

THE HUDSON REGATTA

A SMASHING OF RECORDS PROMISED FOR TODAY.

Crews from Pennsylvania, Cornell, Columbia, Georgetown and Wisconsin Will Compete.

POUGHKEEPSIE, N. Y., June 29.—The programme for the college boat races tomorrow is as follows: 4 o'clock—University four-oared shells, without coxswain, distance two miles. Entries, Columbia, Cornell and Pennsylvania. Favorite tonight, Pennsylvania.

5 o'clock—Freshman eight-oared shells, distance two miles. Entries, Columbia, Cornell, Pennsylvania and Wisconsin. Favorite tonight, Wisconsin.

6 o'clock—University eight-oared shells, distance four miles. Entries, Columbia, Cornell, Pennsylvania, Georgetown and Wisconsin. Favorite tonight, Cornell, with Wisconsin and Pennsylvania almost equally liked.

A feature of this year's regatta is the fact that in each and every event a trophy is to be awarded to the winning crew.

A smashing of intercollegiate records for "varisty" eight-oared shells, if the wind and weather are favorable, or at the least, one of the most hotly-contested races ever rowed in this country, is promised for tomorrow.

The coaches predict record-breaking time if tomorrow's weather is a repetition of today's warm sun, cloudless sky and lack of more than a pleasant breeze.

All of the coaches basted themselves in giving preparatory touches to the boats in which the men will row and tomorrow they will go over them again carefully.

The coaches declare their men are in the pink of condition. Added to this satisfaction is the admission of every boatman that they are all satisfied with the course as drawn by them in the various races. There does not seem to be any disposition on either part of the colleges to make any excuses for their representatives in the races.

The following have been appointed officials of the race: Referee—Richard Armstrong, Yale. Timekeeper—Evert Janzen Wendell, Harvard.

College timekeepers—Walter L. Oakley, Columbia; Frank G. Schofield, Cornell; W. K. Johnson, Georgetown; William H. Patterson, Pennsylvania; Fred Brown, Wisconsin.

Judges on referee's boat—Hiram Thomas, Columbia; Charles S. Francis, Cornell; Claude R. Saphone, Georgetown; Dr. Charles S. Fette, Pennsylvania, and E. E. Haskin, Wisconsin.

Judge at the finish—Fred R. Fortmyer, Poughkeepsie Highland Rowing Association.

WHEAT TRADE REVIEWS

MANY INFLUENCES AFFECTING BUSINESS.

Damage to the Wheat Crop—Break in Iron Prices—Cotton Goes Up.

NEW YORK, June 29.—R. G. Dun & Co.'s weekly review of trade tomorrow will say: The country begins to feel some of the effects of its new place among the nations.

Influences affecting it the way from a boycott at St. Louis to a war in South Africa, and from sun spots to the relief of Pekin.

A long effort to hold nominal prices for iron at Pittsburgh has ceased and the association now recognizes an open market, in which Bessemer is offered at \$19 and billets at \$26, with grey forge at \$27.

Over 30 furnaces are said to have gone out of blast, while some have been stopped for repairs, many more will be idle for a time until wage scales for the coming year have been settled with labor organizations.

With steel plates quoted at \$1.30 at Pittsburgh and No. 7 sheets at \$2.00 certificates, no general gain in business results from the sudden decline in structural shapes.

Neither official nor unofficial accounts have removed doubts about the wheat crop and if it proves as low as the estimate, 400,000 bushels in the extent to which it may now be displacing in European consumption by corn will be seriously tested.

Exports of wheat in 1898 and 1899, 25,000,000 bushels, and have been about 190,000,000 bushels wheat and 210,000,000 bushels corn in the crop year 1900. But all recent estimates of production have been so far distressed and it is scarcely good sense to base grave apprehension on so early a date.

In four weeks of June, exports of wheat amounted to 10,000,000 bushels last year, and Pacific exports, 2,750,000 bushels, against 2,440,749 bushels last year.

The calculation that the woolen goods business was large enough and good enough to stand anything is not yet justified. The market is growing unsteady and torrid and it is no longer varied that some of the best works have closed or materially reduced force.

The demand for men's heavy goods falls much below expectations. With a partially different cast the cotton goods market reaches a similar position. Depression in the market for goods does not prevent raw cotton from rising to 15 cents.

Most local works have closed or are about to close, though Western producers have a little better feeling for the Eastern. It is believed that jobbers will soon begin orders for Fall. Hides at Chicago are a little weaker.

Failures for the week have been 57 in the United States, against 515 last year, and 21 in Canada, against 22 last year.

GUERRILLA OPERATIONS

BOERS ACTIVE IN SEVERAL PARTS OF ORANGE RIVER COLONY.

Roberts Reports Two Sharp Attacks on His Forces—Army Scandal Debate in Parliament.

LONDON, June 29, 4:20 A. M.—Active Boer guerrilla operations are reported from half a dozen points in Orange River Colony. Boer officials report from Machedodorp aver that a part of a British company was captured June 24, near Winburg.

The Laurence Marques correspondent of the Times says: "Both the burghers and the foreigners who are arriving here profess a strong belief that it will take from three to six months to subdue the Boers."

Another dispatch from Lourenco Marques says: "A consignment of a foreign firm marked 'Dutch cheese, damaged,' proved, on landing, to contain army boots for the Boers. It passed the customs, however, with unusual dispatch, and the British Consul is making presentations to the Portuguese Government."

A BATTLE AT LINDLEY. Boers Attacked a Convoy, but Were Driven Off.

LONDON, June 29, 11:35 P. M.—The War Office has received the following from Lord Roberts: "Pretoria, June 29.—Paget reports from Lindley that he was engaged on June 26 with a party of Boers, who were strongly reinforced during the day. A convoy of stores for the Lindley garrison was also attacked on June 26, but after a heavy rearguard action the convoy reached the river in safety. Our casualties were 10 killed and four officers and about 50 men wounded. The fight reported yesterday was under Lieutenant-Colonel Grenfell, not Dreyer. Dreyer came up during the engagement. Total casualties of the two columns, three killed and 23 wounded."

On the previous day, near Pieskop, Boer's brigade was in action with a body of the enemy. Our casualties were two officers killed, four men wounded and one man missing.

Both sides found yesterday that the Boer laager near Vachkop and Spitzkop had been hastily removed in the direction of Lindley. He followed the enemy 12 miles and captured 500 sheep and 500 head of cattle, which the enemy had seized in that neighborhood. Our casualties were four men wounded.

Furrier continued his march yesterday toward the Vaal River unopposed. Many farmers along the route have surrendered.

"Springs, the terminus of the railway from Johannesburg, due east, was attacked yesterday morning. The Canadian regiment, which garrisoned the place, beat off the enemy. No casualties are reported.

Lieutenant North, reported missing after the attack on the construction train, is a prisoner of the Boers."

A Cape Town dispatch reports an attempt by the Boers to blow up the artillery barracks and magazine at Pretoria. It is added that an artilleryman, who frustrated the attempt by the withdrawal of a lighted fuse, was killed by a bullet from the soldiers afterwards attempted to lynch.

The British authorities are reporting large numbers of Hollanders departing for the Boers to blow up the artillery barracks and magazine at Pretoria. It is added that an artilleryman, who frustrated the attempt by the withdrawal of a lighted fuse, was killed by a bullet from the soldiers afterwards attempted to lynch.

BRADSTREET'S REPORT

DISTRIBUTIVE TRADE IS SEASONABLY DULL.

NEW YORK, June 29.—Bradstreet's report tomorrow will say: Distributive trade is dull, seasonably so in most instances, and prices of manufactured products are generally weak, but exceptions to the former are found where crop conditions are exceptionally promising and the price of raw materials is being advanced.

The upward rush of wheat prices culminated at the close of last week and the reaction has been the belief that the state advance discounted much of the shortage on yields of the world's crop. Advice from the North are still more than half a crop of wheat, but estimates as late as the 15th of June, which are generally as the Government reports of 315,000,000 bushels, or the commercial estimate of 300,000,000 bushels in yield last year, in the three states are used as a basis.

A short-lived scare on the reports of dry weather in the corn belt, sympathy with the early advance in wheat and what is more important, apparently increased popularity of corn on export accounts, was responsible for this cereal reaching the highest point paid for a year past. But other factors, which are also sympathized, as did most hog products. Butter is higher on smaller receipts. Sugar is at the highest price reached at this season, and is being advanced to the active canning demand and the strengthened position of raw. The war in China is chargeable with the advance in tea, and until the war is over, but from Japan, some interruption in transportation being apparently looked for if the Asiatic trouble increases.

Heavy rains are complained of in the entire cotton belt east of the Mississippi River, and the crop is very generally "in the grass." The result has been a advance of 1/2 cent on spot, increased cost of the raw material, and a consequent advance in finished products. The contrary is the case, because print cloths are 1/2 cent off and prints are 1/2 cent per yard.

Reports from the Northwest and West are as pessimistic as ever. Nominally quotations at Pittsburgh are unchanged, but it is claimed buyers can get supplies from it at 1/2 cent lower. Little above last year, while steel sheets, bars and rods are all lower. The reduction in structural material has brought little new business. The lead market is apparently an example of the reaction of prices, which have been advanced, because it is now steady, after two advances from the low point reached some weeks ago.

Wheat, including shipments for the week aggregate 3,184,114 bushels, against 4,645,180 bushels last week, 3,265,206 bushels in the corresponding week of last year, 4,715,461 bushels in 1898, 2,778,000 bushels in 1897, and 2,068,184.

Failures for the week number 185, as compared with 167 last week, 158 in this week a year ago, 154 in 1898, 225 in 1897, and 229 in 1896. In Canada, 22 in this week a year ago, 22 in 1898, 23 in 1897, and 25 in 1894.

The Financial Markets. NEW YORK, June 29.—Bradstreet's financial review tomorrow will say: No great change has taken place in the character of current stock speculation. The market has continued to be a highly professional one, and the tendency of prices for the week may be explained by saying that traders continued to sell stocks down early in the week on the bad crop news from the Northwest and South, and later covered their short contracts extensively, thereby causing a recovery in quotations. A circumstance which helped the market was the disappearance of acute fears on the part of foreign markets that the Chinese troubles might lead to friction between the powers. The ease of the money market and the apparent end of fear of a stock market collapse there also had a very good effect, and German sales of American securities in London having been caused, our securities tended to advance, although the foreign interest in speculation was small. The decline in the price of gold was also a factor.

Work on New Warships. PHILADELPHIA, June 29.—Work on the sheath protection of the cruiser Denver has been begun. Ninety per cent of the machinery is in place, and the cruiser is already in the yard. The six cruisers of the Denver class will be 17-knot boats and their chief peculiarity is that they will be sheathed with copper. The advantage of this construction is that the vessels will not have to be docked so often.

The battle-ship Alabama, approaching Boston, is still at Cranford, afraid to move for fear the brig's are undermined.

HOSPITAL MISMANAGEMENT. Debate Opened in the House of Commons.

LONDON, June 29.—When the House of Commons went into committee of supply today on the supplementary vote for the army medical service, introduced for the purpose of debating the charge of hospital mismanagement in South Africa, made by Mr. Burdett-Coutts, the conservative member for Westminster, the Parliamentary Secretary of the War Office, George Wyndham, briefly presented the government defense. The allegations as to neglect of the sick and wounded were frankly admitted to be true to a lamentable extent. The disabled were exposed, he said, to terrible hardships, but it was not due to any shortage of supplies, but to the insuperable difficulties of distributing supplies, of which there had been an embarrassing accumulation in South Africa. Mr. Wyndham contended that to have given a true impression of the state of affairs existing in a hospital, he should have presented a companion picture, showing the difficulties encountered in supplying 7,000 troops on a march which was carried out, practically under the conditions of a huge flying column. The single line of railroad, with bridges broken, he asserted, had to carry 100 tons daily by order of Lord Roberts. The army, Mr. Wyndham further remarked, should not starve or be defeated. He concluded with contending that Mr. Burdett-Coutts' picture resting on the fallacy that Bloemfontein was a railroad base and hospital, where as during the period referred to, Lord Roberts' flank and communications were threatened and actions occurred daily.

Mr. Burdett-Coutts replied that he repeated the charges already known, and declared that a single day's train on the railroad to Bloemfontein would have saved the situation. But, he claimed, the

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Debility

Many ailments under one name. Poor Blood, Weak Nerves, Impaired Digestion, Loss of Flesh. No energy. No ambition. Listless and indifferent. Perhaps the penalty of overwork, or the result of neglected health. You must regain your vitality or succumb entirely. Dr. Williams' Pink Pills for Pale People will bring you new life, fill every vein with rich, red blood, restore the elasticity to the step, the glow of health to the wan cheek; inspire you with a new energy and supply the vital force of mind and body.

Dr. Williams' Pink Pills for Pale People. At all druggists or direct from the Dr. Williams Medicine Company, Schenectady, N. Y., postpaid on receipt of price, 60 cts. per box; six boxes, \$2.50.

change of tickets to San Joaquin Valley points, no Santa Fe passenger trains to Los Angeles and no rate-cutting. One matter that enters as an important factor into the arrangement is the agreement of the Santa Fe to keep out of the Los Angeles business. Although it has a line between here and Los Angeles by means of which it would compete for a share of the large and profitable passenger business between the two points, it will place no tickets on sale and will run no trains from here to the Southern metropolis. The Santa Fe officials explain this by pointing out that their line is 200 miles from San Francisco to Los Angeles than that of the Southern Pacific.

GRADING ABOUT DONE.

Progress on Mohawk Branch Railroad—location of Terminal. Eugene Guard. The McKenlie bridge on the Southern Pacific Mohawk branch was swung from the false work Wednesday, and will be ready for trains in a few days. This bridge is a single-span steel bridge, being the only one of its kind on the Southern Pacific lines in Oregon. The grading on the road is nearing completion, it being estimated that about 15 days' work will complete it. The track-laying gang, consisting of about 100 men, will arrive to commence work in a few days. It is thought that trains will be in operation to Wendling by August 15. A report is current that the Natron terminal will be abandoned, not using track east of the Mohawk junction. Instead, the trains will make their terminal at Wendling. This arrangement will leave the Natron without train service. Those who know say the road from Springfield to Natron never paid operating expenses.

Doesn't Suit the Administration.

Charles Emory Smith, Postmaster-General, went to Philadelphia with a platform from the false work Wednesday, and will be ready for trains in a few days. This bridge is a single-span steel bridge, being the only one of its kind on the Southern Pacific lines in Oregon. The grading on the road is nearing completion, it being estimated that about 15 days' work will complete it. The track-laying gang, consisting of about 100 men, will arrive to commence work in a few days. It is thought that trains will be in operation to Wendling by August 15. A report is current that the Natron terminal will be abandoned, not using track east of the Mohawk junction. Instead, the trains will make their terminal at Wendling. This arrangement will leave the Natron without train service. Those who know say the road from Springfield to Natron never paid operating expenses.

Navy-Yard Wages Reduced.

NEW YORK, June 29.—The reduction in wages at the Brooklyn Navy-Yard will be from 8 to 25 cents a day in the following grades: Plumbers' helpers, block-makers, brass finishers, tin roofers, wire-workers, pattern-makers, toolmakers and boiler-makers. There has been an increase of about 25 cents for the wharf-builders and ordnance men.

REDUCED RATES EAST.

Call at Union Pacific City Ticket Office, No. 135 Third street, corner Alder, for greatly reduced rates to all points East.

Worcestershire Sauce. THE ORIGINAL WORCESTERSHIRE BEWARE OF IMITATIONS. Condensers all over the world will tell you that Soups, Fish, Meats, Game, Gravies, Lobster Salads, Welsh Rabbit and all prepared dishes are made more appetizing and digestible if flavoured with Lea and Perrin's Sauce; this Sauce—the original Worcestershire—the bore growing in popular favor for generations.