post, with brass rail and full mounts, extended foot, 3 foot, 4 foot and 4 foot 6 sizes.

At $9.50, Our Regular Price $14.00.
White enamel iron Bed, 1¼-inch post, extended swell foot, with brass rail and full mounts, 4 foot 6 size.

At $9.75, Our Regular Price $14.50.
White enamelled iron Bed, 1¼-inch post, heavy brass rails, mounts and ornaments, scroll design, 4 foot and 4 foot 6 sizes.

At $15.50, Our Regular Price $23.00.
White enamel iron Bed, 1¼-inch post, very elaborate design, brass scroll centre, 4 foot and 4 foot 6 sizes.

Brass Beds.

At $17.50, Our Regular Price $25.00.
Brass Bed, 1½ inch post, extended bow foot, with husks on foot board posts—3 foot, 4 foot and 4 foot 6 sizes.

At $29.50, Our Regular Price $40.00.
Brass Bed, 1½ inch post, extended bow foot, fancy scroll design, a particularly handsome bed, 4 foot and 4 foot 6 sizes.

At $34.50, Our Regular Price $43.00.
Brass Bed, 1½ inch post, extended bow foot, fancy scroll design, 4 foot and 4 foot 6 sizes.

At $36.50, Our Regular Price $47.00.
Brass Bed, 2 inch post, extended swell foot and heavy mounts and vases, T ball joints, 4 foot and 4 foot 6 sizes.

At $39.50, Our Regular Price $53.00.
Brass Bed, 1½ inch posts, very elaborate scroll design, husks on foot posts, 4 foot 6 size.

At $47.00, Our Regular Price $59.00.
Brass Bed, 2 inch posts, extended swell foot, heavy mounts and vases, 4 foot 6 size.

At $58.00, Our Regular Price $74.00.
Brass Bed, 2 inch posts, fancy scroll design, heavy mounts and vases, 4 foot 6 size.

Cribs.

At $3.95, Our Regular Price $5.75.
White enamel iron, with woven wire bottom, size 2 foot 6 x 4 foot 6.

At $5.75, Our Regular Price $8.50.
White enameled iron with brass rail and drop sides, complete with woven wire bottom, size 2 foot 6 x 4 foot 6.

Manhattan couch Bed, made of all iron frames, and so arranged as to place one-half under the other thereby saving room and still have a full size bed at command, complete with national wire spring, mattress and bolster; regular price $14.75 ..... **$11.50**

Good Bedding Never Cost So Little.

Mattresses.

Combination of excelsior and white cotton, made under layer process, surrounding top, bottom and sides with cotton, good grade fancy ticking, full size; value $4.50. **$3.50**

Best South American black or gray horse hair, made in A. C. A. ticking, full weight:

Full size, value $20.00	**$16.00**
Large ¾ size, value $17.50	**$14.00**
Small ¾ size, value $15.00	**$12.00**
Single size, value $12.50	**$10.00**

Springs.

Double strand woven wire Springs, any size, **85c**

Double strand woven wire, with hard wood frame, all sizes **$1.50**

Double strand woven wire, with bronze finished iron frame, all sizes **$2.25**

Pillows.

All feather, 20x28, made in A. C. A. ticking, value 75c **55c**

Pure live geese prime feathers, made up in A. C. A. ticking, all sizes, value, per lb., 85c., **65c.** per lb.

Fourth Floor, West Building.

CHESS.

Finn Draws With Champion Lasker After Fifty-one Moves.

Yesterday Champion Lasker engaged in the fifth game of the series of eight games against the strong members of the Manhattan Chess Club when he met Finn. The latter, it will be remembered, is the champion of the Empire State and a well-known blindfold expert, principally known in the East Side chess resorts. Lasker again lost the toss for the move, as he has in all previous games, and he had again to put up with the defence of a Ruy Lopez. This time he relied upon the 3. P—QR3 defence. The game became highly interesting from the start, Finn playing the aggressive in very fine style. In fact, the experts present thought that he could have won the game had he played 16. PxP e.p. instead of 16. B—Q2. However, he kept the attack well in hand up to the adjournment at 6 o'clock. In the evening session Lasker seemed to get the better position, but now Finn excelled in defensive tactics and he finally brought about an end-game, which, as the champion admitted afterward, was certainly in favor of Finn. However, the latter was tired and drew the game by a repetition of moves. The score:

FIFTH GAME—RUY LOPEZ.

	Finn. White.	Lasker. Black.		Finn. White.	Lasker. Black.
1	P—K4	P—K4	28	RxQ	RxB
2	Kt—KB3	Kt—QB3	29	RxKt	R—B2
3	B—Kt5	P—QR3	30	R—Q7	P—QR4
4	B—R4	Kt—B3	31	B—K2	K—R
5	P—Q3	P—Q3	32	B—B3	R—B4
6	Kt—B3	B—K2	33	QR—Q	R—Q2
7	Kt—K2	0—0 Castles	34	B—Q2	Kt—K2
8	Kt—Kt3	B—K3	35	K—R3	R—Q7
9	Castles	Kt—Q2	36	R—Q3	K—Q
10	P—B3	R—QKt1	37	P—KR4	K—B2
11	P—Q4	PxP	38	P—Q4	Q—Q2
12	KtxP	KtxKt	39	B—Q	R—Qkt2
13	PxKt	P—Q4	40	B—B4ch	K—B2
14	B—B2	Kt—Kt3		1 hr. 52 m	1 hr. 51 m
15	P—K5	P—KR4	41	P—Q5	RxR
16	P—Q5	P—KR4	42	BxR	R—Kt7
17	P—KR4	Kt—Q2	43	R—B4ch	K—Kt3
18	P—Kt4	P—KKt4	44	K—Q4	K—Kt4
19	Q—K2	Kt—Kt3	45	R—K4ch	PxR
20	R—K	Q—KB	46	PxP	R—Kt4
	1 hr.	1 hr.	47	B—B4ch	K—Kt3
21	P—QR3	Kt—B5	48	R—K8	R—Kt4
22	Kt—B2	P—Kt3	49	B—Q7	K—B2
23	Kt—Q3	P—B4	50	B—Q8	K—Kt3
24	QPxP	PxP	51	B—Q7	K—B2
25	PxP	BxPch		Drawn	
26	KtxB	QxKtch		2 hrs 10 m	2 hrs
27	Q—B2	QxQch			

Following is the score of the game played between Champion Lasker and Richardson on Sunday:

FOURTH GAME—RUY LOPEZ.

	Richardson. White.	Lasker. Black.		Richardson. White.	Lasker. Black.
1	P—K4	P—K4	27	B—Q7	Kt—K3
2	Kt—KB3	Kt—QB3	28	R—Q5	RxP
3	B—Kt5	Kt—B3	29	QxR	R—K
4	Castles	0—0	30	PxKt3	Q—Kt3
5	P—Q4	PxP	31	P—K4	P—KR4
6	P—K5	Kt—K5	32	B—K4	R—Q
7	R—K	Kt—Kt3	33	Q—K5	P—R
8	KtxP	KtxKt	34	R—R2	R—Q3
9	QxKt	Castles	35	R—KB2	P—KR3
10	B—B3	Kt—K3	36	Q—B3	Q—R4
11	Q—Q	P—Q3	37	Q—Kt3	P—Kt4
12	Kt—Q5	PxP	38	Q—Q4	RxP
13	KtxBch	QxKt	39	PxP	R—Kt2
14	BxP	Q—R3	40	B—K3	Q—Kt3ch
15	Q—K	Kt—Q5		1 hr. 45 m.	1 hr. 52 m.
16	B—Q3	B—R4	41	K—R	Q—Q5
17	PxB	QxB	42	Q—R3	K—Kt3
18	B—Q2	Kt—Q8	43	P—Kt3	P—Kt5
19	Q—R4	Kt—B6	44	K—R2	Kt—Kt2
20	R—KB5	QxP	45	B—B5	Q—Q4
	30 m.	45 m.	46	B—Q4	Q—Q5
21	R—K	QR—Q	47	B—B3	Q—Q3
22	R—R4	Q—Q5	48	B—K7	Kt—R4
23	Q—K2	Q—Q2	49	Q—B5	Q—Q3ch
24	R—B5	Kt—Q5	50	Q—K	Q—KKt3
25	Q—B4	P—QKt4		Resigns.	
26	Q—Q3	Q—Kt3		2 hr. 36 m.	2 hrs. 31 m.

Golf at Old St. Andrews.

Special Cable Despatch to THE SUN.

LONDON, May 6.—The annual match between the Tantallon Golf Club team of North Berwick and the Royal Liverpool team was played at St. Andrews to-day and was won by the English team by 33 holes to 2. There were twelve on a side and 36 holes were played. The chief match of the morning was between Harold H. Hilton, the title holder, and J. E. Laidlay, the former champion. Hilton showed a magnificent game, finishing 6 up on the round. His stroke score was only three less than Taylor's record round in the open championship last June. Hilton went out in 38 and came home in 40.

Pool.

Charles W. Struwe and William Pigott met at Bowns's Academy last night in a match for $200 a side. Struwe, the instructor at the Knickerbocker Athletic Club, won in an easy fashion. The score being 150 balls to 71. Struwe cleared the table four times, and made a good average. Pigott is a protégé of Tim Flynn. He started well, and cleared the table twice, but his cue work fell off at the close, and he was unable to negotiate easy shots. Fifteen frames were played.

BOWLING.

To Stein and Arnold belongs the credit of being the first bowlers to defeat Clinch in THE SUN Individual Championship tournament this season. The Oriental Club member had an uphill road to travel before he succeeded in carrying off the victory. In the first two games played last night Clinch tallied 202 in each, winning both. Then Stein buckled down to steady work and won the next three. Clinch lost the deciding game by poor bowling in two frames. He missed an easy spare in the third frame and only added four pins to the spare made in the sixth frame. The Corinthian Club bowler seemed to lose his nerve after being defeated by Stein and was an easy victim for Arnold. These two defeats cut Clinch's lead down to one series over Loehr. On account of three of the bowlers going West with the New York team the games scheduled for May 14, 15 and 16 have been postponed. Last night's scores follow:

FIRST SERIES.	S	S	B	Sc.	FIRST GAME.	S	S	B	Sc.
Stein	2	5	2	171	Clinch	5	4	1	202
Missed spare. Stein									
SECOND GAME.									
Stein	3	6	1	191	Clinch	4	5	1	202
Stein	2	8	0	187	Clinch	1	8	1	173
FOURTH GAME.									
Stein	4	5	1	199	Clinch	2	7	1	180
FIFTH GAME.									
Stein	2	8	0	193	Clinch	3	6	1	189
Missed spare. Stein									
Average per game. Stein, 188 1-5. Clinch, 189 1-5.									
Umpire, C. Stampfer. Scorer, J. H. Wild.									
SECOND SERIES.	S	S	B	Sc.	FIRST GAME.	S	S	B	Sc.
Clinch	3	4	3	168	Arnold	1	7	2	167
Missed spares. Clinch 3									
SECOND GAME.									
Clinch	3	6	1	182	Arnold	5	3	2	184
Missed spare. Clinch									
THIRD GAME.									
Clinch	0	6	4	145	Arnold	3	5	2	171
Missed spare. Clinch									
FOURTH GAME.									
Clinch	4	5	1	192	Arnold	5	5	0	216
Average per game. Clinch, 177½. Arnold, 187.									
Umpire, C. Stampfer. Scorer, J. H. Wild.									
THIRD SERIES.	S	S	B	Sc.	FIRST GAME.	S	S	B	Sc.
Arnold	1	6	3	152	Stein	3	7	0	202
Missed spare. Arnold									
SECOND GAME.									
Arnold	6	4	0	224	Stein	3	6	1	192