CORNELL CREWS WIN

Ithacans Finish First in All the Intercollegiate Regatta Events

WISCONSIN IS SECOND

Badgers Are Right Behind Winning Shell in the 'Varsity and Freshman Races—None of the Records Is Touched.

POUGHKEEPSIE, N. Y., June 21.—Cornell won all three of the events in the Intercollegiate association regatta today. The four-oared race was easy work for her, but in both the freshmen and 'varsity eights she was so closely pressed that she really had to win them in the last half mile by a display of reserve force which none of the other crews could bring to bear. The summary follows:

Four-oared race, two miles — Cornell first by five lengths. Time, 10:43 3-5. Pennsylvania second by three and a half lengths. Time, 10:54 4-5. Columbia third. Time, 11:08.

Freshmen eight-oared race, two miles —Cornell first by two and three-fourths lengths. Time, 9:34 4-5. Wisconsin second by two and a half lengths. Time, 9:42 4-5. Columbia third by one and one-half lengths. Time, 9:49. Syracuse fourth by four lengths. Time, 9:53. Pennsylvania fifth. Time, 10:05.

Varsity eight-oared race, four miles—Cornell first by three lengths. Time, 19:05 3-5. Wisconsin second by one and one-half lengths. Time, 19:13 2-5. Columbia third by one and three-fourths lengths. Time, 19:18 3-5. Pennsylvania fourth by three-fourths length. Time, 19:26. Syracuse fifth by two feet. Time, 19:31 2-5. Georgetown sixth. Time, 19:32.

Swept the Hudson.

Cornell this afternoon won the greatest triumph of her history in boating. The Ithacans literally swept the Hudson, winning all three events in the intercollegiate regatta, the 'varsity, the freshmen and the four-oared races. In each race the crews, coached by Charles Courtney, had to fight all the way from start to finish for victory. In only one of the three races did the Ithacans dare at any time to let down on their speed.

The Wisconsin boys won the second honors of the day and to them belongs great credit for the splendid fights which they made in the 'varsity and freshmen races, in both of which events they finished strong second to the Ithacans.

In all three races Columbia finished third. In the four-oared, Pennsylvania was second, but in the 'varsity race the Quakers finished in fourth place and in the freshman race they were fifth. The University of Syracuses beat the Quakers out for fourth place in the freshman event and in the 'varsity Syracuse fought Georgetown out in the last few lengths, beating the boys from Washington by less than a yard at the finish line.

In none of the races were the records touched, but in all three events the times were not far above the fastest that have been made on this course.

Big Crowd Braved Rain.

Despite the clouds and rain a big crowd came to see the races. All through the morning it seemed as though postponements would be necessary, but as the hour for the first race of the day drew near, the wind died away and gradually the sun fought its way through a nasty gray sky.

The races were all rowed under splendid conditions, the crews had a fair wind with them and a ripping tide to help them on. Courtney says that his 'varsity eight had power enough to have lowered the record of 18:53 1-5 made by Cornell a year ago if his crew had only been harder pressed.

The Ithacans now make public the fact that a week ago they came within four seconds of the record and that they are sure they would have done even better this afternoon if they had had to fight a little harder on the last mile. They admit that the freshman race was a surprise, but they say they were confident of winning the four-oared event. The Badgers, plucky as usual, make no complaint. They are satisfied that the fastest eight won in both the 'varsity and the freshman events, while Columbia is thoroughly satisfied with the showing made by her light crews.

The New Yorkers did not expect to win the 'varsity race; they were doubtful about the freshman race, but they did believe they would win the four-oared and perhaps would have done so, but for the breaking of an oar lock.

The Quakers have little to say. Pennsy's most conservative admirers did not expect a much better result, and they have no excuses to make. The Georgetown boys were greatly disappointed in the 'varsity race, for last night they were betting that they would whip Columbia.

The 'Varsity Race.

The story of the big 'varsity race is the record of a hard struggle for all six crews for four long miles. For almost a mile the long graceful shells were lapped in the struggle. Over the second mile Cornell began to gather her lead, but Columbia hung to Wisconsin for second place with a deadly grip, while Georgetown was almost nose and nose with the New Yorkers, with Pennsylvania and Syracuse only a few feet behind.

This was the order of the boats right up to the last half mile, where Pennsylvania spurted and finally Syracuse jumped ahead of Georgetown only a few yards from the finish.

Over the last two miles of the race Cornell widened the gap between her and the Badgers little by little, but twice the boys from Wisconsin spurted and pulled the Ithacans back. Columbia hung to Wisconsin up to the three-mile flag and even at the beginning of the last half mile Wisconsin was leading the New York boat by only a length and a half. Georgetown held fourth place in the race up to the last half mile, when the Quakers pulled away. The Washington boys struggled hard, but finally dropped back to sixth and last place in the struggle.

Crews Get Away in Good Style.

It was almost 6 o'clock when Referee John Eustis asked the 'varsity men if they were ready and fired his pistol. All six crews got away in good style, but the Cornell boat soon began to creep ahead.

At the end of the first eighth of a mile Cornell had a lead of ten feet over Wisconsin, while the other foursheils were zig-zagging alongside of the Badgers' coxswain.

At the end of the quarter mile the Ithacans had their shell a good quarter of a boat length ahead of the Badgers. It was a race to warm up the most cold-blooded. From the long observation train a curious medley of cheers broke the stillness of the Hudson, and reverberated among the hills. Cornell and Wisconsin were wild with excitement, while Columbia was delighted with the way in which her crew was fighting for the lead.

At the end of the first half mile the six shells had begun to assume final relative positions in the race, which could now easily be measured off. Cornell was leading by three-quarters of a boat length over Wisconsin, while Columbia was a bare quarter of a length behind the Badgers. Georgetown, Pennsylvania and Syracuse were pulling in the order named, with only a few feet separating the noses of their shells.

Cornell Settles Down.

Cornell had started into the race at a 34 stroke, and so had Georgetown and Syracuse. Columbia and Pennsylvania both started at 37, while Wisconsin rowed 36 strokes to the minute for the first quarter of a mile. At the end of the first half mile Cornell had settled down to a 32 gait and so had Syracuse. Georgetown had raised her stroke one point and so had Wisconsin.

The Badgers were now rowing 37 strokes to the minute while Columbia and Pennsylvania had each dropped from 37 to 35.

Cornell's boat was running beautifully between strokes and so was Wisconsin's, but the Badgers were using more power to get their speed. The New Yorkers were doing better than anyone had expected, while Pennsylvania was doing a great deal. Georgetown's big crew was slugging it and so was Syracuse.

At the end of the first mile Wisconsin had cut down Cornell's lead by half a length, and the Ithacans weer barely a quarter of a length in the lead. Columbia had dropped a half length more behind Wisconsin. Georgetown was a half length behind Columbia, with Pennsylvania ten feet in the rear, and Syracuse a half length behind.

The Ithacans had plainly settled into their pace, and were still rowing at 32. Wisconsin had dropped her stroke down a point, and so had Pennsylvania and Georgetown. Columbia and Syracuse were still holding the same gait they had struck at the end of the first half mile.

On the Next Half Mile.

Over the next half mile Cornell began to make up what she had lost. Little by little the Ithacans pulled away from the Badgers until they were leading by a full length. Columbia clung to Wisconsin without losing a foot, while Georgetown, Pennsylvania and Syracuse were once more almost even. The Badgers dropped their stroke down another point, and were now rowing at 35. Columbia put hers down to 34. Pennsylvania raised hers to 35 and Georgetown put hers up two notches to 36.

Cornell and Syracuse were still clinging to 32.

The Badgers were still ready to bet that they would win the race, and their hopes leaped up again as their crew, rowing at two points lower per minute, passed the two-mile flag, with Cornell barely seven-eighths of a length to the good.

The same distance separated the Wisconsin and Columbia boats. Two and a half lengths behind Columbia, Georgetown, Syracuse and Pennsylvania were still nip and tuck. Half a mile further on the Ithacans were a length and a half in the lead. Columbia was still clinging to Wisconsin, while the other three eights had all pulled up a good length on the New Yorkers.

At the Three-Mile Flag.

At the three-mile flag the race seemed to be over, for Cornell was now two lengths ahead. Columbia had dropped back to a length and a quarter behind the Badgers and three good lengths separated the New Yorkers from the last three crews in the race. But the Badgers were not yet whipped. Once more they spurted and once more they cut down Cornell's lead by a quarter of a length before the Ithacans had reached the three-and-a-half-mile flag. There was more power, however, left in the Cornell boat, and the Ithacans simply laughed at the Badgers and then let out for the finish.

Cornell finished three good lengths ahead of Wisconsin. A length and a half separated the Wisconsin and Columbia boats, while the Quakers were nearly two lengths behind the New Yorkers. Syracuse was not more than fifteen feet behind Pennsylvania, and Georgetown was less than a yard behind Syracuse.

The Freshman Race.

In the freshman race Cornell got the lead at the start and never once lost it. For the first half mile Syracuse made a splendid fight for second place, but before the end of the mile Wisconsin had pulled into second place. Syracuse was in fourth and Columbia in fifth place. All five boats were lapped, and it was not until the last half mile of the race that there was open water between any of the shells. Over the last mile Cornell and Wisconsin fought it out for first place, but the Ithacans gradually pulled away from the Badgers. Columbia jumped upon Syracuse on the last half mile and beat out the Syracuse boys by a length and a half for third place. The Quakers remained in fifth place from beginning to end in this race, and at the finish were four lengths behind Syracuse.

In the 'varsity four-oared race Pennsylvania took the lead at the start, with Cornell a close second and Columbia in third place. The Ithacans gradually pulled up even with the Quakers, and at the half-mile were leading by two boat lengths while Columbia was a length and a half behind the Quakers. Columbia spurted, but soon fell back and the Ithacans jumped ahead length by length until they were five lengths ahead at the finish. There were three and a half lengths between Pennsylvania and Columbia.

TALKERS KEEP ON TALKING.

Seven Speeches on the Philippine Bill in the House.

WASHINGTON, D. C., June 21.—Debate upon the Philippine civil government bill lagged in the house today. There were seven speakers, Messrs. Reeves (Ill.) and Bromwell (Ohio) for the bill, and Messrs. Maddox (Ga.), Dinsmore (Ark.) and Thayer (Mass.) against it. Mr. McClellan (N. Y.), a son of the late Gen. George B. McClellan, delivered a short but eloquent defense of the army.

Earlier in the day the conference reports on the military academy and sundry civil appropriation bills were adopted.

HARD TO GET ONE TO STICK.

Third Democratic Nomination Necessary in One District.

CARBONDALE, Ill., June 21.—For the second time in the present campaign the Democrats of the Twenty-fifth Illinois congressional district are without a candidate for member of congress against Congressman George W. Smith, the Republican nominee.

The county primaries instructed the delegates for David W. Karrakon, who was an avowed candidate, but three days before the congressional convention held in this city he refused the use of his name. The convention named Reed Green, of Cairo, as the nominee and he has just declined the nomination.

The convention will meet July 1 and so far but one name is mentioned for the place, that of Walter Williams, a junior law student of the University of Illinois.

Sailor Is Diplomat.

"Ain't I just a little bow-legged?"

"Bow-legged? The idea! Why, it was only yesterday, sir, I was telling the head cutter that your lower limbs, sir, were absolutely without a parallel and he agreed with me, too."—The Automobile Mazagine.

IN SPANKING BREEZE

Jim Crack, Weirdling and Highlander Carry Off Honors at White Bear

CAVITE BREAKS DOWN

Accident Prevents Her From Making a Close Finish With Dreser's Boat in a Fourteen-Knot Wind.

While the weather was a bit disagreeable for most people yesterday, yet it was a good yacht racing day, and the boats of the White Bear Yacht club had plenty of wind for their races off the club house at Dellwood. A strong breeze, blowing squally, twelve to fourteen knots an hour, from the northwest, held throughout the race, and the lee rails were awash. Highlander, Weirdling, Jim Crack and Blanca were the winners in their respective classes. Fourteen boats started, of which thirteen finished.

Most of the boats went out with one reef tucked away, and some even had two reefs with storm jib. It was a hard day on old riggings, which was instanced in several cases. Cavite was the first to suffer with a mishap, and it was sufficient to put her out of the going. After turning Wildwood buoy and entering on the third knot, her side stay gave way as she came into the wind, and as the break could not be readily repaired, Capt. Rees pulled out of the race. Jim Crack also had a little trouble with her jib. Undine probably played in the hardest luck. After leading her class for six miles her jib support gave way on the return to center the second time. She fell back considerably while repairs were being made, losing the nice advantage which had been earned by hard work.

Five Seventeen-Footers.

The first class sent off by Starter Tarbox were the seventeen-footers, of which there were five entered. It was a pretty contest to center, Avis having a slight lead, with Mooswa second and the others well up. The boats all jibed handily and immediately set spinnakers on the free run to Wildwood. Jim Crack moved up rapidly, taking first place, and showed a clean pair of heels at the Wildwood mark. Next came Avis, then Nausett, Mooswa and Monedo in the order named. Young Ordway kept his boat in the lead for the balance of the course. The fight for second place honors was keen throughout. All the boats, with the exception of the leader, turned the fourth knot in a bunch. After this point Monedo and Nausett pulled away from the other two, and after some sharp work Nausett pushed across the line second, thirty-three seconds in front of Monedo. Jim Crack won by two minutes and thirty-seven seconds.

There were four starters in the open class, Cavite, Weirdling, Spindrift and Aloha. Weirdling was first over the line at gun fire, with Cavite right up. Aloha was a minute slow in starting. Down to center Cavite and Weirdling sailed side by side, and on the free run to Wildwood they were still neck and neck. On turning the Wildwood mark Cavite broke her side stay, which compelled her to stand off, and spoiled what promised to be a close contest. Weirdling's lead on the other boats was increased constantly throughout the race, and she won by nearly five minutes, Spindrift second, and Aloha third. Aloah was undermanned and her jib drew badly, but a lighter breeze would suit her better.

Royal Battle in Class A.

The three boats in class A fought a battle royal. Undine lead from the sound of the gun up to the sixth mile, and it seemed as though she was at last to be rewarded with a victory, but the uncertainty of yachting and the unreliability of rigging, presented itself to Capt. Clarkson very forcibly at this point. In a jiffy her jib gave way, and although Capt. Clarkson worked rapidly to repair the break, the heavy sea pounded him hard and he drifted somewhat out of his course. Before the break was repaired victory had been snatched away, as the Highlander, which was sailing well up, immediately shot into the lead and kept it until the finish. Undine and Minnezitka sailed side by side for the rest of the distance, Minnezitka crossing the line forty-eight seconds in front of Clarkson's boat. Highlander's time was one hour twenty-one minutes and twenty-seven seconds. Minnezitka's was one hour twenty-five minutes and six seconds, while Undine made the course in one hour twenty-five minutes and thirty-three seconds.

Only two class C boats were sent away on the six-mile course. Blanca, last year's champion, led from start to finish, winning by the big margin of eleven minutes from Nip.

Summary of Races.

Boat and Skipper.	Time 4th Mile.	Finish.
Class B		
Jim Crack, J. Ordway	45:38	1:29:13
Nausett, Clark	47:10	1:31:55
Monedo, Shepard	47:55	1:32:28
Avis, Ring	48:20	1:34:15
Mooswa, Don Taylor	47:46	1:34:59
Open Class—		
Weirdling, Dresen	44:55	1:28:52
Spindrift, W. Skinner	48:32	1:33:15
Aloha, Armstrong	51:51	1:38:10
Cavite, Rees	Disabled.	
Class A—		
Highlander, McLaren	42:00	1:21:27
Minnezitka, T. Griggs	42:28	1:25:06
Undine, Clarkson	41:40	1:25:33
Class C—		
Blanca, Griggs Jr.	53:00	1:17:57
Nip, McKechnie	1:02:20	1:28:45

Course—Class A, B and open, eight; class C, six knots. Wind, north by west, twelve to fourteen knots. Starter, Tarbox. Timekeeper, Creswell.

Yachting Notes.

All the races yesterday were for pennants. Next Saturday cups are offered in each of the classes.

Capt. Ordway has heard nothing from Crusader since she left here. Certain telegraphic dispatches have it that she arrived at Bridgeport several days ago, but this could not be confirmed. Ordway will leave for the East tonight by way of Montreal.

The crew that is likely to sail the Crusader will be composed of L. P. Ordway, Don Bunn, John Johnson and F. M. Douglass. There will be other White Bear yachtsmen at Bridgeport to fill in in case of heart disease emergencies.

An informal race among four of the contestants in the Bridgeport trial races for the Seawanhaka cup was held yesterday afternoon off New Rochelle. The four boats entered were the Nutmeg, Seeress, Massasoit and Tecumseh, and the course sailed was twenty miles. The Bridgeport races begin June 30, and continue for four days.

John Johnson left for Bridgeport Wednesday evening and witnessed the race off New Rochelle yesterday. He will look after Crusader during the trial races.

The yaching spirit has caught on immensely this season. Minnetonka, Calhoun and Bald Eagle are alive with yachts and yachtsmen. Isn't it possible to get the best of Minnetonka and White Bear together some of these days?

The house committee has announced the annual tennis tournament to be held on the courts of the club at Dellwood, commencing Saturday afternoon, July 19. The first hop of the season will be given at the club house Saturday night, June 28, and continuing each Saturday during the summer. The last train into the city on Saturday nights will leave the club house at 11:08 p. m.

A week ago the yachts were confronted with a regular Lizzie breeze. Yesterday the squalls played hide and seek around everything afloat.

Undine has been gotten into pretty fair shape, and she looked all over a winner yesterday. Then came the rub. Weirdling made her appearance yesterday with a bowsprit, which seems to have balanced the boat nicely.

Keewaydin, which has made many circuits around the lake, and has won many hard battles in the White Bear club will be entered in next Saturday's races in the open class. A new skin, new deck canvas, and all around bracing have made the boat better than ever.

Minnezitka was sailed by her new owner and skipper yesterday, Capt. Theodore Griggs, and here's hoping that she may never grow weary.

Secretary Merrill has announced that he will donate a suitable trophy for the winner of the one-design boats in the B class. There is an incentive which the skippers of these boats will not pass up very readily.

One thing the club ought to do, and that is to place a reef buoy off the reef on the south shore. The club has always looked after this, and before some craft gets buckled up on the reef some dark night this thing should be looked after.

WYETH WINS DERBY

Continued From First Page.

flying leaders and by this time Aladdin had taken third place, closely attended by Belle's Commoner. Wyeth had moved up from last place and had passed Prowl, Pentecost, Lord Quex, Lucien Appleby, Hermis and Arsenal. When half the distance of the race had been completed Heno and Otis had a commanding lead and showed no sign of tiring. Belle's Commoner and Wyeth were the nearest attendants although Aladdin was still up and on the rail, Coburn apparently preferring to drop back to fifth place rather than hustle his horse with half the race to be run.

Down the Back Stretch.

There was no change in the order down the back stretch, but when a full mile had been completed Bullman seemed to think the time had come for him to make the run with Heno. It was a poor piece of jockeyship. Heno, when let down, drew away from Otis, and went round the far turn, increasing his lead until fully three lengths in advance. Otis hung on gamely, and it was not long before Heno began to show signs of coming back.

As they rushed round the last turn into the straight run for home, Heno had still the fore, holding first place, but the effort was costing him dearly, and already his stride was beginning to shorten perceptibly. He ran on with bull dog courage, but could not shake off Otis, who had closed up much of the gap the Eastern colt had opened around the turn. Belle's Commoner, Weyth and Aladdin now appeared to be running more strongly than the two leaders, and those who are quick to discern when a race horse is approaching the beaten point raised a cry that neither Heno nor Otis would get any of the money.

No sooner did it become plain that the favorite really was in distress than Otis also began to cry enough. With a furlong still to run, both were straight as a string, and it was plain neither could stay in front of the wire.

Syne Starts Finish.

Then it was that Lyne made his move on Wyeth. He let the colt down and the son of Warsforth and Fonse came away past the leaders with little effort, and 100 yards from the wire was hailed as the winner. Lyne kept him going, and at the same time had a little in reserve in case some one of the others should come behind with a rush. He was watching for this, and saw Lucien Appleby and Aladdin coming fast to the finish, but all he had to do was to keep his horse going to stall off their furious rush. Woods and Coburn were driving hard through the last sixteenth of a mile, and they certainly got the most out of their respective mounts, but it was not in Lucien Appleby and Aladdin to beat Wyeth, and he passed under the wire a comfortable winner by almost two lengths.

Otis, despite the heavy weight he was carrying, ran on to the end in the most resolute fashion, and finished fourth, depriving Heno of the barren honor, but having the satisfaction of winning the duel that he and the Eastern colt had fought out every inch of the journey over the full Derby course. It was a grand struggle between these two colts, who were beaten by their own tremendous efforts, and were far from disgraced.

It is no exaggeration to say that today's American Derby was the finest contest in the eyes of horsemen that has been seen here since Boundless beat an equally large and high-class field in 1893.

The Summaries.

First race, mile, three-year-olds and upwards, purse $800—Wain-a-Moinen, 102, Beauchamp, 2 to 1, won; Federal second, Jiminez third. Time, 1:44 2-5.

Second race, six furlongs, for three-year-olds and upwards, purse $600—Elsie L. Dean, 6 to 1, won; Vulcain second, Zieba third. Time, 1:16 3-5.

Third race, the American Derby, $20,000 added, for three-year-olds, mile and a half—Wyeth, 122, Lyne, 12 to 1, won by one and one-half lengths; Lucien Appleby, 122, J. Woods, 10 to 1, second, by three lengths; Aladdin, 122, Coburn, 20 to 1, third, by three lengths. Time, 2:40 1-5. Otis, Heno, Prowl, Bells Comoner, Lord Quex, Arsenal, Hermis, Corrigan and Pentecost also ran.

Fourth race, seven and a half furlongs, selling, three-year-olds and upwards, purse $600—Alfred Vargrave, 112, Redfern, 4 to 1, won, Stuyve second, Lacrimae third. Time, 1:33.

Fifth race, four and a half furlongs, two-year-olds, purse $600—Sidney C. Love won, Watkins Overton second, Rheta third. Time, :56 3-5.

Sixth race, seven and a half furlongs, selling, for three-year-olds and upwards, purse $600—Brownie Anderson, 104, Nutt, 12 to 1, won, Freepass second, Trueblue third. Time, 1:38 3-5.

MAJOR DAINGERFIELD WINS.

Feature for Three-Year-Olds Is Run on a Track Covered With Water.

NEW YORK, June 21.—On the worst day that the Final stakes, for three-year-olds, worth $20,000, one mile and a quarter, was ever run, F. C. McLewee & Co.'s Major Daingerfield, galloped home an easy winner at Sheepshead Bay today, on a track that was covered with water by the heavy rains. Five good three-year-olds faced the starter for this event, with Major Daingerfield a hot favorite at 7 to 10, and Goldsmith second choice at 6 to 1. Dixieline was third choice at 5 to 1.

The horses paraded past the stand in a drenching downpour of rain. Only a few moments were wasted in lining up at the barrier. Goldsmith was first to show, but Major Daingerfield raced to the front in a few strides, with Gold Cure second, and Goldsmith third. Major Daingerfield continued to show the way to the first turn and into the back stretch. At the five-eighths pole Gold Cure headed the leader for a few strides, and then gradually fell back beaten. Meanwhile Burns on Goldsmith began to move up and was within one length of the Handspring colt at the stretch turn. Here, however, Shaw, on Major Daingerfield, shook him up a little, and he bounded forward, and was soon three lengths to the good, with Goldsmith about six lengths in front of Dixieline. From the eighth pole to the wire it was a procession. Major Daingerfield won in a gallop by five lengths, Goldsmith second, the same distance in front of Dixieline. J. G. Lyman's Monte Carlo won the surf stakes for two-year-olds from the favorite, Charles Elwood. Rowdy won the Inaugural steeplechase over the short course by half a length from Foolhardy, the favorite. Summary:

First race, the Inaugural steeplechase, short course—Rowdy, 150, Barry, 4 to 1 and even, won; Foolhardy second, Sallust third. Time, 4:12.

Second race, selling, six furlongs on main track—Femesole, 100, Smith, 5 to 1 and 2 to 1, won; Morokana second, Military third. Time, 1:15 3-5.

Third race, Surf stakes, for two-year-olds, 5½ furlongs of the Futurity course—Monte Carlo, 122, Odom, 13 to 5, won; Charles Elwood second, Hackensack third. Time, 1:10.

Fourth race, the Tidal stakes of $20,000, for three-year-olds, mile and a quarter—Major Daingerfield, 126, Shaw, 7 to 10, won; Goldsmith second, Dixieline third. Time, 2:09 3-5.

Fifth race, two-year-olds, selling, last five furlongs of Futurity course—Gloriosa, 100, Wonderly, 4 to 1, won; Soon Lawyer second, Mount Hope third. Time, 1:03.

Sixth race, handicap, mile and a sixteenth on turf—Lanceman, 110, Wonderly, 3 to 1, won; Belvino second, Swiftmas third. Time, 1:56.

Gift for Geheimniss.

ST. LOUIS, Mo., June 21.—The Native Nursery stake was the attraction at the fair grounds today. The race was for two-year-olds foaled in Missouri, the association adding $1,000 to the value of the stake. The race proved a gift for Barney Schreiber's entry, Geheimniss and Mindora, they finishing one, two. Dr. Kammerer was off flying, and showed the way to the stretch head, where Geheimniss took command, and Ed Ball moved up to second position. Approaching the finishing line, Walsh, on Mindora, displaced Ed Ball, and the entry passed the judges half a length apart, with Ed Ball the same distance away, third.

Four favorites, one second choice, and two outsiders won. The weather was clear and the track heavy. Summary:

First race, mile and seventy yards—Potheen, 100, Bell, 7 to 1, won; Brown Vail, second; Ransom, third. Time, 1:52½.

Second race, six furlongs, purse—Fore and Aft, 108, Dominick, 13 to 10, won; Ed Layson, second; Robert G. Lansing, third. Time, 1:19¼.

Third race, mile and seventy yards, selling—Larry Wilt, 100, O'Neill, 3 to 1, won; Branch, second; Tea Gown, third. Time, 1:52¼.

Fourth race, the Native Nursery sweepstakes for two-year-olds foaled in Missouri, five furlongs—Geheimniss, 115, Dominick, 9 to 20, won; Mindora, second; Ed Ball third. Time, 1:06.

Fifth race, mile and three-sixteenths, selling—Jordan, 101, O'Neill, 9 to 5, won; Brewer Schorr, second; Odnor, third. Time, 2:06½.

Sixth race, mile and twenty yards, selling—Tickful, 111, T. Walsh, 8 to 1, won; Chantero, second; Little Arrow, third. Time, 1:47½.

Seventh race, six furlongs, selling—Santa Ventura, 100, J. O'Connor, 15 to 1, won; Lofter, second; Jake Weber, third. Time, 1:17½.

Crusader May Race McChesney.

CHICAGO, June 21.—A race between "Lucky" Baldwin's Crusader and S. Hildredth's McChesney for $20,000 is a probability. These two horses were compelled to withdraw from the Derby, owing to injuries received Wednesday at Harlem. Mr. Hildredth said today that he would take up Baldwin's bet for a race over the Derby route, and when Mr. Baldwin was told of this today he said his challenge held good and that they make the race a feature for some future date.

CHINAMAN IS PROGRESSIVE.

Is American by Birth and Draws Handsome Salary.

Keep your eye on the Chinamen if you would learn how a conservative nation can progress when given the liberties of America. It was Robert Ingersoll who threw out this suggestion in one of his lectures on "Progress," given in this city shortly before his death, and it is George Dewey Fong who is now proving the orator's words.

George Dewey Fong is a sixteen-year-old Chinese boy, now residing in New York city, where, it is said, he draws a salary from a large wholesale tea and coffee firm of $7,000 a year. Instead of banking this money, as do most of his cautious countrymen, he is investing it in real estate.

Young Fong is an American by birth, but both of his parents are Chinese. His oldest brother was the only Chinese officer in the British army during the South African campaign of last year. He did good work at the front, and is now engaged on a book of a soldier's life in South Africa.

Fong received a good education in the preparatory schools of California before he came East two years ago, settling at first in New Jersey, where he became a protege of ex-Gov. Voorhees, of that state.—Philadelphia Times.

HE HOARDS ELKS' TEETH.

Intends to Leave Them for Legacy, as Value Is Growing.

"Elk teeth by the bushel are one of the chief assets which John Losekamp, of Billings, Mont., enumerates among his big fortune," said E. H. Hoskins, a Butte man, who is in Denver.

"Losekamp keeps a general store at Billings and for many years it was his custom to trade supplies of one kind or another for elk teeth, which, by the way, were used for charms and amulets long before the Elks took them up as the emblems of their order.

"The action of the Colorado lodges in agreeing to wear no more elk teeth because the demand for the teeth caused a wholesale slaughter of elk, had a marked effect in reducing the price. Other lodges respected the motive, and quite a boycott on elk teeth was on for a year or more. It seems, however, they are in demand again.

"Losekamp has been selling his at $2 apiece for ordinary teeth and getting fancy prices for the very best. His stock is sufficient to supply the demand for years, but he makes no effort to sell them as he wants to leave them as a part of his estate, believing they will increase in value faster than any other kind of property."—Denver Post.

USE PIGEON POSTOFFICE.

German Military Authorities Breed Carrier Birds.

German military authorities, inspired by the excellent results obtained by the French during the siege of Paris, have long devoted much attention to the care and development of the "carrier" or homing pigeon. All owners of homing pigeons are compelled by law to put their birds at the government's disposal in time of war.

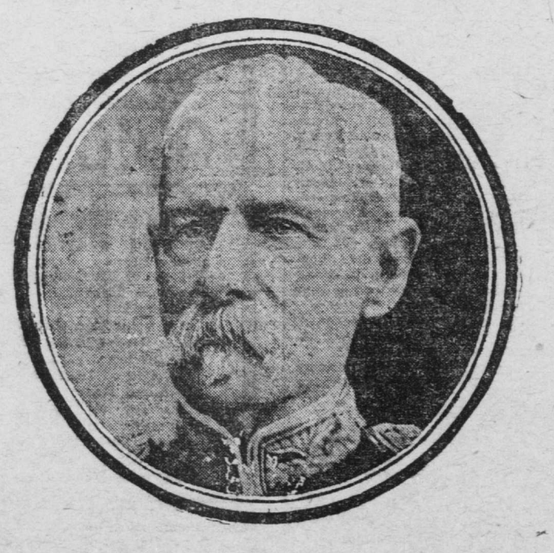
Military pigeon post stations are maintained at Strassburg, Mayence, Cologne, Kiel and other fortresses. At Spandau a new one has just been established, which is to be the headquarters or general postoffice for the whole service. Each floor of the large four-story building contains hundreds of dove cotes, and the southern front is inclosed by an immense netting, in which the birds may take air and exercise.

There is also a photographic establishment, for micro-photography is impressed into the pigeon post service. A message of several pages is photographed on a bit of thin collodion film as big as a nickel, which is slipped into a quill and tied to a tail feather of the messenger.—Philadelphia Times.

Hard to Appease Home Powers.

"It was during this feature of the programme," says the editor of the Independence (Kan.) reporter, in writing up a wedding, "that the only specially emotional feature of the evening occurred. J. J. Anderson, father of the bride, who never before had shed a tear, found several of them rolling down his sunburned cheeks as he came forward to kiss the bride, remarking that she was his 'last baby.' Immediately several of the ladies began to shed tears, everybody was somewhat excited, and in the slight confusion the writer hereof found himself embracing a lady who stood conveniently near and who proved not his wife. He immediately apologized to the lady and was forgiven. He apologized again, later on, to his wife, with no very definite returns up to this date."

CHEERS IN STORE FOR ROBERTS.



As the long procession wends its way through the streets of London there will probably not be a more cheered man, not excepting King Edward himself, than Lord Roberts, the head of the British army. The popular enthusiasm attendant upon the dawning of peace will find vent in applause of the grand old soldier who did so much to rescue his country from what at one time looked like a very shaky situation.

J. P. BROOKS.

Railroad Section Hand, Now a College President.

HOUSTON, Tex., June 21.—Prof. S. P. Brooks, who has just been advanced to the presidency of Baylor university is the most recent man to furnish indisputable proof that there is a chance for every American youth to get to the top of the ladder if he only has pluck and perseverance.

Prof. Brooks is now under forty-five years of age, and to rise to his new position of prominence he has had some monstrous obstacles to overcome. Less than twenty years ago he was a member of one of the section gangs employed on the Santa Fe railroad. But he was trustworthy and diligent and abstemious in his habits. A small portion of his earnings was carefully laid aside. In the section house at night, and when prevented by the weather from work on the roadbed, he spent his leisure in study and was utilized by the unambitious laborers as a kind of bureau of useful information. He was also a sort of supreme court, to whom all questions debated by the section gang were appealed. By his reading and stuoy he fitted himself for a college course.

He worked for the Santa Fe between Galveston and Brenham for about one year, during which time the foreman never charged him for one hour's lost time. Another thing said of him is that he never lost or broke an implement of any kind, and his spade was not only always in place, but as bright as a dollar and as sharp as it is necessary for a spade to be.

At the end of his year's service with the Santa Fe railroad, Brooks had saved enough money to pay his expenses for one year in Baylor university, which he entered. His disposition and habits, his evident determination to make the most of every opportunity attracted the attention of President R. C. Burleson, the founder of Baylor in the days when Texas was a republic, and who remained at the head of the school until it had grown to be the chief sectarian institution of learning in the Southwest. He talked with the young man, and learned of his ambitions, and an arrangement was made by which Brooks was enabled to get through his second session at the school.

After graduating at Baylor university Prof. Brooks was a member of the faculty until two years ago, when he entered Harvard to take a post-graduate course.

Prof. Brooks now ranks easily among the ripest scholars in the West. He is a fine speaker, and has won distinction as a lecturer. He speaks rapidly, enunciates distinctly and gesticulates with grace and force. He is easy and dignified, and his eloquence at times is impassioned. There is a degree of self-forgetfulness and earnestness in his style that causes his audience to lose sight of the man entirely and become completely absorbed in the presentation of his theme.

Prof. Brooks will take charge of the institution at the close of the present term. There are indications that the university will advance more rapidly and extend its influence more widely than at any time during the fifty years of its existence.

ADJUST CUBAN TARIFF

PRESIDENT PALMA AND CABINET PREPARE A BILL

Money Will Be Advanced to Sugar Planters and Premiums Given to Cattle Breeders—Action Is Suggested Because It Is Feared Senate Will Not Act Upon the Reciprocity Measure This Session.

HAVANA, June 21.—President Palma and his cabinet have decided on a plan which they hope will relieve the economic situation in the country.

A message will be sent to congress, probably next week, for that body to pass upon, which sets forth the recommendations of President Palma and the secretary of agriculture for the amelioration of the condition of affairs. This measure calls for the expenditure of $3,500,000 to be distributed among the sugar growers and cattle raisers. Three millions is to be advanced to sugar planters at the rate of 50 cents an arroba, or 25 pounds; to be returned in two installments in February and March. To cattle breeders will be paid a premium of $5 for each cow imported for breeding purpses up to 100,000. Further than this, all such cattle will be admitted free of duty.

There also is to be an increased tariff on many articles iported now under small duties to raise the money to be distributed. An internal loan, secured by bonds, will be necessary.

President Palma, in discussing the matter said: "We are afraid the senate will not act on the reciprocity question at this session, and Cuba needs immediate help. There are thousands of men idle and the conditions are bad. We must take some steps to save the sugar industry and stimulate the cattle industry, which we hope to bring back to its former prosperous condition.

"The loan will be taken up in two years. We have worked day and night in the last month to improve the prevailing conditions. Sugar growers can secure no money from the banks for the coming crop, so that the government is compelled to come to their rescue by loaning them enough to raise next season's cane."

KNOCKS OUT THREE-CENT FARE

Circuit Court Rules Against Mayor Johnson's Proposed Company.

CLEVELAND, Ohio, June 21.—The circuit court today granted a perpetual injunction against the construction of the so-called 3-cent fare street railway in this city. The court declared that the ordinance granted by the city council to the promoters of the new company to build roads on at least three of the seventeen routes was invalid.

The court pointed out that the original ordinance called for bids of seventeen separate lines aggregating 75 miles in length; that the council had granted a franchise to the company for lines aggregating thirteen miles, or covering only three of the proposed seventeen routes and that possibly other bidders would have been willing to carry passengers for less than 3 cents on a thirteen-mile road, while not caring to bid on the whole seventy-five miles.

The court also declared against the municipal ownership and arbitration clauses included in the franchises as "unreasonable provisions."

Mayor Johnson is credited with being back of the 3-cent fare company. The mayor stated today that steps would be taken to amend the franchises and a new start taken on the project.