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FIRST EDITION

HARVARD vs. OXFORD.

## PHILADELPHIA, FRIDAY, AUGUST 27, 1869.

### THE THAMES RACE-COURSE.

### The Great International Rowing Match of To-Day.

The Two Rival Crews and their Composition-The Course Over Which They Will Row.

The Latest Advices by Cable-The Harvards Again Announce that They Have not Changed their Style.

At 5 o'clock this afternoon the Harvard and the Oxford University boat crews will drop their oars in the sluggish waters of "Old Father Thames"-as the cockneys delight to christen a stream that would be here called a creek-and he splashes of their vehement blades will have e-echoes on these shores, thousands of miles away. Scarce will the over-wrought muscles nd the tensely-strung nerves have come to rest. re our quick-fingered compositors will be seting up in types the result of the contest; and half a day before most Englishmen can learn which is victorious, our readers will have full letails. Thanks to Sol for jollily beaming on Philadelphians just about five hours later than he does on "Lunnoners," the race by our time will be finished by thirty minutes past noon, should the weather prove propitious, and the public will thus early learn from THE TELE-GRAPH whom to hurrah for.

### History of the Match.

In the spring of 1867 the visitors to the Paris Exposition were regaled with a series of boat nees on the Seine for the amateur championhip of the world. The contestants included the ery flower of English amateur rowers—the condon Rowing Club—together with the Oxford University Four, two of whose members are now a active traising to meet the Harvard men, the Boulogne Club, the famous Gesling brothers, of Paris, the Germania Ruder Club, various others rom different parts of Europe, and only one rom America. Greatly to the chagrin of the English press, the St. John (N. B.) crew won all he honors. Strenuous exertions were made at he time to have either a crew picked from Harard and Yale Colleges combined, or else an ex-dusively Harvard crew; but, although all ex-enses were guaranteed, the men could not be htained

Last year, Harvard having by far her fastest cam yet, a challenge was forwarded to Oxford or a race on the river Ouse, at King's Lynn, a esolate little town on the east coast of Eng-and, but as the English were unwilling to row ithout a coxswain, though admitting the feasiallity of so doing, and as the Americans would not row with one, and as, moreover, the time amed by the Harvard men was in the fall of the present year, and Oxford's men could not uarantee a crew of which they would not hemselves be members, nothing came of the egotiations further than a somewhat long corespondence

In April last the following pithy challenge was ent

CAMBBIDGE, Mass., April 6, 1859.—To the President the Oxford University Boat Club:—The under-gned, in behalf of the University Boat Club,

year, though very remarkable and praiseworthy, was not without at least one precedent, that of the Freshmen crew in the year 1866, of which Mr. Loring was stroke and Mr. Simmons third. The colors are a prominent feature of the Har-vard organization. Distinctively red is the Harvard organization. Distinctively red is the Harvard color, though modified according to the fancy of the several classes, by the adoption of the shades of cherry, scarlet, magenta, etc. The University six invariably assume the magenta shade, and this is in fact regarded par excellence the college color. The attempt to have observed a rigid adherence by classes to special shades, quite popular a few years since, has relaxed somewhat. At present, however, the seniors recognize cherry, the juniors magenta, and the sophomores scarlet. The Picked Crew.

The international crew.sailed from New York in the City or Paris on the 10th of July. For five weeks previous they tabled together on a prescribed, though not a severe diet; and to pro-vide against the risk of the admixture of anything deleterious in their food, whether by accident or design, they took a cook with them. While sojourning at the Astor House, they

received a telegram from England stating the betting was then even. A little time previous 500 against 50 was offered by many on Oxford, but the recent successive victories of the Harvards (one last May, in which they beat George Law: another on the Fourth of July, in which they easily outstripped the Hamill crew, and the last one with George Law, when they came in between thirty and forty seconds ahead) had on the Eng betting lish mind These victorie were not without their effect on the Harvard men, and they sailed away hopeful and determined. They claimed they had not yet put forth their best endeavors, but stated Oxford should have the full weight of their hoarded strength. While under training they abstained from salt meats, fowls. "cakes and ale," cigars, all liquors, and delicacies, and retired at halfpast nine, believing that the end in view justified the rigorous means imposed. The oarsmen are all picked men, and will do honor to their ountry, however the race may result. Alden Porter Loring, captain of the crew and bow oar, held the position of stroke oar at the University regatta last summer, when the unprecedented time of 17 minutes 48% seconds was made, over the three-mile course of Lake Quinsigamond. He is of the senior, or graduating class of the present year, and is a resident of Boston. His age is 23 years, and his training weight is 153 pounds. From his position in the bow he can at once with his practiced eye detect the slightest irregularity in the rowing of any man. The English Captain, in order to "coach" his crew, deems it necessary to leave the boat, and view and correct their motions while on horseback on the bank. The advantages of Mr. Loring's plan are sufficiently obvious to any one experienced in rowing. He is of a high-strung, delicate organization, of elegant action and great "staying" powers when he is all right. He pulled number five in the University crew of 1866. This was his Freshman year, and he held the position of stroke in the class crew of the same year. In the University crew of 1867, as well as last year, he was stroke oar. A competent critic says of him: -"Of a temperament like a hot-blooded Moor, whom he somewhat resembles, he knows how to use all that is in him to better advantage, to our eye, than any oarsman on this continent. Free. like all his men, from every sort of dissipation, he is a man in ten thousand for such a position as he now holds, and every man in Harvard may well be proud of such a splendid representative of his alma mater in the contest in which he is now about to engage." His official position in the crew insures him a celebrity and a recognition to which encomium can add nothing. William Hammatt Simmons, of Concord, Mass., is a member of the Senior Class. He has rowed almost daily during good weather ever since he entered college, pulling number three in the Freshmen Crew, which beat all the other class boats in 1866 that were willing to try them: number two in the University six in 1867. winning both the Boston city regatta on July 4 of that year and the college race at Worcester; and number three in the University six in 1868, which was defeated twice by the champion professionals of the country, the Ward brothers, but easily beat a strong St. John party, all the best New England crews, and the Yale men of that year. This year he was appointed stroke and captain of the club, but he freely resigned the former position in favor of Mr. Loring, when he consented to row in the four to go to Eng-He stands but half an inch under six land. feet; is more than two inches larger round the Brown, the champion chest than Walter single sculler, and weighs, in winter, about 190 pounds, and in summer, when trained very fine, 170 pounds stripped, or about seven-teen pounds more than Brown. He is safely a fifteen per cent. stronger oars-man than any other who ever rowed in the Harvard boat, and is a man of most manly car-riage and fine presence. He is a Hercules in strength. Indeed, it is reported that it is diffiult to provide him with an oar which does not soon snap by good, honest pulling. Though quite heavy, he is as easy and handy in his movements as a much smaller person, being entirely free from all the usual logyness attending a heavy man. It is an interesting circumstance, n connection with the proposed friendly contest between the athletes of the chief literary instituions of each country, that "our Hercules," as he has been termed, has his home in the identical

made familiar wherever English literature is

rowed in a Harvard University crew while a freshman or a first-year man, and as he is now a senior, and has rowed stroke in every race men-tioned above where Mr. Simmons took part, it will be seen at once that they both have had an amount of experience in shell-rowing such as no other amateur on this continent has ever had. J. S. Fay, the stroke oar of the Harvard scien-5. S. Fay, the shoke on of the Harvard scien-tific crew, is a Boston man, and weighs 155 pounds. He is compactly and solidly built, very muscular, and enjoys the reputation of immense strength. Mr. Fay is brown haired, with fair complexion, is 5 feet 11½ inches in height and 22 years of age. He will have the bow oar. F. O. Lyman Hawaion Islands, matches his com-O. Lyman, Hawaian Islands, matches his com-panion in style, weight, and form. He is a sym-metrical man of 23 years of age, stands 5 feet 11 metrical man of 23 years of age, stands 5 feet 11 inches high, has brown hair and moustache, and clear-cut, "thorough-bred" features, and has been a rowing man for the last two years. His position will be third, between Simmons and Fay. Lyman and Fay are fresh from a contest in which they proved themselves the best men of the Harvard's second best crew; and although they have not yet shown themselves equal to Simmons and second best crew; and although they have not yet shown themselves equal to Simmons and Loring, yet to-day's record, it is believed, will prove them worthy companions. Originally, George Ball, of Chicags, aged twenty-three, height five feet ten, and training weight 163 pounds, with Sylvester Warren Rice, Original training the second second second second

Oregon Territory, twenty-six years old, six feet and half an inch in height, and of about 165 pounds training weight, were selected for the crew. Why they were superseded by the two former, who were despatched to hagiand as been made publi eliets, has not mestionably, good grounds existed for the last election made. Arthur Burnham, of Chicago, Illinois, and of he class of 1870, is the coxswain of the crew. It need hardly be stated that avoirdupois lightness s the prime requisite in the man occupying this osition. Burnham has trained down to 112 pounds; and although there were several candiates of less weight, as being a man of coolness of temperament and experience he was selected as the most competent. His position is a responsible one, and his degree of skill may decide the contest.

was stroke on the race this spring at eleven stone eight. Mr. Darbishire may be twenty-two years of age, but, being smooth faced or clean shaven, he may be more than that. In stature he is less than either named, and in figure smaller, but more firmly built than any. One in his day Mr. Darbishire must have been agood coxswain. Now he is a smart, sharp, and vigorous stroke, a man who will keep a pretty sharp eye on a boat creeping up, and who will not spare himself or his men when there is need for an extra call upon their powers. Judgment of pace and time and estimate of skill and endu-rance are qualities that abundantly fit this gentleman for his position.

Man for his position. Mr. S. Woodhouse, 154 pounds, University man, is the spare oar kept in reserve to supply any vacant place that may by accident or sickness occur. He rowed four in the University boat. For a man of his weight Mr. Woodhouse is short of tatures the base of the second Woodhouse is short of stature, but from the responsible position assigned to him in the annual contest, there can be no doubt that he is a tho-

roughly efficient oarsman. Mr. J. H. Hall, the coxswain, at 101 pounds, is a Corpus man, who has not yet steered the boat in the annual contest, and has thus a grand opportunity of winning golden spurs and be-coming "Hall marked."

### The Final Arrangements

for the race were agreed upon by the captains of the two crews at Putney on the 13th Instant, the Cambridge crew having declined the chal-lenge. Mr. Lord, the executive officer of the Thames Conservancy, being present, after con-siderable discussion, it was finally determined that the race should be rowed on Friday, August 27, when official promises were given to insure a fair and clear course. Mr. Thomas Hughes, M. P., the famous author of the "Tom Brown" books, was agreed to as referee upon the propo sition of the Harvard men, and each crew is to have an umpire as well. Mr. J. W. Chitty, of Excter College, was subsequently selected to officiate for Oxford; and the cable despatches of this morning announce that Captain Gelston, of the Lopdon Rowing Club, will be ampire for the Oxonians. William Blackie, Harvard's busines agent, has been chosen starter, and Sir A. Paull will probably be judge. The answer of Mr. Hughes on his acceptance of the appointment was a characteristic one:—"I should lie if I said I hope you will win; but I do hope that at the finish the bow of Harvard's boat will be at the stroke oar of Oxford."

stroke is short and choppy, which can never insure success." "The craft is strangely shaped, with its curved keel, wide beam, and seemingly unwieldy length." "It is a long, round bottomed, canal-like boat." "They row too much with their arms, and not enough with their bodies." "The Harvards have been rowing with their bodies as well as their hands and with less of bodies as well as their hands, and with less of that military stiffness which previously marked their style." "The prevailing impression appears to be that our visitors have the makings of a good crew, but that there is some doubt whether it will be made". "If the Hermodeneed on the states of th it will be made." "If the Harvard crew win the race, we will acknowledge that our notions about our style of rowing are antiquated absurdities." And thus the fair-minded Englishmen talked till within the last week, "when they began to eat their own words, and the Daily News said "the Oxfords will have plenty to do to win," while the Spectator said "the race is likely to be close. If the weather is bad, the likely to be close. If the weather is bad, the result will partially be in favor of the Oxfords. If good, the Harvards will win. A nice, slow English drizzle is the thing to take the heart out of the Americans." Their anxious question now is, "Can they keep up their starting pace?" That "bustling spin" may yet revolutionize their "antiomated absurdities." 'antiouated absurdities.

### The Harvard Stroke.

The international race will be strictly a test of whether the American or the English systems of boat-rowing are superior. The Harvards, al-though they have used a Salter boat for practice on the Thames, officially deny that they have surrendered any of their distinctive peculiari-To secure a competitive race, they have indeed been willing to sacrifice many considerations. They have travelled several thousand miles to meet their opponents; they row over water long familiar to the latter, and of which they can obtain but a few weeks' experience; they take in the additional dead weight of a coxthe style of rowing, the system of training, are all distinctively American. Their peculiarity is a long stroke with a quick recovery. The Eng-lish press does not hesitate to declare them fully equal in vigor and physique to their own coun-trymen, while some have frankly ranked them superior.

The Oxonians know every inch of the course, and are accustsmed to the intricacies of the nar-row Thames. Thus, at the outstart, they achieve creat advantages; for the Harvards are not only strangers to the course, but strangers to the river, and to the English modes of rowing and manner of boat racing. The sympathies and outspeakings of the public have been wholly with the former, and the reporters have done them good service by noting all the peculiarities of the Harvards and concealing their own. There is no denying that the stroke of Oxford is oulled in proper trim and precision, but it is slow, though very telling. There is a stiffness and rigidity about it, new to those accustomed o the dashing and somewhat careless style of Harvard.

Harvard. The London Spectator, summing up the op-posing systems, says, "At last it is acknowledged, with an odd kind of grunt, that the Americans are wonderfully fast 'for a spart,' and that if they can only hold out victory over them may be a real triumph. We have no opinion to offer on racing of any kind; but having been pulled many thousands of miles by men who pull with the arms only, never 'laying themselves' to the the arms only, never 'laying themselves' to the oar at all, we rather doubt the want of staying power attributed to such rowers. They would kill Englishmen in a race of fifty miles." The *Daily News* says the frequent talk is, "The crew that can row a mile on still water in one minute and forty sciences, which this reserves

minute and forty seconds, which this crew has done, are a match for any four the Thames or any other English river can bring against them." The Telegraph says, "We would consider the superior hardness of the Americans more than a set off against the style of the English, and we conclude that the contest will be mainly a battle of coxswains. Whatever may be the event, we t kindly

# DOUBLE SHEET-THREE CENTS.

the current from point to point, and involves no return.

Races of the Contestants.

The following tables give the re ults of races made by the respective colleges of the contestants for some years past :---

HARVARD UNIVERSITY.

ear. Winner.	Place.	
s52-Harvard	Lake Winnipisiogee,	
\$55-Harvard	Connecticut river, Sp	oringfield.
859-Yale	Worcester,	000000000000000000000000000000000000000
S60-Harvard	Worcester,	
	Worcester.	
	Worcester.	
866-Harvard.		
867-Harvard.	Worcester,	
868-Harvard.	Worcester.	
869-Harvard.	Worcester,	
	OXFORD UNIVERSITY.	
Car. Winner,		Won by

Course, Time, Won by Putney to Mortlake, 26m. A Pigth Putney to Mortlake, 23m, 27s, 48s, Patney to Mortlake, 24m, 49s, 30s, Mortlake to Putney, 23m, 5s, 42s, Putney to Mortlake, 21m, 48s, 23s, Putney to Mortlake, 21m, 23s, 13s, Putney to Mortlake, 22m, 39s, Hf Pigth Putney to Mortlake, 20m, 48s, 51gths Putney to Mortlake, 20m, 48s, 51gths Putney to Mortlake, 20m, 48s, 51gths 1860, Cambrid 1861, Oxford, 1862. Oxford. 863.Oxford 864.Oxford 1865.Oxford 1866.Oxford 1867.Oxford 1868.Oxford 1869.Oxford

The Latest Advices. George W. Smiley, the London correspondent of the New York Tribune, telegraphed last night as follows:

The following letter has been sent to the

as follows:--The following letter has been sent to the Times, and will appear to-morrow:--Sir:--After it has been asserted for the last three weeks that the Harvard four are endeavoring to conform their style of rowing to that of the gentle-men they hope to meet on the river to-day, will you permit me to say, in advance of the contest, that the assertion is groundless. We believe our style to be exactly that adopted by us in each of our last three ammual races against Yale. Our stroke oar is aware of no change; the men who follow the stroke are aware of none, nor has there been any variation in our method of training or instruction. It is said, also, that the Americans will row in an English boat; that is equally incorrect. They will row a boat built of Spanish cedar by an American builder, the frame of which he brougt with those on which the boat we rowed last year was constructed. If we may indge by the stress laid on these matters in the Eng-lish journals, they are deemed (as they appear to us) of some importance, and we ask leave to place our-selves right in respect to them, so that, whether we are to win or lose, the merit of our victory or the blame of our defeat may fail where it belongs. MILLIAM BLAIKIE, Secretary of the Harvard Club. The crews have done little work to-day, both

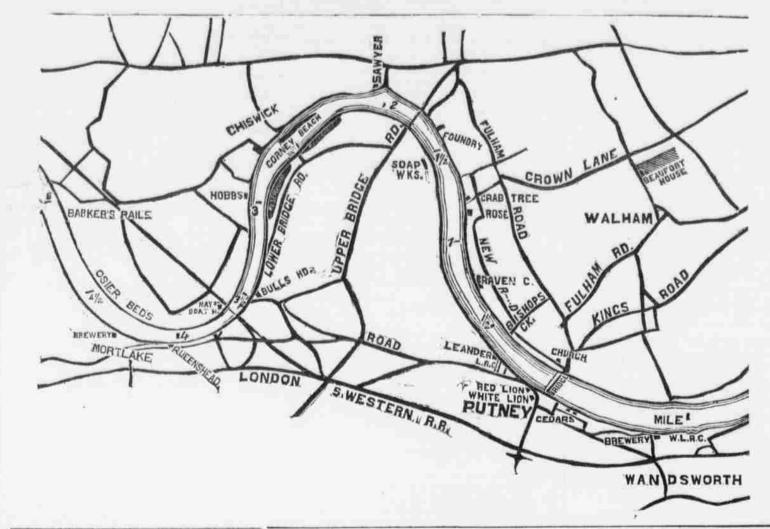
The crews have done little work to-day, both resting for to-morrow's struggle. The Harvard men finally decided not to leave the White House, as Loring dreaded the effect of a change of climate and diet.

The referec question has been settled, Mr. Hughes remaining in that position, while Chitty consents to serve as umpire for Oxford, and Mr. Galston of the London Rowing Club acts in the same capacity for Harvard. The choice is a good one. All preliminaries have now been arranged. one. All preliminaries have now been arranged, and the Harvard crew have carried all points upon which they insisted. To-day they look, perhaps, a little over-trained, on account of the intensely hot weather. There is every prospect of a clear day for the race and smooth water; the police arrangements are perfect, and every one is determined that ther eshall be a fair race and the best men shall win.

## FROM THE TOMBS.

A Cunning Burglar Escapes, The New York Telegram of yesterday prints the following:-

James Burns, arrested on July 28 on a ckarge of committing a burglary at No. 163 Beekman street, and fully committed by Judge Hogan for trial at the Court of General Sessions, was assigned to cell No. 121, which is situated on the fourth or apper corridor at the southwast corner fourth or upper corridor at the southwest corner of the male prison. He was here waiting his trial, owing to the multiplicity of prisoners at in the priso multiplicity is mainly the result of there having been no trials at the Court of General Sessions during the past month, the Recorder and City Judge being absent recruiting their exhausted energies at the sea-shore watering-places. Another prisoner, William Ranahan, incarcerated on a charge of petty larceny, was given quarters in the same cell. This Ranahan, however, professes to be entirely ignorant of Burns' preliminary preparations for escaping, as also the escape itself, a statement which, as our re-cital proceeds—and assuming the facts to be true-will seem rather incredible. In the first place, then, according to the evidence now shown in the Warden's office, Burns tore his blanket into shreds, which he plaited into a rope. This rope, which he made some thirty feet long. is ingeniously and strongly made. It would not pass muster on a man-of-war's deck, but coiled up on the floor of the Warden's office it would readily pass for an ordinary two-inch rope. The next thing was to reach the aperture in the cell. About nine feet is the height of the cell, and this aperture is near the ceiling. Wrenching from its place on the opposite wall board extending the width of the cell, he ammed it in between the walls under the aperture. Here was a platform upon which to stand. Fastening one end of the rope to the bedstead, the great and chief obstacle was to get out of the aperture. To show the difficult nature of this obstacle, we will describe this aperture. It is nothing more or less than a ven-tilating hole in the side of the cell, a slit or porthole twenty-eight inches long, the length being parallel with the celling, and six inches wide. It is cut into the solid granite blocks so as to allow no enlargement without difficult, prolonged, and skilled appliances of the masonic art. But-at least so say the prison guardians—he got his body through this opening. The rest was easy. His rope was strong and trusty, his nerves were strong, and stillness and aution in descent were all that were required to breathe the air of freedom again. Lowering himself to the female prison, which at this end connects with the lower part of the male prison, he thence climbed up the outer wall of the prison, an affair of climbing, by the way, much easier said than done, and then again fastening the rope let himself down outside the wall into Elm street. In carrying out this latter part of the programme all that was necessary was to avoid policemen, which it seems he easily and successfully accomplished. Burns is twenty-six years of age, and a man of average size. Now that he has regained his freedom the probability is that he will "hide his diminished lead," a fact to be taken literally and not otherwise after the facts we have detailed above, when he will not be likely to be very soon disturbed by the officials of justice.



by challenges the Oxford Universit Boat Club o row a race in outrigger boats from Putney to fortiake, some time between the middle of August and the 1st of September, 1569; cach boat to carry four owers and a coxswain. The exact time of the race be agreed upon at a meeting of the crews. This allenge to remain open for acceptance one week fter date of reception. WM. H. SIMMONS, Captain H. U. B. C.

W.M. H. SIMMONS, Captain H. U. B. C. P. S.-A similar challenge has been to-day sent to ambridge, and we would like to have all three rews row in the same race. Would this be agree-ble to you? W.M. H. SIMMONS, Captain H. U. B. C. The cable soon announced its acceptance by xford, and a few days later Cambridge agreed onditionally.

Though some objections were at first raised ere to engaging in a contest of such importice, and upon concessions deemed to be disadantageous, they were soon dispelled when all he facts became fully known, and particularly hen it was learned that not only would Harard's most powerful oarsman, Mr. Simmons at the stroke, but also that so skilful and thoragly experienced a man as Mr. Loring, the roke oarsman of the two fastest amateur crews t turned out in this country-the Harvard six '67 and that of '68-would pull the bow oar. nd, in fact, when the exceeding narrowness and ookedness of the little brook known as the am are considered, and when it is remembered at this mere ditch is all that the Cambridge ew has to practice on the greater part of e time, it will be seen that the Harvards ould be asking rather too much in desiring em to throw over their only recognized ethod of steering, and adopt another that could aly avail them for the one race proposed, and hich would have to be dropped as soon as at was over; nor would Oxford, though much atter off as to water, have been much more

#### The Harvard Organization.

ady.

Any under-graduate of the Harvard Univerty who confesses to a penchant for boating comes a member of the Harvard Boat Club on yment of a small entrance fee to the boat club the class to which he belongs. The aggreted membership of the several class clubs matitutes the Harvard Boat Club. The federal ganization is officered by a president, cap-in secretary, and treasurer. The subordiin, secretary, and treasurer. The subordi-te organizations are similar, and are severally verned by the rules and regulations of Harrd Club. The president of the club is not cessarily an oarsman, and there have been inances when such has been the case. He nets presiding officer at maetings of the club. hen the crew are afloat the captain has sole thority, takes charge of all the details of the ce, and assigns his men positions in the boat cording to his judgment. He is, in one word, ctator; he selects, trains, and directs the crew; ere is no appeal from his decision. He may ake the stroke bow, and the bow stroke, or turn the whole crew out and put other men their places.

The Captain of the Harvard Club is invariably ptain also of the "University Crew," which insists of six picked men, presumably the as muscle which the several classes can pro-ice in an emergency calling the Harvard colors the river. The class crews as well as the niversity are six-oared, the present four-oared sw being entirely an innovation. Indeed, the ar-oared erew cannot properly be considered part of the Harvard boating system, as it is tirely an outside and exceptional affair, and commander holds no official position in the niversity Club. In numbering the crews the actice is to begin with the stroke oar, the bow being six in a regular crew and four in the ternational crew. The captain of a crew elects s own position, which is likely, of course, to either that of bow or stroke. In the Univercrew the stroke is a port oar, in the Intertional a starboard oar.

In the June race of last year the coveted prize the Beacon Cup was borne off by the Freshen crew, and quite unexpectedly on the part most people. It will not appear strange, cordingly, to say that all the members of that rew, with one exception, this year hold posi-ons either in the International four or the Uniread. As Mr. Loring is the only man who ever traity six. The success of the Freshingh last

### The Oxford Crew.

The competitors of the American oarsmen are men of tried mettle and the best trained that England can produce. All that a good river, first-rate boats and splendid training can do to make good rowers is done at Oxford. Selection and reselection. trial and retrial, are made to bring together an eight which, to use an expression that would find no favor there, shall ' "beat creation.

The international crew is made up entirely of Etonians, and all, when taking the usual initiatory training at the great college which fiourishes under the shades of Windsor, took their places in the Eton eight-all except Mr. Darbishire, who takes rank as having rowed twice against Cambridge. All have rowed in their college matches at Oxford; all have rowed in the winning boat at the great regatta for gentlemen and scholars at Henley; all have been in the winning boat against Cambridge in the great race on the l'hames.

Chief among them in rowing, name, fame, and rank, though not in nominal position in the boat, stands F. Wilan, of Exeter College, the bowman. He has rowed four times in the winning boat at the great race, and has contributed in no small degree to its success. Mr. Willan is a sturdy and well-knit man of not more than niddle height, about twenty-five years of age. A southern complexion and well-rounded face are set off and deepened by black hair kept short and neat, and small moustache; deep-set eyes and beciling eyebrows give to Mr. Willan an aspect of hauteur which is not in keeping with his genial nature, for he .s a frank, hearty, and manly Fuglish gentleman. With great breadth of chest, sound lungs, and splendid physique, he combines massive shoulders and powerful arms. He has somewhat of the style of a man who has served at sea, and shows a degree of courage, power, determination, and endurance not often ound in one man. He weighs 164 pounds.

Mr. J. C. Tinne, of University College, the President of Oxford University Boat Club, is a younger and heavier man. He weighs 1891/2 ounds. Mr. Tinne is tall, youthful looking, and shy. His power is latent rather than apparent, but with that robust and as yet not fully developed form it is not difficult to associate long reach, flexible motion, and vast strength. Mr. Tinne is of light complexion, has not yet cultivated a beard nor taken occasion to be particular as to what turn his moustache may be required to take, but he has a pleasant look and an Oxford manner. He is not the man whom a stranger would guess to be the captain of a club like that of which he is the head. Yet he is well able to govern, though more likely to provoke than to conciliate. Mr. Tinne has rowed three times in the winning boat.

Mr. A. C. Yarborough, of Lincoln College, has rowed twice in the same boat. He seems to be about twenty years of age, and weighs 169% pounds, being six pounds lighter than when he owed in the great race in the spring. Promptitude, activity, and determination are suggested by his sharp face, quick eye, and firm build. Less trong apparently than either above described. Mr. Yarborough is probably not less effective as a rowing man, and would certainly seem to have more staying power than either, because he is more compactly formed, and is likely, on that account, to do his work with less wear and tear of material than either of them. As a sculler, he carried off the Oxford sculls, over one mile and 'Old Manse" which the genius of Hawthorne has a quarter, on the University course.

Mr. A. Darbisbire, of Balliol, 1591/ pounds has rowed two years against Camoridge. He

#### The Boats.

Our latest despatches state that the Harvards will row the Elliott boat, transported by them to England. It is 44 feet long, 21 inches wide at the widest part, and 8 inches deep; depth over all, 11% inches; depth forward, 7 inches; aft, 61 She was built on a draft model brought inches. from New York, and is of purely American construction, even the framework having been brought over with the crew. The material is Spanish cedar, copper fastened, and highly inished. The seats are well apart, and increased strength and stability are secured by a covering of wood forward and aft in the place of the ordinary canvas. The customary steering apparatus is omitted, leaving only rudder, tiller, and tiller-ropes, to be manipulated by the coxewain. Their oars have been made to their order by J. Ralph, of Wandsworth. These are broader and larger in the blade than those they have been rowing with, and, consequently, will take more hold of the water. They are handy, shapely implements, 12 feet 6 inches long, and

weighing 7 pounds each. The boat that the Oxfords will row has not been annonneed. Salter and Clasper are their best builders, the former for eight-oar boats and the latter for two. The London papers closely criticize the American boat as deeper, broader, and heavier than theirs. The London Telegraph says:-"Our racing craft are long and -traight, resting on the water from stem to stern, and cutting through the surface as an arrow cuts the air. This American boat is slightly curved at both ends, and so, though she may be more buoyant, she will be less under control, and will carry more wood than is necessary.

### Tone of the English Press.

If the Harvard crew were not gifted with a more than ordinary amount of firmness, they would have been discouraged long ago. In a strange country, almost without a friend, and with every newspaper against them, they have been training for a race against men who are at home, surrounded by their friends, and lauded to the skies by their press. The betting, too, is quoted as two to one against the Harvard men, and, in fact, everything that is calculated to dispirit and discourage the representatives of America is carefully carried into effect.

Before the Harvards sailed to England, the English press opened their columns to sarcastic and critical comments upon the American boatmanship, and continued with a vigor which must have proved disheartening had they not been so absurdly contradictory in their statements as to be ridiculous. Their style of rowing was "similar to the barbarous but long exploded system of English amateur training in the dark ages." The style of rowing is deficient in any mark, The style of rowing is dencient in any mark, the catch of the water is slow, and the recovery sluggish." "Were it not for one 'bustling spin.' in which they showed decided mettle, we should have been disposed indeed to have ar-rived at a conclusion—and one not very favorable or to their promote. But that hurst chosen all as to their prospects. But that burst, short as it was, throws all into doubt again. For it is clear that the somewhat listless manner in which they have 'paddled their own canoe' to and fro on the Thames water must not be taken as affording any satisfactory evidence of what they are ca-pable of in a race." "They get their oars in too deep, and the

feeling and good fellowshit tween the two nations may be the result."

### The Race Course.

Our map of the river Thames will give a correct view of the celebrated boating course to be rowed over by the contestants to-day. It is on scale of two inches to the mile. The distance from the bridge at Putney to Barker's Rails is five miles, from Putney to Mortlake about four and a quarter miles. The statements of foreign journals and the cable despatches are so conflicting that it is impossible to say what the precise limits of the race will be, although the distance of four and a half miles appears to be about the proper limit. It is officially an-nounced that the "conservancy of the Thames" have promised to chain the course, and to allow no traffic on that part of the river, no steamers barges, or guerilla wherries on the track, during the time of the race. It is to be hoped they may be as good as their word, and if they should be, no one will withhold from them their meed of praise. It must be given, however, after it

has been won. It will be observed that this famous locality, which has also witnessed for several years past the boat-races of Oxford and Cambridge, bend, of a horse-shoe shape, about two miles across by land.

Putney is a quiet little town of about six thousand inhabitants, immediately opposite Fulham, with which it is connected by a wooden bridge. The pipes of the Chelsea Water Works Company cross the river on piers just above the bridge. There is little of interest in Putney, which was the birthplace of Gibbon, the historian, beyond the old parish church, built ages ago, and enlarged in the reign of Henry VII Some pretty villas lie scattered about along the the village bank of which, immediately at river. the bridge, is edged with inns and beer-houses, deriving their custom chiefly from the boating

About midway of the course the Thames is spanned by a noble suspension bridge at Hamnersmith, an outlying suburb of London: and here the river bank on the northern side is lined with buildings for a considerable distance. Every window of these buildings is hired out on occasions like the present, while the bridge also, rom shore to shore, presents a dense mass of human beings, occupying every foot of space, from an early hour of the morning.

Above Hammersmith, on the same side, is Chiswick, and beyond Chiswick, on the other side, is Barnes, a small, antiquated cluster of brick houses, built along narrow lanes, with a ower peeping out of the foliage-the tower of the parish church, where Mclville preaches. Here a solid iron railway bridge raised on stone piers crosses the river. No spectators are per-

Mitted to go upon this bridge. As soon as the boats shoot under its arches, he coxswains catch sight of the "Ship" at Mortlake, just above the brewery building, where a flag signal indicates the goal. Not more than ix hundred yards now remain to be accomplished of the distance, and as Barnes bridge is assed the excitement of the spectators reaches ts acme

On the southern bank of the Thames, all the way from Putney to Mortlake, there is a tow-path for the horses employed in the barge transportation, and here the lower classes gather in housands.

On the northern bank of the river, for the greater part of the distance, the grounds are private property, and there is no high road. Here privileged parties of spectators may be seen grouped upon the sward, or on the porticos of handsome villas. Just opposite the Putney starting-post is the Episcopal palace, surrounded by a wide-spreading park, of the Bishop of London, end further on is the country residence of Pool, the tailor, who signalizes every race by a breakfast of faultless excellence of cuisine, to which the most aristocratic only of his customers are invited.

The stream is about seven hundred feet in width along the course, and the current runs at the rate of from three to four miles an hour, according to the state of the tide and the presence or absence of treshets. The course is with

### BABE IN THE WOODS.

A Three Days' Search for a Stray Youngster. A correspondent of the Boston Journal writes from Northeast Carry, Me., under date of

Walter, a little son of Mr. Koberts, of Greenville, aged ten years, being among the number, and be-coming separated from his companions, was lost. The news spread like wildfire, and a search was instantly commenced, and after being in the woods three days and two nights, the boy came out at the Northeast Carry farm, owned by Mr. Bradford, only two miles from where he started. The folks at the farm being absent searching for him, he took to the blueberry bog again, where he started by Mr. Simeon Butterfield, of Boston, who, with his companion, Mr. Charles H. Baker, was in search of him. He was restored to his parents, who were almost distracted at their loss. "The most singular part of the story is, that when host he had tin pail full of berties, and, on becoming aware that he was lost, he started to run and spilled them, not stopping to pick them up. Still holding on to the pail be carried it the whole distance, and when found by Mr. Butterfield had picked if full again after being at the farm. His clothes were lite-rally tern from bim. He said that he was Bot irightened, but has rather could nights," aged ten years, being among the number, and