

THE TRIBUNE HAS A LARGER BONA FIDE CIRCULATION AMONG SCRANTON BUSINESS MEN THAN ANY OTHER MORNING PAPER

YALE ATHLETES WIN THE RACE

Over Seventeen Lengths Ahead with Every Man Fresh at the Finish.

THE CRIMSON COXSWAIN AT FAULT

Under Favorable Conditions the Crews Start at 6:42—The Harvard Boat Collides with the Three-Mile Post, Giving Yale an Advantage That Cannot Be Overcome—Harvard Oarsmen Collapse at the End of the Race.

NEW LONDON, Conn., June 28. Yale won the varsity race tonight, defeating Harvard by over seventeen lengths. The start was made at 6:42. The conditions were very favorable, although a fresh breeze came up with the boats between the mile and two and a half mile flag. The official time is as follows: Four miles, Yale, 23:47; Harvard, 24:40. It is estimated that 30,000 people saw the race. The observation train, with thirty-four cars, stood on one side of the station, freighted and ready

Every man in the Yale boat appeared fresh and in the form of a champion, jubilant at the victory. Five of the Harvard boat partially collapsed as their shells crossed the line. Harvard had the great disadvantage of only having selected and arranged her eight rowers a week ago. Yale's eight has not been changed since April 1, save to put Rogers, a better oar, in

ular training system was adopted by the three crews the year following, and contests have been held ever since. Cornell and Columbia coming to the front, Princeton organized a crew and was successful in beating her rivals, but the lack of water and the expense of going daily to Trenton or Philadelphia rendered crew training next to impossible, and rowing was given up with pangs of regret.

In 1876 Yale and Harvard signed their first agreement for a series of eight-oared races on a four-mile course. Since that year eight races have been rowed. Of the Yale has won eleven and Harvard seven. Harvard was more than a match for Yale until 1886. But Yale has one every race except two since and including that year. In 1891 Yale's long succession of victories was broken by Captain Perkins' crew, which beat Yale a few lengths.

The record of the Varsity contests since they have been recognized factors in college life follows:

Year	Winner	Time	Losser's time
1876	Yale	23:47	24:40
1877	Harvard	24:36	25:30
1878	Yale	23:47	24:40
1879	Harvard	24:36	25:30
1880	Yale	23:47	24:40
1881	Harvard	24:36	25:30
1882	Yale	23:47	24:40
1883	Harvard	24:36	25:30
1884	Yale	23:47	24:40
1885	Harvard	24:36	25:30
1886	Yale	23:47	24:40
1887	Harvard	24:36	25:30
1888	Yale	23:47	24:40
1889	Harvard	24:36	25:30
1890	Yale	23:47	24:40
1891	Harvard	24:36	25:30
1892	Yale	23:47	24:40
1893	Harvard	24:36	25:30
1894	Yale	23:47	24:40

Up to 1886 Harvard's supremacy on the water was unquestioned, and the old John Harvard could well afford to carry a broom at full mast. But a new era had begun in the science of rowing at Yale. "Bob" Cook had come to the front as a master

coxswain, and so far as Harvard has been concerned Yale has ruled the sea almost unbroken since. It is hard to say whether Cook would have been so lucky had his crew dared to try their strength and skill against Cornell, for Courtney has shown himself to be a leader in the art of rowing. But Cook has been sufficient for Yale's purposes, for Yale has steadily affected to belittle Cornell's sneaky arms.

YALE.	Age.	Lbs.
F. A. Johnson, 24.5, (captain) stroke	22	165
R. B. Treadway, 26, No. 7	23	175
W. R. Cross, 26, No. 6	24	165
A. W. Dater, 26, No. 5	21	181
A. P. Rogers, 26, No. 4	23	165
R. H. Lewis, 26, No. 3	23	165
H. C. Houghton, 26, No. 2	21	177
H. Armstrong, 26, No. 1	21	167
Coxswain, E. Olin	21	167
J. H. Knapp, 26, substitute	19	182
W. D. Smith, 26, substitute	19	182
A. V. Cameron, 26, substitute	22	169
Average age, 25 years; 3 months; average height, 5 feet 11 1/2 inches; average weight, 163 pounds.		

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Another victory was also scored for the blues earlier in the day when the Yale-Harvard Columbia Freshmen race was rowed up stream from Wintrop's Point to the navy yard, over the 3-mile course. The finish was made in the

Yale won the race before the first half mile was covered. The eight sailed into steady and magnificent form a hundred yards from the start and except one held it till the finish. The half mile stake found Yale leading by a length and a half and steering for the middle of the stream. Harvard was shying away toward the bank and losing ground and the seconds were all the time allowed the water. Then the shells slid at slanting side by side. For 5 minutes a vocal volcano might have been witnessed in red hot eruption. Then the observation train dodged behind a knot knoll on the bank and in the uncertainty of section the yelling stopped.

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SENATOR HILL'S OBJECTIONS

Fifteen Strong Arguments Against the Income Tax.

MANDERSON OFFERS AMENDMENT

The Senator from New York is Opposed by Six Republicans in His Hopeless Struggle Against One of the Objectionable Features of the Wilson Bill—One Democrat Votes with Him—Populists Join the Democracy.

WASHINGTON, D. C. June 28. In spite of the oppressive and enervating heat which prevailed in the senate chamber all day, the session was continued for nine hours, and when adjournment came at 7 p. m. there were only two sections of the tariff bill undisposed of.

All the income tax sections which had remained over from Wednesday were gone through with, and then an omnibus motion to strike them all out was made by Hill. This was the important vote of the day and the decision was against the motion by a majority of sixteen—23 to 40. Only two Democratic senators, Hill, of New York, and Smith, of New Jersey, voted for it, while three Populists and six Republicans voted against it.

FIFTEEN OBJECTIONS. When Mr. Hill submitted his motion to strike all sections relating to income tax out of the bill, he epitomized his objections to the income tax, as follows: First—An income tax has no legitimate place in a tariff reform bill. It is unjust to those who desire to support a revision of the tariff, but who cannot consistently or conscientiously favor an income tax.

Second—An income tax is neither a Democratic nor a Republican principle, and has never been approved by the people at the polls, but is one of the doctrines of the Populist party.

The debate has conclusively demonstrated the fact that the needs of the treasury will not require the proceeds of this tax. Fourth—it is a direct tax within the intent and meaning of the constitution, and not being laid in proportion to population, it is unconstitutional and cannot be enforced.

Sixth—it is the revival of an odious war tax in time of profound peace. Seventh—the exemption of all incomes not exceeding \$4,000 is an exemption unprecedented in the history of income tax legislation here or any where in the world, and stamps the measure as the most offensive species of class legislation.

Eighth—it is unjust and indefensible in its discriminations. It unnecessarily and injuriously discriminates against corporate investments by individuals especially small investments.

Ninth—it is retroactive in its operation. Tenth—it usurps those fields of revenue which properly belong to the states. THIRTEEN OBJECTIONS. Mr. Hill's constitution the province of the federal government it should mainly confine itself to that method of raising its necessary revenues without encroaching upon the rights, prerogatives and revenues of the states.

Eleventh—its provisions are inquisitorial and offensive in character. It is a system of taxation adapted to a monarchial government, but unsuited for a free government.

Twelfth—it violates the constitution because it usurps those revenues derived from certain domestic corporations which the states themselves have created and the revenues of which corporations the states have retained for their own use.

Thirteenth—the absorption of these legitimate state revenues by the general government as here proposed will necessarily lead to the increased direct taxation by the states and to the existing direct burdens of the people.

Fourteenth—the proposed tax is double that recommended by Secretary Carlisle. Fifteenth—it will duplicate taxation, create friction and promote contention between the general government and the states; is contrary to the established policy of the government, is a step toward socialism and is unwise from every point of political experience.

MANDERSON'S AMENDMENT. Mr. Manderston, Nebraska, asked Mr. Hill whether the paper which he had read was an indictment against the income tax features of the bill.

Mr. Hill—It partakes of that nature. Mr. Manderston—I want to add another thing. Mr. Hill—There is ample opportunity for a great many more, but in my desire to be brief I left out a large number.

Mr. Manderston—The count which I would add is: "It creates a class by a part of the expenses of the government, and is the first step toward the creation of a privileged few, constituting a moneyed aristocracy which, contributing from their abundant revenues or incomes to the support of the government, will rule it."

DEATH DEALING CYCLONE.

Southwestern Minnesota and Eastern South Dakota Are Swept by a Fierce Hurricane.

MINNEAPOLIS, Minn., June 28.—Southwestern Minnesota and eastern Dakota suffered death and destruction last night by a series of windstorms already mentioned in these dispatches. Details of the damage done to life and property, which have been coming in slowly, show that ten persons were killed and twenty or thirty injured.

The following is a list of the dead and injured so far as heard from tonight: Killed—Sam Roach, Washington, S. D.; Charles Motke, near Sleepy Eye, Minn.; Mr. Golden, Maligna, Minn.; Mrs. G. T. Hicks, Pipestone, Minn.; Miss Jennie Lindstrom, Pipestone, Minn.; Mrs. M. J. Johnson, Larimore, N. D.; Henry Rhody, Larimore, N. D.; Miss Nina Swift, near Alameda, S. D.; Miss Walechsky, Glencoe, Minn.

Injured—Mrs. Bakesley, Washington, S. D., seriously hurt; John McCabe, two carpenters and several children at Henry, S. D.; John W. Cold Spring, Minn.; Mrs. John Weiss, fatality; John Winkler, Jacob's Prairie, Minn., fatality;—Dennis, do missing; John Schmidt, Sleepy Eye, Minn.; Mrs. John Schmidt, and four children, one fatality; G. T. Hicks, Pipestone, Minn., seriously; Mrs. Mohanah, Pipestone, Minn., fatality; Mrs. Hickman, Pipestone, Minn., seriously; Mrs. Zaska, Revellville, Minn.; John Sanders, Mrs. Johnson, near Hanson, Litchfield, Minn.; Mrs. Bratz and baby, Forest City, Minn.; Editor Bousfield, Aberdeen, S. D.; Mrs. William Barst, near St. Charles, Minn.; Mrs. G. Lemke and daughter, Bertha, Minn.

The storm traveled from southwest to northwest in parallel lines, and there were three of unusual severity. The westernmost arose in South Dakota and traversed the east end of the state, striking Alameda, Minn., St. Lawrence and Aberdeen in its route. So far as is known the storm did no damage to life or limb, but caused considerable damage to property and crops.

The northernmost point in the central part of the storm's path apparently was Collegeville, in Stearns county, where the damage was principally to the buildings of St. John's university. Minneapolis caught what was apparently the tail end of this blow. It swept across the city, dipping down to the ground near Lake Harriet and next in New Boston. Telegraph wires are down in many directions and full particulars are difficult to secure.

THE NORTHERN PACIFIC BLOCKED. MINNEAPOLIS, Minn., June 28.—The railroad situation is one of uncertainty. There is not a wheel on the Northern Pacific moving in this city to-day. Rumors fly thick and fast about the striking Alameda, Minn., St. Lawrence and Aberdeen in its route. So far as is known the storm did no damage to life or limb, but caused considerable damage to property and crops.

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BOYCOTTING THE PULLMANS

Strikers Meeting with Indifferent Success at Various Points.

NEW YORK TRAINS ARE MOVING

At New Orleans the Trainmen Claim to Have no Grievance—St. Louis Switchmen Join the Strike—The Santa Fe Road Tied Up—Rock Island Succeeds in Running Trains on Time.

NEW YORK, June 28. SO FAR the railroads between this city and Chicago have not suffered from the strike of the American Railway union to prevent the running of Pullman cars. The trains have been run on time and without interruption. What will be the result tonight on the Erie is, however, uncertain. Their Chicago connection is out, and while last night's train came through all right and proceeded east on time this morning it is not so sure that the next train out, which leaves Chicago at 2:35 p. m. today will be unimpeded. It is run over the Chicago and Western Indiana road. The local officers of the company do not expect any difficulty, but say that no one can tell what will happen during a strike and that in any event this train will have to proceed slowly over the switches.

CINCINNATI, Ohio, June 28.—The sense about the railroad depot today indicate that little effort was being made to interfere with the making up of trains. When the 9 o'clock train on the Cincinnati, New Orleans and Texas Pacific railroad was being made up at Ludlow, Ky., there were some signs of trouble, but no outbreak. The presence of several United States deputies seemed to deter the men from interference.

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TORTURED BY ROBBERS.

John Howard's Feet Burned by Thieves Who Want Money.

PARKER, Pa., June 28.—Early yesterday morning three men broke into the general store owned by John Howard, two miles from this city. Howard sleeps in the store and before he could offer resistance he was securely bound and gagged. The robbers finding no money ordered Howard to tell where it was. He refused to answer. They then held his bare feet over the flames of a lamp and he was used under the torture and told where \$170 would be found.

The thieves took this and a quantity of goods and left. Howard received other brutal treatment and is in a critical condition.

THREE CONVICTS WRECKED. They Escaped from the Milwaukee Jail and Stole the Yacht Splash. MILWAUKEE, June 28.—The pursuit of the four convicts who escaped from the Milwaukee jail two weeks ago has ended in the woods of Michigan. They made their way to Manitowish and stole the yacht "Splash" from the Michigan coast. The yacht was wrecked at 10 o'clock Sunday afternoon on the Michigan shore, and three men drifted ashore on the overturned boat.

It is thought that the fourth man landed on the Wisconsin shore in the vicinity of Strugan bay before the boat sank. The convicts are in the heavy woods of Michigan and it will almost be impossible to apprehend them.

BITS OF HOME GOSSIP. The first carload of California apricots of the season of 1894 was shipped west from Fresno today for Minneapolis.

A number of the leading planters of Louisiana, Arkansas and Mississippi have called a convention to meet in Vicksburg on July 12 to devise ways and means for selling this season's crop of cotton seed.

The Illinois Democratic state convention endorsed President Cleveland's administration as far as it adhered to the Chicago platform, and no further. It also nominated Franklin MacVane for United States senator.

The Democratic state convention of Vermont nominated G. W. Smith for governor, E. N. Bullard for lieutenant governor, J. W. Gordon for secretary of state, Charles Clark for treasurer, and E. E. Sargent for auditor.

ECHOES OF COAL STRIKE. President Janney, of the Huntington and Broad Top Railroad company, was in receipt of advice yesterday to the effect that all the mines in the Broad Top region have resumed operations and that a large number of the Cumberland and George's Creek miners have returned to work.

The miners in the region of Cumberland, Lonsmeadow, Barton and other places help meetings this morning at which they decided to call the strike off, declaring that they were ready to go to work at 40 cents a ton when the companies were ready.

SCOTTISH MINERS STRIKE. Shipping and Steel Trade Are Seriously Affected. EDINBURGH, June 28.—Only 500 Scottish miners are now at work. The strike is seriously affecting the shipping and steel trades.

The railroads are reducing the number of trains run daily owing to the enormous decrease in mineral traffic.

NATIONAL CAPITAL CHIPS. Delegate Joseph, who represents New Mexico in congress, regards it as certain that the senate, as well as the house, will pass the bill admitting the territory to statehood.

The quantity of Indian corn imported into Mexico from the United States and entered at the port for the year ended March 31, was 10,853,701 kilograms, valued at \$303,309.

The natives of Western India, according to consular reports, have a preference for goods of American manufacture and are willing to pay more for an article made in the United States than for English or other goods.

Representative Cummings, (Dem., N. Y.) yesterday took to the white house the Chicago train run daily during the holiday, and President Cleveland immediately signed it. The pan and holder was sent by Mr. Cummings to Samuel Gompers, president of the American Federation of Labor.

Chairman McKee, in his report on the bill to forfeit the granted lands of railroads not completed within the time specified, says that it is not just to hold the government to the same doctrine of laches as a private individual, since the government can act only through slow and complicated processes of legislation.

FINLEY'S SPECIAL SALE

MUSLIN UNDERWEAR



We have received from our manufacturer some special job lots of MUSLIN UNDERWEAR. All perfect goods at cut prices. The quantity is limited and cannot be duplicated.

10 dozen Gowns, solid embroidered yokes, at 62c. each.
6 dozen Gowns, assorted, at \$1.10.
6 dozen Skirts, with 5 tucks, 62c.
6 dozen Plain Shirts, cambric cuff, 75c.
6 dozen Madras Shirts, 8-inch embroidered cuffs, at 75c.
10 dozen Drawers, unembroidered cuffs, 50c.
10 dozen Misses' Gowns, unembroidered yokes, 75c. and 85c.
6 dozen Infants' and Children's White Dresses, 65c. up.

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