SPORTS AND SPORTSMEN

PROGRAMME OF SPORTS TO-DAY.

RACING.—Sheepshead Bay, 2:30 p. m.

GOLF.—Bogey handicap for Perrell Cup, Seabright Golf Club; general handicap, Sunset Park golf links.

LAWN TENNIS.—International championship, Niagara-on-the-Lake, Canada.

CYCLING.—National Cycling Association meet, Trenton, N. J.

YACHTING.

SIR THOMAS LIPTON'S STEAM YACHT ERIN AND HER HISTORY.

Sir Thomas Lipton's steam yacht, the Erin, which lately arrived in New-York from Gourock, Scotland, after having convoyed and towed across the ocean the cutter Shamrock, the challenger for the America's Cup, had been built only eighteen months when Sir Thomas bought her. She was at Palermo when the bargain was struck with Count Ignazio Florio, an Italian nobleman and shipowner. The exact price was £75,000, say $375,000. She was built for her Italian owner after the designs of George L. Watson at the yards of John Scott & Co., at Greenock, and cost him a much larger sum than Sir Thomas paid. Captain Matthews, who was the skipper of the cutter Bona, belonging to the Italian Duca degli Abruzzi, which so often beat Emperor William's Meteor, was sent from England to bring the yacht, then called the Elgusa, around from the Mediterranean. On her arrival at Southampton she was put in the drydock to clean her of the marine growths which had collected on her bottom during her stay of over a year in southern waters.

Sir Thomas's first intention was to call her the Killarney, but he decided that the name was too local in character, and he settled on the Erin, because it appealed to the whole Irish people. After being fitted out the yacht went to Cowes, and during the summer her owner gave many little yachting parties for the entertainment of his guests, among whom were Lord Chief Justice Russell and Lady Russell, the ranking Admiral of the British Navy and many other prominent persons. Since then he has entertained the Prince of Wales and the Duke of York on board, and was complimented by the Prince upon the appearance of the boat.

The interior of the Erin conforms to the invariable English fashion of being simple and moderate in all its colorings. The interior of an English yacht is always rather severe in its simplicity, it built for an English owner, though yachts built in England for American owners do not always conform to the English idea. An example of this was the Mayflower, built for the late Ogden Goelet, whose rich red panellings of brocaded silk and satin and costly furniture were in marked contrast to the general sombreness of an English yacht's interior.

The Erin has been furnished with powerful engines, and can steam sixteen knots an hour. The general ability of her engine power is fairly well shown by the fact that she was able to tow the Shamrock as much as 264 knots in one day on the voyage to America.

In appearance the Erin is typically English, with a long Watson stern and a bow that is designed to be pushed through the water at a great speed. Her masts are high in comparison with those carried in an American yacht of the same size. As measured from the deck, her one funnel is perhaps a third higher than would be seen in a yacht of her size in this country. She is built of steel, and is a thoroughly able vessel for round the world cruising.

The Erin is not intended to be used in this country as a tender for the Shamrock. Local steamers have been chartered for boarding the crew and carrying all the spare spars and sails and the exchangers. The Erin's use in America is to be solely that of a yacht, and after Sir Thomas Lipton brings over from England the distinguished company of guests, whose names have already been published, the Erin will take a cruise to Newport and other Eastern ports, probably Bar Harbor, if Sir Thomas will absent himself from the trials of the Shamrock for so long.

The Erin will anchor off the Atlantic Yacht Club house at Sea Gate. An invitation was sent six or seven months ago to Sir Thomas offering to him the use of the house for himself and guests, and the club anchorages for his yachts. Sir Thomas accepted this invitation, and the Sea Gate anchorages will be convenient for attending the daily experiments of time which the Shamrock has to make outside of Sandy Hook until Captain Hogarth is satisfied that he has the boat in the best possible racing trim. In regard to the training of the Shamrock's crew, it will be remembered that they need little practice, as they have all been professional yacht sailors from boyhood, and about all they have to learn in the Shamrock is to find out how the sheets and halyards lead.

The Erin is 204 feet 7 inches long over all, and is 252 feet on the water line. Her beam is 32.62 feet and her depth of hold 18.5 feet. She has four water tight compartments, and her gross tonnage is 901, the net tonnage being 676. A noteworthy feature is her electric plant. She has three thousand electric bulbs for outside use, and when the yacht is illuminated at night her rails, shrouds, forestays, rigging and hull are outlined. In fact, the picture of a ship is set forth on the night in lines of glowing light.

THE SHELTER ISLAND REGATTA.

THE NEW HERRESHOFF OMEGA BEATEN BY THE OLD DILEMMA.

The yachts that sailed in the regatta of the Shelter Island Yacht Club on Saturday were heavily reefed down, and during the contesting most of them were more or less on their beam ends. It was, however, the most exciting race of the season, and there was a surprise when the new Herreshoff Omega, which has carried all before her this season, was beaten by the old Dilemma. The Edmiston, owned by Commodore Weir, withdrew when the Mira, her opponent, carried away some of her rigging.

The following table shows the results:

CLASS B—SLOOPS.

	Start. H.M.S.	Finish. H.M.S.	Corrected time. H.M.S.
Edmiston, James Weir, jr.	2:34:02	Did not finish.	
Mira, Charles Fox	2:33:32	Disabled	

SPECIAL CLASS.

Dilemma, L. A. Fish	2:36:37	4:25:23	1:48:14
Lynx, R. H. Leach	2:36:30	4:34:31	1:57:03
Gleam, P. L. Maxwell	2:37:27	4:28:39	1:49:12

CLASS D.

Marion, F. M. Smith	2:37:35	4:30:02	2:01:27
Martha D., F. L. Cox	Did not start.		
Ottalie, O. E. Lubke	2:37:16	4:30:17	1:58:43
Thalia, E. F. Nugent	Did not sail		

CLASS E.

Ashore, Charles H. Otis	2:41:36	4:51:34	2:10:24
Rover, J. N. Laning	2:42:00	Did not finish.	

CLASS F.

Vinata, T. M. Towl	2:41:32	4:56:11	2:14:39
Alfair, George F. Little	2:42:00	Not in	2:18:48

CLASS G.

Medusa, C. F. Cardeke	2:40:33	4:35:10	2:14:33
Merula, F. W. Jenkins	2:41:04	4:50:39	2:27:24
Edna, Edward Burns	2:38:35	5:34:06	2:11:08
Rattler, D. Masters	2:40:27	4:58:45	2:14:53

CLASS S.

Francis, J. L. Casey	2:45:49	4:15:35	1:26:15
Speek, J. L. Hutchinson	2:45:47	4:22:20	1:31:27

The winners were the Dilemma, the Ottalie, the Ashore, the Vinata, the Edna and the Francis.

SHAMROCK'S GIANT SPARS.

TWO SETS OF RIGGING AND FOUR SUITS OF SAILS FOR THE CHALLENGER.

SKILLED WORKMEN ARRIVE TO HELP FIT HER FOR THE CUP RACES—A "JIBBOOM" THAT IS NOT A JIBBOOM—THE METAL FIFE'S OWN ALLOY.

The unlimited expense which Sir Thomas Lipton is lavishing on his quest of the America's Cup was in evidence again when two sets of rigging and four suits of sails were brought to port on Saturday and skilled workmen arrived from foreign yards to make the challenging yacht ready for the races. Three ocean liners brought the material and men from British ports. The Etruria brought the carpenters sent by Fife from the Fairlie yards, and they were taken to South Brooklyn in the steam tender Nenowantor, which met the Cunard liner at her pier. Ratsey and Lapthorne, of Cowes, perhaps the greatest sailmakers of the world, sent over six skilled men in the St. Louis from Southampton. The St. Louis also brought several wagon loads of picked material. This included twelve bales of sails, one steel backstay runner, one gaff saddle, one throat bolt, one brass sheave, two galvanized iron sheaves, three steel and aluminum spans, two wooden spans and foreplates.

Besides the above, which were entered on the ship's manifest, the St. Louis brought over a lot more of interesting material for the Lipton boat. From the Woolston Naval Works, near Southampton, she brought the Shamrock's racing spars of aluminum bronze. They were carried on the upper deck, tightly lashed and wrapped in slats and canvas, where they could be measured by any of the passengers.

These spars are cylinders made of closely riveted plates. The two lashed on the starboard side were a topmast and jibboom. The former is 71 feet long. In diameter it is 14 inches in the thickest part, and it tapers to 4 inches at the truck. What is meant by "the jibboom" is not well understood here, because these ninety-foot cutters do not carry jibbooms; but the spar that was shipped under this name is 57 feet in length, 5 inches in diameter at its outer end and 12 inches in diameter in its thickest part.

The main gaff, also of the same material, is 67 feet 6 inches long. Where the peak halyards attach it is 12 inches in diameter, and at the jaws and it is 7 inches thick. At the peak it is only 5 inches. This spar and two clubtopsail spars were on the port side uncovered, and in places the brown paint has been knocked off, showing the white metal underneath. One of the metal poles, the clubtopsail yard, measured 62 feet in length, and in its thickest part is 10 inches through. The club that will go with the same sail is 56 feet long and 9 inches in diameter, tapering to 3 inches at each end. It is not certain that these two are not both clubs and that the yards are to follow.

SPARS OF A SECRET COMPOSITION.

The Atlantic Transport Line steamer Mesaba, from London, also arrived on Saturday, carrying still another set of racing spars for the Shamrock. She brought one lower mast, a topmast, a spinnaker boom, a clubtopsail yard and the club, two crosstrees, and two vases of metal fittings and contrivances of rigging and blocks. All the spars brought in the Mesaba are of wood, and as most of them will probably never be used in this country except in case of the failure of the metal ones, they may be regarded as spare spars only.

The actual measurements of the racing spars which have arrived show that nothing was to be prejudiced of the challenger's speed by the size or appearance of the outfit with which she raced with the Britannia. When the challenger meets the Columbia every sail she carries and every spar on board of her will be different from those she carried in England. Not only are they different in size, but also in material. Instead of being made of wood the spars are intended to be raced with are of a new alloy. The ingredients that go into this alloy are wholly unknown in this country, and it is a special discovery that has been utilized by Fife. What the virtues of the whitish looking product of the secret processes are, nobody in America knows, but it is safe to say that Fife has satisfied himself that this "aluminum bronze" gives a metal of great strength combined with great lightness.

All that is known of the product is that the huge mast composed of this material was handled with such extreme ease on its arrival in New-York that its evident lightness was remarked by every one who saw it moved.

With the exception of this mast, the spars which are now going in the Shamrock are not those with which she will race the Columbia. The bowsprit which was put in place on Saturday morning is a heavy Oregon pine stick, which will be used merely for practice and will be replaced later on by a hollow bowsprit of aluminum bronze, which arrived here on Saturday.

But what is this metal spar called "jibboom," which is apparently shaped for fitting in alongside the bowsprit? What kind of a "pipedream" is conjured up by this suggestion of the Shamrock floating off under an untaxed jibboom carrying an acre of flying jib far out ahead of the bowsprit?

If the length of the Shamrock's mast from deck to hounds has been rightly measured at 75 feet, her truck will be just 150 feet from the deck, and 9 feet higher than the Columbia's present mast.

CROWDS TO SEE THE SHAMROCK.

The Shamrock was the object of attraction yesterday to hundreds of visitors to Erie Basin. They crowded the piers of a yard around the cup challenger, and looked at her green painted topsides and immense spars, while they passed criticisms on the "wash" displayed by the Scotch sailors of the yacht on lines leading from the mast to the bowsprit. The racing spars were set in place last Saturday, as told in yesterday's Tribune. The tinging of the Shamrock aroused a great deal of interest. The shrouds were set and buckled down, and the slider hooks were fastened to the forestay. The stays were led over the spreaders and tightened. The crane then lifted the steel boom on board. The collar and gooseneck were fastened, and the end of the boom secured in the crotch. The gaff will be set to-day, and the sails will probably be bent, after which the Lipton yacht will be ready for a trial spin.

David Barbie, the representative of Sir Thomas Lipton, said yesterday that he would go to Boston in a few days to look over the steamer Plymouth, which will be the official tender of the Shamrock in the International yacht races. The tender will join the yacht on September 5 or 6. Fife, the designer; Ratsey, and Connell, a well known yachtsman on the other side, will be quartered aboard the Plymouth. The Shamrock will probably be tuned up in a trial spin on next Wednesday or Thursday.

Those who are acquainted with the cost of building such a racing machine as the Shamrock, and of all incidental expenses, including tugs, tenders, docking, support of crews, and so on, believe that before the races are over Sir Thomas will have expended a round million dollars or more.

AN IRISH SEND OFF FOR SIR THOMAS.

MANY FRIENDS BOARD THE STEAMER TO BID HIM FAREWELL AT CORK.

Queenstown, Aug. 27.—A throng of friends boarded the Cunard liner Campania, from Liverpool for New-York, on her arrival here to-day to welcome and bid farewell to Sir Thomas Lipton. The owner of the America's Cup challenger expressed entire satisfaction with the arrangements of the committee of the New-York Yacht Club.

"If the Shamrock wins the cup," he said, "royal Cork will be the first place on this side where I shall exhibit it."

Sir Thomas intends entertaining a party on board the steam yacht Erin, and among his guests will be Baron Russell of Killowen, Lord Chief Justice of England, and now a member of the Venezuela Boundary Arbitration Tribunal; Rear Admiral Lord Charles Beresford, Conservative Member of Parliament for the city of York, and Arnold Morley, former Postmaster General.

He received the heartiest kind of an Irish send off from the deck of the tender as the Campania sailed.

MANHASSET BAY AUTUMN RACES.

TWO HOURS' DELAY WAITING FOR WIND ENOUGH TO SEND OFF THE YACHTS.

There had to be a delay of two hours before there was wind enough to send off the racers that met at the fall regatta of the Manhasset Bay Yacht Club on Saturday. The Regatta Committee—Charles P. Tower, Thomas Fleming Day and F. E. Barnes—gave the preparatory signal at 1:30 p. m., and the 25-foot and 21-foot classes, with the cabin cats, were then started.

The course was twice around a three-and-three-quarter-mile triangle, in which the start was off the clubhouse, on Manhasset Bay, and which had for its outer points stakeboats anchored off Plum Point and the Great Neck shore. The dories went over this course only once.

The first round of the course was made in this order: The Win or Lose, the Thelma, the Kitty, the Spindrift, the Midge, the Mongoose, the Hypatia, the Lassie, the Palm, the Grayling, the Nike, the Edwina, the Scout, the Fiddler, the Old Squaw and the Dodo.

There were seven racers in the dory class, and the Kitch II, belonging to Mr. Ketcham, won first prize, with the Redder, owned by J. R. Thompson, second. The John Dory, the Red, the Zena, the Tom Cod and the Periwinkle followed.

In the 25-foot class of catboats the Win or Lose beat the Hypatia 13 minutes and 45 seconds. In the 21-foot knockabout class the Mongoose, owned by Simeon Ford, beat the Spindrift 25 seconds, the Kittie by 52 seconds and the Lassie by 11 minutes and 39 seconds. The Thelma won in the Seawanhaka knockabout class, beating the Midge by 1 minutes and 21 seconds.

The Edwina II got beaten by the Nike in the 18-foot class by 8 minutes and 15 seconds. In the 15-foot class the Lobster beat the Scout 1 minute and 34 seconds. The prize in the Lark class was won by the Old Squaw. Summaries:

CABIN CATS—25 AND 30 FOOT CLASSES.

Name and owner.	Start. H.M.S.	Finish. H.M.S.	Elapsed time. H.M.S.
Grayling, H. W. Warner	2:35:00	4:07:06	2:26:06
Win or Lose, J. S. Appleby	2:35:00	4:20:06	2:45:06
Hypatia, G. C. Belding	2:35:00	5:20:39	2:24:40

KNOCKABOUTS—21 FOOT CLASS.

Mongoose, S. Ford	2:40:00	5:40:02	2:00:02
Kittie, Harry Metz	2:40:00	5:45:02	2:05:02
Spindrift, F. C. Pope	2:40:00	5:40:55	2:00:55
Lassie, C. C. Wallace	2:40:00	5:01:02	2:21:02

KNOCKABOUTS—SEAWANHAKA DESIGN.

Thelma, A. Thayer	2:40:00	5:46:27	2:06:27
Midge, E. N. McLean	2:40:00	5:50:41	2:10:41

OPEN JIB—18 FOOT CLASS.

Edwina, J. N. Gould	2:40:00	6:12:20	2:32:20
Nike, Guy Forbes	2:40:00	6:14:06	2:34:06
Fiddler, H. T. Yale	2:40:00	1861 not finish	

OPEN CATS—21 FOOT CLASS.

Palm, C. A. Miller	2:45:00	1st not finish.	
Oh, R. Hyslop	2:45:00	1st not finish	

OPEN CATS—15 FOOT CLASS.

Lobster, T. J. S. Flynt	2:45:00	6:20:08	2:05:08
Scout, H. E. Hall	2:45:00	6:21:34	2:36:34

OPEN CATS—SPECIAL LARK CLASS.

Dodo, G. H. Morse	2:45:00	1st not finish	
Old Squaw, F. F. Cornell	2:45:00	6:24:20	2:24:20

DORIES.

Tom Cod, Louis Harway	2:50:00	5:14:33	1:24:33
Kitch II, L. C. Ketcham	2:50:00	5:20:00	1:30:00
Periwinkle, H. N. Francis	2:50:00	5:45:32	1:55:32
Zena, D. E. Barnes	2:50:00	5:34:40	1:44:40
Redder, J. R. Thompson	2:50:00	5:28:40	1:38:40
John Dory, A. Cozzy	2:50:00	5:35:00	1:45:00
John Dory, O. M. Greene	2:50:00	5:41:35	1:51:35

THE FROAM WINS AGAIN

The big interclub challenge race for the model yachting championship of America and the "Outing" trophy was sailed yesterday off Steinway, on Bowery Bay, Long Island. The Froam, owned by Messrs. Murray and Weber, of the New-York Model Yacht Club, was the defender, and the Nymph, of the American Model Yacht Club, the challenger. The wind was good and strong, holding steady throughout the race, from the south by easterly. The sea was choppy and before the race was over it was quite rough. The conditions were best two out of three heats, over a course once around a mile, from a starting line to a stake boat, and back to windward and return.

In the second heat the Nymph lost her batten when she was building and looked all over a winner, and was compelled to withdraw. The summaries follow:

FIRST HEAT.

Boat.	Owner.	Start. H.M.S.	Elapsed time. H.M.S.	Corrected time. H.M.S.
Froam	Murray & Weber	1:46:00	0:15:21	0:15:22¼
Nymph	A. Moore	1:46:01	0:19:04	0:2[illegible]

SECOND HEAT.

Froam		2:15:00	0:13:56	0:13:54½
Nymph		2:14:21	Disabled, withdrawn	

The New-Yorks entertained their visitors at the clubhouse after the race.

VANDERBILT TAKES THE JONES CUP.

After a hard contest and in a powerful northeaster Cornelius Vanderbilt, jr., came out a winner by twelve seconds in the race for the Jones Cup on Saturday. The owner of the Carolina, Pembroke Jones, who gave the cup, did not race his 36-footer Foo in this contest. Nine others of the special thirty feet entered, and the Vela was only sixth boat in turning the outer nine mile windward mark, but she won by clever work on the return in getting out of the force of the tide while running close to shore. This table shows the results:

Yacht.	Owner.	Finish.	Elapsed Time.
Vela, C. Vanderbilt, jr.		5:50:00	2:14:00
Idera, Ralph N. Ellis		5:50:21	2:14:21
Dorothy II, Harry Payne Whitney		5:50:42	2:14:42
Vagrom III, Herman B. Duryea		5:51:08	2:15:08
Azalea, L. Warren		5:51:22	2:15:22
Lasgasaca, H. O. Havemeyer, jr.		5:52:18	2:16:18
Wasp, Herman Oelrichs		5:52:44	2:16:44
Pollywog, A. H. Fuges		5:56:08	2:22:10
Para, E. D. Morgan		5:56:57	2:20:57

SHOOTING.

WASHINGTON HEIGHTS GUN CLUB'S COMPETITION TAKES PLACE AT THROG'S NECK.

Eugene Desinck was the only member of the organization to make a clean score of ten straight kills at the monthly trap shooting tournament of the old time Washington Heights Gun Club, which was decided on the grounds of the organization, at Throg's Neck, on Saturday. It was great shooting, as the birds had but few sitters among their number. "Gus" Nowak and J. Arthur Belden held the second high guns with but one bird less to their credit.

The scores follow:

Club competition (ten live birds per man, American Shooting Association rules)—Eugene A. Desinck (30 yards, 7 points), 10; "Gus" Nowak (28 yards, 6½ points), 9; J. Arthur Belden (29 yards, 6 points), 9; Henry Forster (28 yards, 6 points), 8; Frederick Troelle (27 yards, 5½ points), 8; Peter Harmisteever (26 yards, 5 points), 8; F. M. Henry (28 yards, 5 points), 8; F. M. Bennett (28 yards, 5 points), 8; Henry W. Oliver (28 yards, 6 points), 8; Frank Mayer (27 yards, 5 points), 4; Frederick Lohmeier (29 yards, 4 points), 4; Adam Dietz (26 yards, 5 points), 4; F. P. Merrifee (28 yards, 4 points), 4; F. H. Wiessand (26 yards, 4½ points), 4.

Sweepstakes race, fifty clay birds per man, all at sixteen yards—five, assembly: Dr. Bower, 9; Desinck, 9; Forster, 9; Belden, 8; Troelle, 8; Harmisteever, 8; Fleiges, 6; Mayer, 6; Wiessand, 1.

Ten clay birds per man—Forster, 10; Fleiges, 9; Bower, 9; Belden, 8; Harmisteever, 7; Mayer, 6; Dietz, 3.

BROOKLYN GUN CLUB'S TOURNAMENT.

Dr. W. L. Gardiner and wife, of San Antonio, Tex., participated in the weekly trap shooting tournament of the Brooklyn Gun Club, at Fulton Course, Long Island, on Saturday. In the club competition at ten clay birds per man, thrown from the magazine, five men scored the limit, while two were only three points behind them. The extra events decided consisted of three sweepstakes races, in which Dr. Gardiner, Richard Woods, Dr. Chambers, William H. Hopkins and Dr. Tuttle carried off the honors.

The summaries follow:

Club shoot, at 100 clay birds per man—Ben Cash Waters, 50; Richard Woods, 50; H. H. Bunnell, 50; Dr. Tuttle, 50; N. J. Lane, 50; Dr. Gardiner, 47; W. H. Hopkins, 47; J. H. Hopkins, 46; Dr. Chambers, 44; Gustave Bunnell, 35.

Sweepstakes, ten clay birds—Dr. Gardiner, 9; William H. Hopkins, 8; J. H. Hopkins, 8; Richard Woods, 8; H. H. Bunnell, 8.

Sweepstakes, ten clay birds—Dr. Tuttle, 10; W. Hopkins, 9; Gardiner, 9; Chambers, 7; Lane, 7; J. H. Hopkins, 7; H. H. Bunnell, 6; Tuttle, 5; Bunnell, 5; Mrs. Gardiner, 4.

Sweepstakes, ten clay birds—Gardiner, 10; Tuttle, 10; Woods, 10; Chambers, 10; Bunnell, 10; Waters, 10; J. H. Hopkins, 12; Bunnell, 11.

Sweepstakes, ten birds—W. Hopkins, 10; Chambers, 10; Gardiner, 10; Waters, 10; Tuttle, 10.

THE RACETRACK.

SHEEPSHEAD ENTRIES FOR TO-DAY.

The entries and weights for to-day's races at Sheepshead Bay are as follows:

FIRST RACE—For all ages; weights 7 pounds above the scale; allowances. Five and one half furlongs, on main track.

Name.	Wt.	Name.	Wt.
Comrion	131	Toby	118
Pleasure	120	Flasser	111
Peninsula	120	St. Catherine	111
Leonville	118	Lady Lansdale	108
St. Clair	118		

SECOND RACE—For three year olds and upward; selling. One mile, on main track.

Blueskin	110	Dimitrio	96
Chevalier	108	Sentry	95
Meth	101	Heartbeat	92
Zenica	101	Gladstone	89
Skyscraper	99		

THIRD RACE—THE AUTUMN MAIDEN. $1,000 added, for two-year-olds which were maidens at time of closing; $50 each, $20 forfeit to second horse, $200 and to third $100 of the added money; colts to carry 115 pounds, fillies and geldings 112 pounds. Last five furlongs of Futurity Course.

Brandes & Co.'s b. c. Frontier, by Order—Hattie B. 115
W. H. Clark's ch. c. Withers, by Hermit—Dilemma 115
P. J. Dwyer's ch. c. Rumbold, by Hanover—Avenita 115
W. C. Eustis's b. f. Knight of Honor, by Knight of Ellerslie—Sister Lucy 115
J. J. Hyland's ch. c. Magnificent, by Hyder d'Or—Lady Margaret 115
W. H. Jennings's b. c. Counting, by St. Andrew—Hot Spring 115
J. R. & F. C. Keene's br. c. Tetrachy, by Tournament—Katherine II. 115
William Lakeman's b. c. Yes Cecilia, by Confederate—Theatre 115
H. Eugene Leigh's br. c. Eldrin, by Kingston—Libbie L. 115
F. Lorillard's b. c. The Chandelaire, by Elkton—Patronesse 115
J. E. Madden's b. c. Hunting, by Falsetto—Virginia 115
Sydney Paget's b. c. Angle, by George Kinney—Fly Away 115
Sydney Paget's b. c. Bramble Rose, by Bramble—Miss Nancy 115
J. D. Smith's b. c. Machiavelli, by Bermuda—Laura Shaw 115
Brandes & Co.'s br. f. Imposing Belle, by Imperial—Yorkville Belle 112
P. H. Dwyer's ch. g. Red Path, by Rayon d'Or—Red Girl 112
Oneida Stables's b. f. Venus, by Meddler—Petrea 112
W. Sanderson's ch. f. Phoenix, by Albert—Entrella 112

FOURTH RACE—THE FLYING HANDICAP. $1,000 added, for three-year-olds, $50 each, $20 forfeit, to second horse $200 and to third $100 of the added money. Six furlongs, on main track.

Beasley & Nolan's b. f. Miss Hennessy, by Patron—Little Hesperus 119
P. J. Dwyer's ch. g. Half Time, by Hanover—Pandora 114
Thomas C. McDonald's b. f. Rath, by Watercourse—Belle City 113
Sydney Paget's ch. f. Taboo, by Noble—Sweet 108
J. McLaughlin's b. f. Lady Lindsay, by Sir Modred—Memento 107
Brandes & Co.'s ch. c. Hellebore, by Eurus—Brandes Lass 106
P. H. McCarren's b. c. Surveyor, by Strathmore—Ella F. 106
J. E. McDonald's br. c. A. K. P., by Hayden Edwards—Salutation 106
[illegible] 104
Eagle & Lorillard's b. c. Wise Maid, by Tomahawk—Sagacious 104

FIFTH RACE—For two year olds, selling. Last five and one-half furlongs of Futurity Course.

Bank	108	Sister F.	102
Mirkwood	107	Lizzie Dwyer	102
Finlo	107	Sandhills	102
Amin	104	Pyramid	99
Lost Heart	104	The Amazon	96
Kanopy	102		

SIXTH RACE—Handicap, $1,000 added, for three year olds and upward; to second horse $200 and to third $100 of the added money. One and one-eighth miles, on turf.

The Parkdale	128	Arcona	110
Decanter	122	Orphan	108
Warrenton	117	Gold Dust	107
Lochwood	116	The Mass of Harlem	100

BASEBALL.

GAMES YESTERDAY.

Brooklyn, 6; Chicago, 2 (first game)		Cincinnati, 8; New-York, 4 (first game)	
St. Louis, 10; Washington, 2 (first game)		Baltimore, 7; Louisville, 3 (first game)	
Washington, 15; St. Louis, 9 (second game)		Baltimore, 4; Louisville, 4, (second game)	

HOW THE CLUBS STAND.

Clubs.	Won.	Lost.	P. C.	Clubs.	Won.	Lost.	P. C.
Brooklyn	73	35	.676	Chicago	56	59	.500
Boston	67	42	.615	Philadelphia	55	56	.495
Philadelphia	59	44	.573	Louisville	48	63	.440
Pittsburg	59	45	.567	New-York	47	60	.439
St. Louis	64	51	.557	Washington	37	73	.336
Cincinnati	60	48	.556	Cleveland	20	94	.175

BROOKLYN, 6; CHICAGO, 2.

Chicago, Aug. 27.—After two outs in the fourth and not a hit registered against him Griffith got into an argument with Umpire Connolly and was sent to the bench. Taylor succeeded him, and the leaders started right in with their stick work. The fielding of the home team, barring some good catches by Lange, was miserable. Attendance, 2,000. Score:

CHICAGO.	ab.	r.	bh.	po.	a.	e.	BROOKLYN.	ab.	r.	bh.	po.	a.	e.
Ryan, rf.	5	0	2	2	0	0	Jones, cf.	4	0	1	1	0	0
Merritt, cf.	4	1	2	0	1	1	Keeler, rf.	4	2	1	0	0	0
Wolter's, 3b.	4	0	1	0	4	1	Jennings, lf.	5	1	1	0	0	0
Lange, cf.	4	0	0	4	0	0	Kelley, 1b.	5	2	2	7	0	0
Wagner, lf.	3	0	1	1	0	0	Daly, 3b.	5	0	0	4	2	2
Cooper, 2b.	4	0	0	0	0	0	Dahlen, ss.	4	1	2	3	1	0
Dreifuss, ss.	4	0	0	3	2	1	Grim, 2b.	4	0	1	1	2	0
Donohue, c.	3	1	1	5	1	1	Farrell, c.	4	0	1	6	1	0
Griffith, p.	1	0	0	0	2	1	Hughes, p.	3	0	0	2	2	0
Taylor, p.	2	0	0	1	0	0							
Totals	34	2	7	27	12	7	Totals	38	6	8	27	9	2

Chicago	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Brooklyn	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	0	6

Earned runs—Chicago, 1; Brooklyn, 2. Left on bases—Chicago, 6; Brooklyn, 5. Two-base hits—Dahlen, Merritt. Sacrifice hits—Griffith, Wolter's. Stolen bases—Ryan, Merritt, Wolter's, Lange, Donohue, Jones, Keeler, Kelley, Daly, Dahlen, Grim, Farrell, Hughes. Double plays—Daly and Dahlen; Dahlen, Grim and Kelley. First base on balls—Off Griffith, 2; off Hughes, 3. First base on errors—Chicago, 2; Brooklyn, 1. Hit by pitched ball—Keeler. Wild pitches—Griffith, Hughes. Time, 2:05. Umpires—Swartwood and Lynch. Attendance, 6,000.

BALTIMORE WINS AND TIES.

Louisville, Aug. 27.—The Orioles bunched hits on Cunningham and the Colonels' errors were costly in the first game. The home team had several chances to win the second game, but the best they could do was to make it a tie. Clarke and Smith were put out of the second game by Umpire O'Day for too much back talk. Attendance, 3,000. The score:

FIRST GAME.

									R.	H.	E.
Louisville	2	0	0	0	0	0	1	0	0	3	4
Baltimore	0	2	1	0	0	0	4	0	0	7	1

Batteries—Cunningham and Zimmer; McGinnity and Smith.

SECOND GAME.

									R.	H.	E.
Louisville	0	1	1	0	0	1	1	0	0	4	7
Baltimore	0	0	0	0	1	3	0	0	0	4	8

Batteries—Dowling and Powers; Howell and Robinson. Game called on account of darkness.

ST. LOUIS AND WASHINGTON BREAK EVEN.

St. Louis, Aug. 27.—St. Louis and Washington broke even in a poorly played double-header to-day. Both teams clouted the ball hard, and this was the only feature. The fielding of the two teams was horrible. Attendance, 17,000. The scores:

FIRST GAME.

									R.	H.	E.
St. Louis	0	0	1	0	2	1	0	6	x—10	20	4
Washington	0	1	0	0	0	0	0	0	0—2	10	4

Batteries—Young and Criger; McFarland and Roach.

SECOND GAME.

										R.	H.	E.
St. Louis	1	0	2	2	1	2	0	0	1—	9	11	3
Washington	0	0	5	0	4	1	0	3	2—	15	17	2

Batteries—Powell, Sudhoff and Criger; Dineen and Roach.

CINCINNATI, 8; NEW-YORK, 4.

Cincinnati, Aug. 27.—Doheny gave ten passes to first to-day and hit two batsmen. When he managed to get the ball over the plate it was usually hit hard. Two doubles, a single and a triple drove Phillips to the bench in the sixth.

Cincinnati	0	0	1	2	0	2	2	1	x	8	
New-York	0	0	1	0	0	3	0	0	0	4	

Earned runs—Cincinnati, 2; New-York, 2. Two-base hits—Corcoran, Doyle and Meloney. Three-base hit—Glenalvin. First base on balls—Off Doheny, 10; off Lucid, 1. Hit by pitched ball—Doheny, 2. Struck out—By Doheny, 4; Phillips, 2; by Taylor, 1. Wild pitches—Doheny, 1; Phillips, 1. Time, 2:10. Umpires—Sandenson and Dwyer. Attendance, 6,000.

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FIRST GAME.

									R.	H.	E.
Louisville	2	0	0	0	0	0	1	0	0—3	7	4
Baltimore	0	2	1	0	0	0	4	0	0—7	11	1