FAMOUS YACHT SUNBEAM HERE

TO SAIL IN KAISER'S RACE—LORD AND LADY BRASSEY ON BOARD.

Owner Does Not Hope to Win Great Ocean Contest—Entered to Stimulate English Yachtsmen—Will Look Into Immigration Matters—Cruises 'Round the World

The English yacht Sunbeam, owned by Lord Brassey, arrived in port early yesterday morning. She has come across the Atlantic to take part in the ocean race for which the German Emperor has offered prizes. The Sunbeam is the oldest boat entered in the contest, but she is the best known of all, having visited at some time or other nearly all the important ports in the world. Lord and Lady Brassey were on board, and their guests are Captain and Mrs. A. Pakenham. Capt. Pakenham was an aid on Lord Brassey's staff when he was Governor of Australia.

The yacht passed Quarantine soon after 8 o'clock, and Lord and Lady Brassey and their guests came up to town, going to the Lafayette-Brevoort Hotel. The yacht went to the Morse Iron Works, at the foot of Sixty-fifth street, South Brooklyn, where she will be put on the dry dock on Tuesday and got ready for the contest.

Lord Brassey has been prominent in government service, in philanthropy and in yachting nearly all his life. He is now in his seventieth year, and in appearance is a typical Englishman. He has visited this country several times and is much interested in its institutions, particularly those that are for the betterment of the poor. While he is here he will see all that he can and will pay particular attention to the way immigrants are handled. For this purpose he will visit Ellis Island early in the week. He may make a trip to find out how those who are sent to Canada by societies in which he is interested at home are received, but he is afraid that as his time is limited here he will not be able to do all that he desires. He had intended to get here earlier, but on the way across the Atlantic he had to make a stop at Las Palmas, upon which he had not calculated.

When seen at the hotel last night Lord Brassey talked to a SUN reporter. He is most interested in the coming ocean race just now, and wanted to find out all about the yachts which are to race against his boat. He was thoroughly familiar with the performances of the American boats as well as the foreign entries. Speaking of the race, he said:

"When I first heard of the Emperor's offer to give a trophy for a race across the ocean I had no idea of entering the Sunbeam. My yacht is 34 years old and I am more than twice that age, and the Sunbeam was not built for speed. But I knew that few boats in the English fleet would be entered, and to encourage the younger men in yachting who are not so enthusiastic as they should be I decided to put the Sunbeam in the race. I thought, too, that the idea of the Emperor was a good one, and that every one who could should give it support. I am devoted to yachting, and fifty seasons of my life have been spent on the water.

"There was a deeper motive though that influenced me to enter the race, and that is explained by saying that most of my life has been spent in the public service of my country and for me there is no higher aim for a British statesman than to seize every opportunity to improve the cordial relations existing between the English speaking people. Such contests as the one to be started in ten days tend to this end.

"All my life has been much occupied with maritime concerns. In these days there seems to some to be a decreasing interest in British maritime affairs and a decay of interest in shipping. I do not share that view. It is the race, however, that I am most interested in just now, and so I must talk of my boat. In all my fifty years of yachting I never had a finer crew than there is now on the Sunbeam. We had a fine trip across the Atlantic. Every voyage that the Sunbeam has made across the Western Ocean has been by the southern route and I recommend it as the most expeditious for one who depends on sail power. Lady Brassey, who is in full sympathy with all my yachting plans, joined the yacht at Madeira and with her on board I could not risk the gales of the north Atlantic and so took the southern route.

"We left Southampton on March 27 and made Madeira in eight days. It took a day and a half to reach Las Palmas, and from Las Palmas to St. Thomas sixteen and a half days. It took eight and a half days to run from St. Thomas to this port. In all, we made 6,500 miles in thirty-four days. Three-fifths of the journey was made under sail, and the yacht averaged 194 miles a day. She averaged under sail eight knots an hour, but that is not what the Sunbeam can do, as we had light weather all the way and no chance for fast work.

"The Sunbeam is a composite vessel built of iron and teak and is coppered. She is rigged as a three masted topsail schooner. Originally she was schooner rigged and under that rig made her first voyage around the world. That was in 1876, but after that she was made a topsail schooner."

"Who is the captain of your yacht?" Lord Brassey was asked.

"Well, as far as I know, I am the captain. I am not an A. B. as far as knowing anything about knots and splices are concerned, but I am navigator and plot out the yacht's course when we are cruising and will do so in the race. The Sunbeam has sailed more than 300,000 miles in her time. She is not a fast boat, but is a wonderfully good cruiser and very comfortable.

"All is not easy on the Sunbeam, though, and when she is sailing fast there is plenty of motion. If I were to build another boat I would not copy the Sunbeam. Her rig is not the best for all sorts of weather. This was shown in this last passage. The Sunbeam is square rigged on the foremast, and when we were carrying the northeast trade winds from the Canary Islands we ran along with only the sails on the foremast set. The fore and aft sails were no good."

"Those in the race are much interested in the weather they are going to experience this month. What is your opinion of May weather on the Atlantic?"

"My experience with it is nil. But a general knowledge of the Atlantic in May leads me to believe that from May to July is the quietest time. The winter storms have passed and the West Indian hurricanes have not commenced. As far as the best passage is concerned, I have seen a specially prepared chart which shows that those vessels that have gone in a beeline have fared as well as those that have taken a northern passage. A few years ago the Sunbeam sailed from the Chesapeake to Plymouth in seventeen days and was under steam only a day and a half, and she made another voyage from Nova Scotia to Dartmouth in thirteen days and steamed only a day and a half on that voyage. This shows that if the Sunbeam is favored with her weather she can do well.

"If the weather is heavy I look to the Valhalla to win, but if not then one of the American built schooners. I do not expect to win with the Sunbeam, and, as I said before, to win the race was not the reason I entered the boat."

Referring to his work with the poor of London Lord Brassey said:

"I am president of the East End Emigration Association in London. We send away many each year, mostly to Canada, and if I had reached here earlier I would have gone to Montreal to see how those we send across are getting along. I am also president of a larger society, Dr. Barnardo's, which claims to keep open door to every miserable child seeking an asylum.

"This society began with an income of less than £200 a year, and now the income has grown to £200,000 and it is not drawn from the wealthy, but from the middle classes. It has fifty homes and asylums. This society is sending to Canada thousands of boys and girls all reclaimed from the hopeless class, and very few failures are reported. While here I intend to look into immigration matters, but my time is limited and I cannot do much."

Lord Brassey used to compile the Naval Annual, which bears his name. He was asked about the breaking up of so many British warships because they are said to be of no use. He did not care to discuss the matter beyond saying that it was impossible to build a warship that would last forever.

The Sunbeam was built in 1876 at Seacombe and has cruised all over the world. She is an auxiliary topsail schooner rigged boat having three masts. Her tonnage is 227 net and her dimensions 150 feet between perpendiculars, 154.7 feet on the water line, 27.6 feet beam and 13.9 feet draft.

BOY KILLED BY AN AUTO.

Son of W. S. Pardonner, President of the Beet Sugar Trust, Run Over in Bath Beach.

Wilson S. Pardonner, Jr., the twelve-year-old son of W. S. Pardonner, president of the American Beet Sugar Trust, 32 Nassau street, Manhattan, was run over yesterday afternoon by an automobile owned by Frank Slocum, of the Slocum Building Company of Twenty-second avenue and Eighty-first street, Bensonhurst, dying a few minutes later in the office of Dr. John E. De Mund, where he had been taken by the chauffeur, Andrew Del Gromel, 20 years old.

The accident occurred at the southerly end of the long wooden bridge running across the Dyker Meadows through Dyker Park. The boy attempted to run across the path of the automobile, which was going at a pretty fast clip, and was struck in the left side. He was tossed several feet in the air and thrown far ahead of the machine.

The chauffeur stopped his machine, put the boy in it and hurried to Dr. DeMund's office. The doctor did not recognize his patient, although the lad has been a resident of Bath Beach for a long time.

After the boy's death the police were notified and told that the boy was unidentified. The body was then placed in the automobile and taken to the Fort Hamilton station, where Del Gromel was placed under arrest on a charge of homicide, and an investigation was made to locate the parents of the dead boy. It was soon learned that he was the son of Mr. Pardonner and the family were notified and the body of the lad sent home.

There is no evidence that Del Gromel was speeding beyond the limit, or that the accident was caused by his carelessness. It is understood that the boy was not in sight until he dashed around the bend of the bridge and directly in front of the automobile.

WENT FIRST TO THE BOWERY.

Two Young Philadelphians Didn't Get Much Further.

Two Philadelphia boys, George Reilly, 15 years old, of 811 Montgomery avenue, and his chum, Oliver Burke, 14 years old, of 818 Hutchinson street, left their homes on Tuesday and came to New York in search of excitement. They made tracks for the Bowery.

Burke carried the money, $20, and he agreed to pay all the expenses of the trip. He also had a lady's gold watch.

As they left a fake show trembling with excitement over the things they had seen, three husky natives rushed them into a dark hallway and wanted to know by what right they had money. The natives searched the boys' pockets, got what was left of their capital and told them to run away. The watch in Burke's inside pocket was overlooked.

The pair concluded to take in all the free sights of New York and kill time until they could get help from home. Burke's uncle was expected to arrive from Philadelphia yesterday morning, and the boys decided to meet him at the Pennsylvania Railroad depot and get him to advance them enough money to pay their way back to Philadelphia.

They crossed the ferry to Jersey City late on Friday night tired and hungry. They went into the trolley waiting room in Exchange place and promptly fell asleep. Kid Quinn, 15 years old, of Jersey City, lifted the watch. The next moment he was dusting around the corner.

Policeman David Entwistle found the Philadelphia sleepers and took them to the First precinct station, where they told their story and said they wanted to go home.

The Kid subsequently was arrested for the larceny of the watch. He confessed that he stole it and said he pawned it for $2.

HORSEBACK CURE FOR SORE EYES.

Lieut. Payne, U. S. N., Rides From New Orleans to Hornellsville and Is Benefited.

ELMIRA, May 6.—Lieut. Fred Payne, U. S. N., has just returned from an interesting trip. He is the man into whose custody Cervera was placed after his capture near Santiago. Lieut. Payne has been in southern waters, and the reflection of the sun on the water affected his eyes. Several months ago a leave of absence was granted, and he came to his home in this city. But his eyes didn't improve as quickly as he believed they should, and, acting on the advice of a friend, he started on an extended horseback ride and returned home this week declaring that he had been greatly benefited.

Leaving here several weeks ago, he went to New Orleans and there purchased a good horse. He started alone on horseback along the Mississippi and Ohio rivers, stopping wherever night overtook him. Once or twice he was snowbound for a brief spell. For several days he traveled in constant storm, and declared that this only added to the benefit he was deriving. Crossing Ohio and Pennsylvania, he entered New York State above Jamestown and proceeded homeward. He is elated over the result of the trip and expects to be able to return to the navy soon.

TAX RATE A LITTLE HIGHER,

It Is Predicted, Because Realty Assessments Fall Below Expectation.

The official figures, made public yesterday by the Tax Department, of the increase in the assessed valuations on real estate for the five boroughs at the beginning of this year show a total of $140,640,552. In January last when the Tax Commissioners gave out their first statement of the assessed valuations the increase was put at $173,376,034. These are the assessed values of real property in the different boroughs:

	1901.	1905.	Increase.
Manhattan	$5,512,445,761	$5,605,354,941	$92,909,180
The Bronx	251,626,397	262,293,338	10,671,141
Brooklyn	865,835,107	892,426,647	26,591,540
Queens	127,459,050	135,637,935	8,178,885
Richmond	43,068,424	43,324,230	257,806
Totals	$4,798,395,739	$4,939,037,291	$140,640,552

It is believed that as the increase has been found to be $33,000,000 less than the estimate given out in January there will undoubtedly be a higher tax rate this year. The rate last year was 1.51 and it is predicted by some of the experts of the Finance Department that the rate this year will probably be about five points higher.

The assessed valuations of special franchises for this year amount to $302,193,550, an increase over last year of $50,672,100.

SHE EXPECTS FREEDOM SOON.

Nan Patterson's Counsel Thinks Jerome Will Move for Her Release.

Commander Eva Booth of the Salvation Army had a half hour talk with Nan Patterson in the Tombs yesteday. She said after the talk:

"I do not believe that the girl could have killed Cæsar Young. I think she is made of too fine material to have committed such a crime."

Abe Levy, Nan Patterson's lawyer, said yesterday:

"I feel that Mr. Jerome, an honest and square-minded man, will see that he has done his whole duty in this case. I think that on his own initiative Mr. Jerome will move for the release of the girl on her own recognizance. If bail is fixed we are in a position to furnish it. I do not think that criticism of the District Attorney's office and of Mr. Rand is justified."

POMPADOUR IS STILL IN IT,

BUT SOIREE TAKES THE WOMEN AT HAIRDRESSING SHOW.

Feminine Heads Fancified in Eighteen Different Styles on a Public Platform—The Adrea Is Something New Not Complicated by Electric Lights.

The short fat girl with deep dimples and a face like the harvest moon may perk up a bit for the pompadour is still the thing. The Association of Ladies' Hair Dressers of America has said so.

Maybe it was the rumored decadence of the style that sent such a crowd of excited women to the Murray Hill Lyceum last night to gurgle with happiness at the stunts done by twelve dark complexioned men with neat long fingers and delicately manicured nails.

The hair dressers' association gave a public exhibition of styles ancient and modern of arranging ladies' hair. The exhibition also introduced new styles hot from Paree and invented by themselves. There was a long table about two feet wide, draped in red, that ran the entire length of the room. At regular intervals double mirrors were arranged on the table, and in front of them were the best looking girls that the association could find.

The crowd of women chassed around the table, bubbling with interest, letting out staccato ejaculations and unconsciously twisting their own topknots into all sorts of fantastic designs in imitation of the art of the great masters. Some of these women were women reporters, and, between getting information for the public and points for their own use, they were much flustered. The other reporters gave up the technical part of the thing right at the start. It wasn't any use bothering. Madness lay that way.

Here are the styles that were shown: Bridal, pompadour, fantaisie, soirée, modern another modern, still another modern, yet one more modern, Adrea, modern again, transformation, the latest, Duchess of Devonshire, du bal, fantaisie No. 2, two more moderns and the inauguration.

The hairdressers started in by undoing the hair of their models and letting it flow over décolleté backs in straight waterfalls. Then they turned, bowed to the audience and started in, every hairdresser working so fast that the eye of mere man could not follow his fingers. As they worked, the masters were cheered by the enthusiastic praise of the gallery.

"C'est magnifique, Monsieur." "Oh, ain't that grand, Carrie?" "Gee whiz, Madeleine, but that's hot stuff." "Oh! if I could only get my hair to stay like that, I would never do another lick in the kitchen again." "Really quite superior, my dear, isn't it? I shall have to send Céleste to learn the knack of that beautiful wave," and so on.

Of all the styles that were shown, the one that pleased the women most was the "soirée." The blonde who posed for that style was so hemmed in by women that she could hardly get her breath. G. Berg, the hairdresser who accomplished the marvel, described it for the benefit of the ladies. He put it something like this:

"You take small pieces of white hair, silvery white, of the kind used in the best wigs, take in the back hair in two or three switches, lay them in puffs, rococo style, and drape two broken curls on each side of the neck. Surmount the whole with a crown of jewels and electric light bulbs. Every lady may carry her own battery in her corsage. It is very simple."

Monsieur Gyllstrom and a girl with corn yellow hair and a navy blue silk dress scored a hit with the "Adrea," named after the play. For his masterpiece the artist gave the following recipe:

"First part the hair on the right side and wave with the Marcel wave. Then comb the hair on the top of the head and make a round knot. Take a 26-inch switch and divide it. With one half make a twisted eight to form a loop at the back of the neck, and with the other half a broken curl. Then connect the twisted eight with the hair on top. This is very easily adjusted. Any woman can do the trick with a minute's practise."

The other style that sent the women into ecstasies was the bridal. THE SUN reporter can't describe that and all the women reporters had gone.

The work of arranging all these styles was a pretty tedious thing for the girls who sat as models. To cheer them up, the amusement committee of the hairdressers' association recited what he called capillary jests. This joke is highly thought of among the hairdressers:

Wife—There is a long hair on your coat.
Husband—That is a horsehair, my dear.
Wife—It is very fine.
Husband—It was a fine horse.

There were no prizes given for the best style shown in the exhibit. One of the members of the association said the demonstration was given with the hope that some of the 5,000 hairdressers in New York city might learn a few things and thereby elevate the trade.

POLICE SEARCH FOR PAT CROWE.

The Kidnaper Steals Into Omaha to Beg for Mercy and Disappears Again.

OMAHA, Neb., May 6.—Pat Crowe, the kidnaper of Edward Cudahy, is being searched for by half a hundred detectives and special policemen in Omaha, South Omaha and Council Bluffs to-night. The police have been after him since midnight last night, when he appeared in a newspaper office in Omaha and made a plea for mercy and clemency.

In his appeal Crowe asked that he be permitted to plead guilty, be sentenced and then released on parole, but to this plan the police this morning refused to listen. Word was sent to all offices that Crowe was in the city and must be arrested if possible. Crowe is known as a desperate man at all times, and from his talk last night he is more desperate now than ever.

He is thought to be armed with automatic revolvers and there is no doubt that he will put up a fight if he is apprehended. Crowe has always said that he would not be captured alive, but would fight to the death. His brother last night told a story which Pat had told him to the effect that while passing under an assumed name in Chicago the kidnaper had become well acquainted with a number of detectives and at one time was out on a drunk with several of them. He told them at that time that he was well acquainted with Pat Crowe and related to them a number of incidents of Crowe's life.

Demorest Wins Adelphi Athletic Championship.

Adelphi Academy's annual games were held yesterday afternoon on the college field. Don Demorest of the class of '05 won the championship and the Sigma Psi cup with some of the best all-round work ever seen in Adelphi competitions. In the hurdle race one of the contestants stumbled and snapped the hurdle in the middle. The heavy bar of wood caught Demorest on the legs and inflicted some cuts and bruises. After surgical aid by Dr. Harry S. Pettit Demorest participated in the other events.

The championship and trophy went to Demorest with 21 points, Cedric Woodward being second, with 16 points; William Van Allen Clark third, with 13, Ernest Lawton, fourth, with 12 and P. Comstock fifth, with 5.

Caledonians Win Close Match for Association Football Championship.

After one of the hardest fought and most stubbornly contested games of association football played in this vicinity in years, the New York Caledonians yesterday won the championship of New York by defeating the Hollywood Inn team of Yonkers at Cosmopolitan Park, Newark, by 4 goals to 3. In the last match between these two clubs the result was a tie.

The Hollywood Inn men had decidedly the better of the first half, the score standing 3 to 1 in their favor. In the second half the Caledonians rose to the occasion and by brilliant combination on the left wing equalized the score. Not until a few minutes before call of time was the winning goal obtained by Maxwell for the Caledonians.

NARROW ESCAPE AT AUTO RACES.

Nelson Crashes Through Fence, but Is Not Hurt—Fog Injures Sport.

The automobile racing season in the New York district was opened at the Brighton Beach track yesterday afternoon, but it was hardly an auspicious beginning. The crowd was light, a heavy sea fog hung over the course, the racing was not at all exciting and there came near being a tragedy.

Undoubtedly the fastest car at the track was the freak steamer built by Louis S. Rose, with which he won the Sir Thomas Dewar trophy on the Ormond Beach in Florida last winter. This low lying, cigar shaped, tin covered racing craft is now being campaigned by Joe Nelson, the former bicycle rider, and has been renamed the Lightning Bug. Nelson has done some miles below the minute with the car in practise on the beach track, and after the first race yesterday he went out for a two mile trial in the hope of capturing records.

He made the first quarter in 15 seconds, the second quarter in 14 seconds and was gathering headway all the time when in the last turn the rear wheel of the car skidded so that it slewed around at high angles with the course and darted through the infield fence at almost the precise spot where two years ago Albert Champion nearly lost his life in a similar mishap. There was a cry of alarm from the spectators, but it quickly changed to a cheer as the car was seen to come to a stop in the infield, only about fifty feet from the fence, and young Nelson crawled out of the manhole unhurt.

The corner of the track where the accident occurred is a bad one, the fence there having an angle. The car carried away the lower horizontal paling of the fence, but left the top one standing, just as Champion did when he ran into the infield. The axle of the little steamer struck one of the upright posts and carried it away and was broken. The car did not, however, overturn, and Nelson was able to halt it by shutting off steam and applying the brakes.

The star performer of the day was Guy Vaughan with his 40 horse-power Decauville who won both the five mile open events. In the race for cars weighing under 1,432 pounds, Vaughan gave a remarkable demonstration of uniformity in speed, and incidentally gave the crowd a treat to literal "mile a minute" racing. He covered the first mile in 1 minute 13 3-5 seconds, and each of the succeeding four miles was run in exactly one minute. Walter Christie, the New York inventor and builder of his own cars, made his first public appearance on a track with his front driving racer that he used on the Florida beach. He accomplished nothing noteworthy. The sea fog which enveloped the track was probably responsible for much of the bad acting on the part of the cars, the carburetion being poor in such atmospheric conditions. Summaries:

Two Mile Exhibition by J. P. Bruyere on a 5 Horse-power Motorcycle—Time, one mile, 1 minute 11 seconds; two miles, 2 minutes 28 seconds.

Five Mile Open—Won by Guy Vaughan, 40 horse-power Decauville; W. F. Winchester, driving E. H. H. Green's 20 horse-power Franklin, second; Joseph Heller's 40 horse-power Pipe, driven by George Cook, third. Time, 5 minutes 40 seconds. Won by quarter of a mile. Time of second car, 5 minutes 40 3-5 seconds. Time of third car, 6 minutes 35 3-5 seconds.

Five Mile Exhibition by Walter Christie—Time, by miles, 1 minute 2 seconds; 2 minutes 3 2-5 seconds; 3 minutes 5 seconds; 4 minutes, 8 seconds; 5 minutes 11 1-5 seconds.

One Mile Heat Race, Scratch, for Stock Cars—Winners to qualify for five mile handicap—First heat a walkover for Oliver Light in a horse-power Cadillac; second heat won by Alfred Comacho, 12 horse-power Franklin, by an eighth of a mile, from L. A. Mitchell's 12 horse-power Decauville; W. W. Swan's 12 horse-power Decauville, third; W. F. Winchester, 12 horse-power Franklin, fourth; Robert Peeler, 10 horse-power Autocar, fifth. Time, 1 minute 37 1-5 seconds. Third heat a walkover for A. S. Robinson, 16 horse-power Queen. Fourth heat, no starters. Fifth heat won by Oliver E. Bush, 30-40 horse-power Daimler, by one sixteenth of a mile; M. Roberts, 40 horse-power Thomas, second; W. McIlvoid, 38 horse-power Royal, third. Time, 1 minute 24 2-5 second.

Five Mile Handicap, for Stock Cars—Won by L. A. Mitchell, 12 horse-power Decauville, 2 minutes; M. Roberts, 40 horse-power Thomas, 20 seconds, second; O. E. Bush, 30-40 Daimler, scratch, third. Alfred Comacho, 12 horse-power Franklin, 1 minute 5 seconds, fourth. Time, 8 minutes 1 3-5 seconds. Won by an eighth of a mile.

Exhibition by Joe Nelson—First quarter, 15 seconds; second quarter, 14 seconds.

Five Miles—For cars weighing less than 1,432 pounds—Won by Guy Vaughan, 40 horse-power Decauville; E. H. H. Green's 20 horse-power Franklin, second. Time, 4 minutes 13 3-5 seconds.

Brighton Beach Handicap, Five Miles—Won by William McIlvoid, 38 horse-power Royal, 2 minutes 20 seconds; O. E. Bush, 30-40 Daimler, 2 minutes second; A. S. Winslow, 5 minutes, third. Time, 9 minutes 3 1-5 seconds.

VASSAR GIRLS COMPETE.

Winner of the Hurdle Race Honored by a Perch in the Class Tree.

POUGHKEEPSIE, May 6.—The fair athletes of Vassar had beautiful weather for their eleventh field day, which was held this morning on the oval. No records were broken. However, Miss Caroline Sellers Barnes, '05, president of the Athletic Association, scored for championship honors and was borne in triumph from the field by her joyous friends and was elevated to a precarious and not over dignified perch in the class tree. Miss Barnes made the record for the 100 yard hurdle race, a new event, covering the distance in 17 1-10 seconds.

Miss Alice Belding, '07, a Poughkeepsie girl, who holds the Vassar record of 195 feet 6 inches for throwing the baseball, won that event against a field of eight, with a throw of 185 feet 7½ inches. The circle was thronged from end to end during the contests and was bright with gay colors. The seniors made 37 points, the juniors 15, sophomores 23 and freshmen 22.

100 Yard Dash—Won by Pauline Angell, '06. Time 13 2-5 seconds.

Standing Broad Jump—Won by Stella Watson, '06, with 7 feet 3 inches.

Throwing Basketball—Won by M. Hiscox, '05, with 63 feet 11 inches.

50 Yard Dash—Won by P. Angell, '06. Time, 7 1-10 seconds.

Running High Jump—Won by M. Heath, '08, with 4 feet ¾ inch.

Throwing Baseball—Won by Alice H. Belding, '07, with 185 feet 7½ inches.

Fence Vault—S. Watson, '05, A. H. Belding, '07 and J. Davis, '08, tied for first place with 4 feet 8 inches.

Running Broad Jump—Won by Caroline Barnes, '05, with 13 feet 1 inch.

Putting the 8 Pound Shot—Won by M. Hiscox, '05, with 22 feet 4 inches.

100 Yard Hurdle—Won by Caroline Barnes, '05. Time, 17 1-10 seconds.

Relay Race, 300 Yards—Won by Juniors. Time, 43 1-5 seconds.

CRICKET.

Staten Island and Manhattan Teams Win in Opening Matches.

Local cricketers had their first games of the season yesterday at Prospect Park, where Staten Island defeated Kings County and Manhattan won from Brooklyn.

A fine stand by E. L. S. Steinthal and R. W. R. Powell for Staten Island was the feature of the game with Kings County. E. J. Atwood played a good innings of 22, not out, for Kings County, and H. Whalen and J. S. Mahon also added doubles. F. F. Kelly and E. L. S. Steinthal captured the bowling honors and enabled Staten Island to win by 48 runs, with 3 wickets to spare. The score: Staten Island C. C., 122; Kings County C. C., 74.

The game between Manhattan and Brooklyn was a picked up match, neither side having its representative team. The Manhattan men, however, did the better work of the two elevens and won by 16 runs and 3 wickets. F. A. Slade, C. Smith and W. Adam all batted well for the winners, while H. Rushton and J. H. Tattersall did the best work for Brooklyn. The score: Manhattan C. C., 84; Brooklyn C. C., 68.

The new cricket ground at Pelham Bay Park was opened yesterday with a match between the Mount Vernon Cricket Club and the Union county team of Elizabeth, N. J. The New Jersey men played a fine "out cricket" game. E. F. Goddard particularly excelling with a record of 7 wickets for 14 runs. The totals were: Union County C. C., 67; Mount Vernon C. C., 29.

HARVARD WINS AT FOOTBALL.

Beats Columbia by 2 to 1 in Association Game.

CAMBRIDGE, May 6.—Harvard closed her association football season this afternoon by defeating Columbia on Soldiers' Field by a score of 2 to 1. It was easily the best game of Irish-English football that has been seen in Cambridge this year. Columbia could not penetrate the Harvard defense. The Harvard men played faster football, the work of Osborne and Green in dribbling the ball being the best of the afternoon. Harvard scored her one goal from the field toward the close of the game and just missed getting another a instant before time was called. Her other point was made on a goal from penalty by Osborne after Columbia had been penalized for using hands.

Dartmouth Wins in Dual Meet With Brown.

HANOVER, May 6.—Dartmouth carried away the honors in the dual meet with Brown today, making 91 points to Brown's 35, and taking all the places in five events. Thrall established a new college record in the half mile of 1 minute 59 1-5 seconds, and Swasey lowered the college record in the 220 yard dash to 22 seconds. Wright did the best work for Brown.

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The design of the "Venus" is to expose as much of the feet and of the stockings as possible and at the same time to fit the feet like a glove, with soft, pliable delicacy and grace, and yet not gape at the sides nor slip at the heels. All these things our "Venus" does—the most bewitching low shoe, the coolest and most comfortable that was ever fashioned.

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WOMEN GOLFERS FOR ENGLAND

FIVE OF OUR REPRESENTATIVE PLAYERS SAIL ON THE ST. PAUL.

Miss Georgianna Bishop and Miss Frances Griscom in the Party—Closing Rounds at the Garden City Tournament—Handicap of the Stock Brokers.

Five of America's best known feminine golfers sailed on the American liner St. Paul yesterday morning with the intention of playing in the British women's championship, which begins on the seacoast links at Cromer, England, on May 29. In the party were Miss Frances C. Griscom, our former champion; her sister, Mrs. Samuel Bettle; Miss Ethel Burnett of Cincinnati, Miss E. N. Lockwood and Miss Mary Adams of Boston and Miss Georgianna Bishop of Bridgeport, our present champion. Mrs. Clement A. Griscom expected to accompany the party, but instead she is going to Japan to visit her son, Lloyd Griscom, who is the American Minister to that country.

The party expects to be joined in England by the Misses Margaret and Harriet Curtis of Boston. It is also expected that Miss Frances Osgood of Boston, the champion of the Women's Golf Association of that city, and Miss Borden of Fall River, both of whom are abroad, will be contestants at Cromer. The visitors, after the championship, expect to play in an international team match and to visit some of the famous links, but they will only make a short stay, returning to this country on June 17.

Miss Lottie Dod, the present English champion, and Miss Rhona Adair, a former champion, have been the guests here of Mrs. Clement A. Griscom and the visit in a great measure is in consequence of the hearty invitations extended by the two and the glowing stories they have told of the splendid golfing to be enjoyed at Cromer. Miss Griscom and Miss Bishop have played over many of the best courses abroad, but not in competitions. The only American player who has taken part in the English championship is Miss Mabel Higgins of Chicago, who was beaten last year in the tournament at Troon by Miss Rhona Adair.

Nearly all of the visitors were players on the American teams to play against the Canadian women at Toronto, in 1903 and 1904. The Americans won on both occasions, although Miss Adair played against them on the first and Miss Dod on the last occasion. The pilgrims are all expert golfers and capable of defending the honor of the American clubs, although they are very modest in their hopes of success on the foreign links, at least in the individual championship. The desire to study the game as it is played at the British championship, which is the recognized championship of the world, is the real incentive of the party in going abroad.

In the first of three Saturday handicaps, the best average of three cards to win, for a cup presented by H. R. Ferguson, at the Eastern Parkway Golf Club yesterday, the cards were:

Richard Hyde, 91, 23—68; R. Lounsbery, 96, 26—70; Mrs. T. H. Polhemus, 89, 17—72; R. A. Black 96, 24—72; J. Adams, 82, 10—72; Willard E. Edmister 93, 21—72; Daniel F. McCabe, 96, 22—74; A. I. Sherman, 83, 9—74; H. K. Robbins, 85, 11—74; R. P. Dow 91, 15—76; C. A. Hubbell, 94, 18—76; D. E. Smith-100, 23—77; J. E. Roberts, 105, 28—80; George Drury, 101, 20—81; H. B. Carpenter, 107, 25—82; H. H. Miles, 100, 18—82; W. H. Rogers, 104, 20—84; A. Meurer 111, 25—86.

No cards: D. D. Patterson, W. P. Momeyer, S. W. Bridge, W. H. Tupper, W. P. Cook.

A rush of players for the thirty-six hole handicap and the final play for the four cups made a lively finish to the invitation tournament yesterday at the Garden City Golf Club. The best score of the day was a 70 by Travis in the morning. The finals were all at thirty-six holes. The summary:

President's Cup, Final—Walter J. Travis, Garden City, beat Arden M. Robbins, St. Andrews, by 9 up and 8 to play.

Governors' Cup, Final—E. M. Byers, Allegheny, beat E. S. Parmelee, New Haven, by 8 up and 7 to play.

Club Cup, Final—C. F. Watson, Essex County, beat J. G. Ietterson, Fox Hills, by 1 up.

Garden City Cup, Final—Donald Mackellar, Midland, beat J. Campbell Phillips, Hollywood, by 5 up and 4 to play.

Handicap Returns—B. C. Fuller, Apawamis, 172, 24—154; D. B. Fuller, Jr., Midland, 166, 12—157; J. W. Coe, St. Paul's School, 186, 22—164; R. C. Watson, Jr., Westbrook, 172, 8—164; C. A. Dunning, St. Paul's School, 185, 20—165; B. E. Fuller, Garden City, 186, 24—165; J. D. Travers, Nassau, 176, 10—166; F. Oden Horstman, Merion, 185, 14—171; W. R. Thurston, Apawamis, 184, 12—172; P. R. Jennings, Garden City, 188, 16—172; C. W. Dayton, Jr., St. Andrews, 194, 20—174; O. Woodward, Marine and Field, 192, 16—176; T. T. Rushmore, Garden City, 201, 24—177; W. P. Pickett, Crescent A. C., 216, 30—186.

There was a large field out at the St. Andrews Golf Club yesterday for a special handicap, the cups being the gifts of President J. B. Thomas. John Reid, Jr., won the gross and Dixon Boardman the net score trophy. The latter also won the final for the April handicap cup, Seaging Arthur Higgins by 4 up and 3 to play. The fourteen best cards were:

Dixon Boardman, 87, 8—79; D. P. Kingsley, 84, 3—81; John Reid, Jr., 83, 0—82; J. K. Baggs, Jr., 85, 3—83; R. W. Patterson, 96, 12—83; E. B. Fletcher, 90, 5—85; D. B. Fielder, 91, 6—85; R. B. Tillinghast, 93, 8—85; W. E. Hodgman, 95, 9—86; I. N. Seligman, 101, 14—87; J. I. Straus, 103, 15—88; J. C. Ten Eyck, 98, 9—89; R. Harrison, 103, 14—89.

WASHINGTON, May 6.—Surprises ruled in the Chevy Chase Golf tournament which was wound up to-day. Sam Dalzell, Chevy Chase, won the club cup by defeating J. C. Davidson, Columbia, 3 up and 1 to play. Cleve Harrison, Chevy Chase, defeated Ormsby McCammon, Chevy Chase, 1 up in the finals for the consolation cup. P. M. Prescott, Chevy Chase, won the third cup, with 4 up and 2 to play, over H. E. Davidson, Columbia. Dr. Lee L. Harban won the gross score handicap prize with 78, boys' figures. Representative B. H. Gillett, Massachusetts, won the net score handicap prize with 90, 18—72; Findlay Douglas turned in a score of 86, 2—84.

The weekly handicap at the Fox Hills Golf Club resulted in this order:

Class A—A. D. Seaver, 86, 12—74; T. T. Allen, 88, 12—76; A. J. Billen, 90, 12—78; J. E. Faber, 88, 8—80; Frank Sears, 87, 6—81; C. T. Riley, 96, 15—81; C. S. Kellogg, 91, 8—83; H. Walser, 91, 8—83; J. A. Janin, 89, 4—85; R. R. Mamlock, 96, 11—85; W. A. Hamilton, 95, 6—89; W. G. Hoople, 100, 11—89; C. A. Kimball, 97, 7—90; H. G. Armstrong, 99, 8—91; C. W. Sparks, 99, 8—91; W. L. Davidson, 105, 11—94; W. Lambert, 106, 11—95; E. W. Scheffer, 110, 12—98.

Class B—A. D. Meacham, 91, 17—74; J. B. L'Hommedieu, 106, 27—79; G. R. Kelso, 97, 15—82; C. S. Ahistrom, 106, 14—92.

Thirty-seven cards were returned in the handicap qualifying play for the Donald G. Geddes cup yesterday at the Dyker Meadow Golf Club. Five tied for the last three places and will have to play off before the draw is made for the first round. The sets were:

H. G. McKeever, 87, 9—78; W. R. Thompson, 97, 20—79; F. J. Phillips, 91, 9—82; H. C. Carbaugh, 99, 14—82; W. H. Thurston, 98, 16—82; W. F. Smith, 100, 17—83; A. P. Clapp, 92, 9—83; G. Weatherby, 88, 5—83; A. R. Fish, 90, 7—83; N. T. Walden, 94, 11—83.

Carbaugh, who used to play as a Lieutenant when stationed at Fort Hamilton, has just returned from a four years stay in Manila. He is now a Lieutenant-Colonel and stationed at Governors Island.

There were forty-five starters in the ninth annual handicap of the New York Stock Exchange Golf Club, of whom thirty-eight returned cards. C. B. Macdonald won the gross score prize with the card of 41, 87—78, which included four 3 holes. L. S. Kerr and R. P. Worrall were tied for the first and second net prizes at 72, and Daniel Bacon and Lindley Tappan tied for the third net at 73. All will have to play off. The summary:

L. S. Kerr, 79, 7—72; R. P. Worrall, 80, 8—72; D. Bacon, 82, 9—73; L. Tappin, 83, 10—73; J. P. Thomas, 89, 15—74; Richard King, 88, 13—75; W. J. Currie, 94, 18—76; H. Rindskoff, 85, 16—77; C. B. Macdonald, 78, 0—78; F. F. Robbins, 103, 25—78; D. Chauncey, 82, 3—79; D. H. McAlpin 91, 89, 10—79; J. B. Mabon, 89, 10—79; H. H. Meyer, 104, 24—80; F. B. Alvord, 85, 5—80; C. J. Turner, 98, 18—80; H. H. Henry, 98, 18—80; D. Henry, 107, 27—80; George M. Sidenberg, 101, 20—81;