SPORTS AND SPORTSMEN:

PROGRAMME OF SPORTS TO-DAY.

RACING.—Coney Island Jockey Club, Sheepshead Bay, 2:30 p. m.

GOLF.—Women's team match, Nassau at Morris County; women's team match, Ardsley at Richmond County.

CANOEING.—Annual meet, Atlantic Division American Canoe Association, Worcester, Mass.

GOLF.

PAWNED GOLF PRIZES RAISE A QUESTION OF AMATEUR ETHICS.

A. G. LOCKWOOD, WINNER OF THE BALTUSROL TOURNAMENT, SAID TO HAVE PLEDGED HIS CUPS FOR $100—UNITED STATES GOLF ASSOCIATION TO TAKE ACTION—NOTES OF THE LINKS.

Does the pledging of golf prizes won in amateur competition constitute a man a professional? That is the question which the United States Golf Association will shortly be called upon to decide. The matter has come up over the action of A. G. Lockwood, winner of the recent Baltusrol tournament, who since his return to Boston has been accused of pledging his prizes to secure a loan of $100. Not since the time when Findlay Douglas charged foul play in the alleged oiling of his clubs at the Chicago championship have golfers been so outspoken in their indignation. The matter was generally discussed at clubhouses yesterday, and the general opinion seems to be that prompt and rigorous action should be taken by the Executive Committee of the United States Golf Association.

Lockwood is a young Englishman of good family, who first appeared here about two years ago. Attention was directed to him by his attempt to enter the National championship of 1898, held at Morris County. For several weeks prior to the opening of that contest he was a frequent visitor to the Morris County links, and when the list of entries was opened his name appeared as a member of some English golf club. The committee knew nothing about him, and refused his entry on the ground that he had not been in this country the requisite thirty days. Lockwood thereupon returned to Boston, where he identified himself with the Allston and Wollaston Golf clubs, and where he has been extremely prominent in local competitions. In fact, he is regarded as one of the best amateurs of the Boston district.

Whether he has violated his standing as an amateur by borrowing money on golf prizes remains to be seen. F. E. Wingate, president of the Allston Golf Club, is quoted as saying:

"Personally, I should prefer not to express any opinion. I do not suppose any one would care to acquire golf prizes, won by Lockwood or any one else, in return for a loan. I don't believe any one would want to go in for that sort of speculation. Probably he made the agreement only that his friend might feel secure."

The opinion of golfers here seems to be that Lockwood has virtually been playing for $100, and should consequently be declared a professional. A careful study of the bylaws of the United States Golf Association, however, fails to show anything that would govern the matter. In the Amateur Athletic Union there is a rule that covers the case exactly, and a man who sells his prizes or medals is forthwith declared a professional. Some such rule is evidently needed in golf. The status of an amateur has been so jealously guarded that there is no doubt of prompt action on the part of the Executive Committee. Robert B. Kerr, secretary of that committee, when seen in regard to the matter declined to express an opinion of the merits of the case, owing to the fact that it will probably be brought before him judicially, but he volunteered the information that a special meeting of the committee was to be held this week, when it would in all likelihood be discussed, and a special rule would be framed to cover similar cases in future.

While the spirit of the rule defining an amateur has evidently been violated, there is nothing in the provision as it now reads to bar Lockwood from future competitions. Sections 9 and 10 are the ones applicable to the case. Section 9 reads:

An amateur golfer shall be a golfer who has never received a money consideration for playing in a match or for giving lessons in or examples of his skill in the game of golf, nor laid out nor taken charge of golf links for hire, who has never contended for a money prize in an open competition, who has never carried clubs for hire after attaining the age of fifteen years, who has never personally made for sale golf clubs or any other articles connected with the game, and who on and after January 1, 1897, has never within the jurisdiction of this association played a match game against a professional for a money bet or stake, nor played in a club competition for a money prize or sweepstakes.

Section 10 refers to the reinstatement of persons debarred for violation of the above, but says nothing about the sale or pledging of golf prizes.

Since the organization of the United States Golf Association, in December, 1894, there have been only two instances of debarment from amateur standing. One was the case of Harry Roy Sweeney, the Albany golfer, who lost his status as an amateur for joining a golf goods house, and the other was that of C. S. Cox, of the Fairfield County Golf Club, who was excluded on account of his connection with the Spalding firm. Sweeney has abandoned his business and has been reinstated, while Cox's contention that he "never personally made for sale golf clubs or any other articles connected with the game" was favorably considered by the Executive Committee, and he, too, has regained his privileges as an amateur. That Lockwood cannot be disqualified unheard is certain. Section 8 of the bylaws says:

No club or member shall be disqualified or deprived of any privilege without due notice and formal charges, with specifications, having been made, and an opportunity having been given to be heard in its or his own defence.

This week's interest among local clubs will centre largely in the open tournament of the Knollwood Country Club, where the Stock Exchange brokers gathered on Saturday. The tournament is to begin on Thursday, and will continue through the remainder of the week. Its chief importance, from a golfing point of view, is its proximity to the National amateur championship, to be held at Garden City the first week in July. It will be the last opportunity the cracks will have of measuring their skill by the championship yardstick, and consequently is likely to attract a representative field. Entries may be made by invitation only, a further proof that the players will be of the best. The usual eighteen hole qualifying round at medal play will occupy the morning of the first day. The player making the lowest score will receive a gold medal, and the first sixteen will be eligible for the match play rounds for the President's Cup, offered by John D. Archbold, while the second sixteen are to meet for a consolation cup. On Saturday there will be a thirty-six hole handicap for the Vice-President's Cup, given by Paul G. Thebaud. It is said that Travis, Watson, Harriman, Hamilton and Douglas will be among the competitors.

A good deal of silly criticism has been raised over Miss Hecker's action in allowing George Strath, the Wee Burn professional, to caddie for her in last week's championship of the Women's Metropolitan Golf Association. So many unpleasant things were said by the other competitors that on the last day Miss Hecker dispensed with Strath's services altogether. Had Miss Hecker been beaten it is doubtful if the matter would have caused a single comment, but when she turned down Miss Maude K. Wetmore, in whom the Morris County players centred their fondest hopes, and then defeated Miss Hoyt, it was a little more than people could stand. Possibly it may have smacked of professionalism, but everybody knows that a player may choose whatever caddie he likes and take such suggestions and advice from him as he sees fit. Miss Hoyt herself had W. H. Sands as caddie through most of the championships of 1898, and professionals have frequently been employed in the men's championships and have received big fees for their services. Miss Hecker ever since she was fifteen years old has had Strath to coach her, and it was natural that he should want to see her win at Morris County. A year ago he predicted she would be the next champion of the United States, and those who saw her play last week are inclining to his opinion. It seems to be the rule in golf that the younger girls are the only ones who may hope for any degree of success. Miss Hoyt captured her first championship when scarcely more than fifteen. Miss Hazlet, who won the English championship a year ago, was only seventeen, and Miss Hecker is said to be about the same age.

Harvard has not taken her usual place in college golf this season. The absence of a 'varsity links and the rule of the faculty in forbidding outside matches have rather taken the snap out of her team. Recently the team played a match with the Brookline Country Club, of Boston, in which the Harvard men were defeated by a score of 17 to 11. Even Gardiner G. Hubbard, prominent in more than one tournament in the last two seasons, was beaten by H. C. Leeds 3 up, while J. G. Averill, second in the intercollegiate championship at Garden City last fall, lost his match by five holes. The Brookline course has a new record, recently established by Alexander Campbell, the club's professional, who lowered his previous record of 76 by three strokes, in a match with Quincy A. Shaw, of the Myopia Hunt Club. On Saturday the Brookline team is to play a team of twelve men from the Royal Montreal Golf Club.

According to Findlay Douglas, proficiency in golf is within easy reach of every one. Speaking in a recent article in "Western Golfer," Douglas says:

It is not necessary to begin the game as a boy in order to arrive at excellence. Some would be inclined to dispute this statement, alleging that, like a poet, a golfer is born, not made. It is not necessary to indulge in lengthened argument to prove my case. Numberless instances occur to me of players in the first rank who learned to handle their clubs comparatively late in life. I have only to mention Herbert M. Harriman, the present amateur champion, and Walter J. Travis, two of the finest players in America, to satisfy all aspirants to fame that proficiency is within the reach of every one.

The Mount Anthony Golf Club, of Bennington Centre, Vt., has secured Mungo Park, formerly professional at the Dyker Meadow and Fox Hills links, as its golf instructor for the present season. The course, which has a playing length of 2,604 yards, is to be formally opened this week.

The fifth competition for the prizes presented by Colonel William J. Harding is to take place on Saturday at the Laurence Harbor Country Club, of Morgan, N. J.

The North Jersey Golf League announces two matches in its team schedule for the coming Saturday—one at Forest Hill between the East Orange and Forest Hill players and the other at Elizabeth between Glen Ridge and Elizabeth.

CRICKET.

MANY POSSIBILITIES FOR THE NEW-YORK CHAMPIONSHIP.

Not for many years has the contest for the cricket championship of New-York presented so many possibilities. For the last four or five years only one or two clubs really figured in the race, and the result was a foregone conclusion before the games began. This year, however, every club has to be considered, and the pennant winner may spring from any unlooked for quarter.

The defeat of the champion Knickerbockers by Montclair last Saturday was altogether unexpected even by the most sanguine supporters of the latter club, and that they should gain the victory in the absence of their best batsman should be taken into consideration also. It indicates that the weakest club in the league is yet unknown.

In the contest for the pennant of the New-York Cricket Association three clubs are tied for the lead, but there is little doubt about the Paterson Team A being the strongest, and when they strike their gait they should easily pass all others. The club records:

METROPOLITAN DISTRICT CRICKET LEAGUE.

	Played.	Won.	Lost.	Drawn.	P. ct.
Livingston	2	1	0	1	1.000
Manhattan	2	1	0	1	1.000
Montclair A. C.	3	1	0	1	.500
Knickerbocker A. C.	1	0	1	0	.000
New-York	2	0	1	1	.000

NEW-YORK CRICKET ASSOCIATION.

	Played.	Won.	Lost.	Drawn.	P. ct.
Brooklyn	3	2	0	1	1.000
Kings County	2	1	0	1	1.000
Paterson Team A	3	2	0	1	1.000
Kearny	3	1	1	1	.500
Paterson Team B	4	1	1	2	.500
Manhattan II	3	0	2	1	.000
Nelson Lodge	4	0	3	1	.000

F. J. Prendergast still leads the batting averages. He has already made almost one hundred runs more than any other player in the league, and he will require a run of ill luck before he can be reduced materially. M. R. Cobb heads the bowlers, and as the famous P. F. Warner says in his new book, "Cricket in Many Climes," he is certainly the second best all round cricketer in this country, the palm being carried off by J. B. King, of Philadelphia. The averages follow:

LEAGUE BATTING AVERAGES.

	Inns.	Times not out.	Most in inns.	Runs.	Average.
F. J. Prendergast, Manhattan	2	0	124	172	86.00
A. B. Mifflin, Montclair	1	0	71	71	71.00
W. Adam, Manhattan	1	1	*54	54	54.00
W. S. R. Ogilby, Livingston	2	2	*44	54	54.00
M. R. Cobb, Livingston	2	0	45	84	42.00
A. J. Gray, Manhattan	2	1	*27	34	34.00
J. E. Backus, Montclair	2	0	50	50	25.00
A. V. Clarke, Knickerbocker	1	0	25	25	25.00
A. Backus, Montclair	2	1	15	21	21.00
F. F. Kelly, Knickerbocker	1	0	19	19	19.00
N. S. Walker, jr., Livingston	1	0	18	18	18.00
W. A. Gray, Montclair	2	0	28	32	16.00
R. St. G. Walker, Livingston	2	1	9	16	16.00
C. H. Hill, Manhattan	2	0	28	31	15.50
J. Flannery, Manhattan	1	1	*14	14	14.00
J. Westervelt, Montclair	1	1	*14	14	14.00
C. Byers, New-York	2	0	19	24	12.00
W. V. Hughes, New-York	2	0	20	24	12.00
A. Smedley, Manhattan	1	0	12	12	12.00
A. E. Smith, New-York	2	1	*11	11	11.00

*Signifies not out.

BOWLING AVERAGES.

	Balls.	Maidens.	Runs.	Wickets.	Average.
M. R. Cobb, Livingston	65	2	31	6	5.16
A. V. Clarke, Knickerbocker	90	3	36	6	6.00
M. Whitaker, Montclair	30	2	12	2	6.00
F. J. Prendergast, Manhattan	96	2	39	4	9.75
A. Backus, Montclair	150	2	98	10	9.80
A. Smedley, Manhattan	65	3	30	3	10.00
R. U. Delapenha, Montclair	140	2	92	8	11.50
J. E. Roberts, New-York	12	0	13	1	13.00
C. Byers, New-York	144	2	92	5	18.40
J. Parks, New-York	68	0	77	4	19.25
W. Adam, Manhattan	96	4	41	2	20.50
H. Tattersall, New-York	198	3	103	5	20.60
F. F. Kelly, Knickerbocker	60	2	22	1	22.00
C. W. Wilson, Montclair	48	1	26	1	26.00
H. Rushton, Manhattan	42	1	26	1	26.00
A. B. Mifflin, Montclair	102	2	76	1	76.00

THE SPEEDWAY.

SPRINGFIELD TROTTER NEMOLINE WAS MISTRESS OF THE ROAD.

Nemoline, 2:11¼, a noted trotting mare hailing from Springfield, Mass., was mistress of the road at Speedway Park yesterday, though the big black daughter of Jersey Wilkes had to battle stubbornly for the honor before it was conceded to her.

Dr. J. H. Carmichael, who owns the mare, brought her to New-York a few days ago to try her mettle in brushes with the best trotters in town. Soon after her arrival she met the mammoth bay mare Dundess, 2:23¾, in a brush, and both drivers claimed a victory. Henry Zahn, jr., drove Dundess yesterday, and was on the lookout for an opportunity to renew hostilities with Nemoline. Mr. Zahn's weight is not below 250 pounds, and this handicap, added to the fact that the black mare's record is twelve seconds faster than that of Dundess, made the New-York mare appear to be completely outclassed. But she surprised both her admirers and her rival by putting up a splendid contest in spite of these handicaps.

In the first brush she held the lead from the starting point, at Dyckman-st., down to within fifty yards of the point agreed upon for the finish line, at the end of the stone wall, a quarter of a mile north of Washington Bridge. She was under a hard drive, however, and when the pinch came at the end she suddenly left her stride in a sprawling break, which gave the victory to Nemoline.

The second trial resulted in a victory for Dundess. She went to the front at the start, and remained in front until she had passed the goal a length in advance of the crack trotter from Springfield. The rubber proved to be one of the best brushes of the season. Dundess again outfooted her rival, and looked all over like a winner until she was within fifty yards of the end of the speeding ground. The weight and the pace began to tell on her all of a sudden as she neared the finish line, and she died away to a jog, breaking into a run as Nemoline shot past her, winner by just about a head.

Later in the day Dr. Carmichael started Nemoline in a brush with Page, 2:09¾. The New-York horse proved to be very unsteady, making two breaks before he had gone a hundred yards, and the brush ended in a fluke.

Page suffered another defeat when his driver, Isaac Fleming, started him down the road from Dyckman-st. in company with Nathan Straus's spotted trotter Malacca, 2:18½. Malacca held his own with the 2:10 trotter for about a quarter of a mile, displaying remarkable speed. Then Page made a break, and, as Malacca's driver, C. A. Thompson, did not wait for the fast horse to recover and come on, Malacca won the brush.

Mahlon, 2:13¾, a handsome and fast little black trotter from Boston, figured in the speed parade. He was driven by John Trout, one of the oldest reinsmen in the country. Mahlon showed something of his quality by going past the two fast horses Beacon Light and Brockport in the space of fifty yards after having been pocketed all the way down the road.

The prospect of rain yesterday had the effect of keeping many road riders and many more spectators at home, and the Speedway was not thronged as it is ordinarily on a pleasant Sunday morning.

A flurry of excitement was occasioned shortly after noon by the Canadian pacer, Bobby J., 2:19¼, driven by Alexander Frankenstein. The horse bolted when moving slowly down near Washington Bridge. His driver was thrown out; the wagon was left at the roadside half way between the big bridges, and the pacer ran nearly down to One-hundred-and-fifty-fifth-st. before he could be overtaken and stopped by the mounted police.

THE RACETRACK.

WIMMER SAYS TURNER DISOBEYED HIS ORDERS ON JEAN BERAUD.

Little work was done yesterday by the trainers at the Sheepshead Bay track. It was about the most listless and most disagreeable Sunday since the racing season began at the local tracks. Only a few trainers were astir at Sheepshead Bay before 7 o'clock. It was raining heavily at that hour, and the greater part of the track was like a morass. In the backstretch the mud was only a few inches thick, but in front of the judges' stand it was very deep. Between 4 and 9 o'clock only two horses were asked to plod through the rain and mud, and they ran at a slow pace. If the day had dawned bright nearly all the trainers at the Sheepshead Bay course would probably have been up at their usual hour, and had their charges exercised, groomed and fed long before 9 o'clock, and the number of early morning visitors would probably have been greater than on any other Sunday this year.

One of the earliest risers at the Sheepshead Bay course yesterday was P. Wimmer, the trainer of Kinley Mack, the winner of the Brooklyn and Suburban Handicap of 1900; W. C. Whitney's Jean Beraud and other well known public performers. Wimmer can nearly always be found at his stables between 4 and 5 o'clock every morning, whether the day is fair or wet. He is one of the few trainers at the track who is not a familiar figure to the regular morning visitors, as he is seldom seen near or in front of the big grandstand at an early hour. His horses are housed near the north side of the course, and he watches his thoroughbreds being exercised from a point of vantage near his stables. He is a quick worker, and the routine daily work at his stables is completed as soon as possible under his watchful eye. He usually rides on horseback to and from his stables, and occasionally makes the journey in a carriage. He was not the happiest man seen at the track yesterday; at least he did not appear to be. He had much to say to those who visited him early in the morning about the victory of Kinley Mack in the Suburban Handicap and also about the running of Jean Beraud in that race. He expressed himself as being greatly displeased with Jean Beraud's showing.

"Is Kinley Mack or Jean Beraud suffering any ill effects as a result of their efforts in the Suburban Handicap?" one of his visitors asked him.

"None at all," he quickly replied.

"Do you now think Kinley Mack is a better horse than Jean Beraud?" was the next question.

"Well, I think Kinley Mack," he said, after a slight pause, "has shown himself in his public performances to be possessed of a stronger heart, to have more stamina, than Jean Beraud. Yes, the public achievements of Kinley Mack show, I think, that he is a better stayer than Jean Beraud."

"What about the showing made by the two horses in their trials?"

"In the trials for the race," answered Mr. Wimmer, "Jean Beraud acted like a better horse than Kinley Mack, and I thought, on the strength of the trials, that Jean Beraud's chances of capturing first honors in the Suburban Handicap were better than those of Kinley Mack. I was greatly disappointed with Jean Beraud's running in the Suburban."

"Do you think Jean Beraud would have run a better race if he had not set the pace for the greater part of the route?"

"I assuredly do," he replied with much emphasis.

"Were the instructions you gave to Turner as to the way you desired Jean Beraud ridden strictly carried out?"

"No, sir," exclaimed Mr. Wimmer; "Turner disobeyed my orders. I told him not to make the pace. I told him not to force the pace. I instructed him to keep well up with the leaders from the start, and that I would be satisfied if he was at Imp's tail turning into the home stretch. I also instructed McCue to keep in a good position near the leaders, and to make his bid turning into the stretch."

"Has Turner made any explanation to you why he did not carry out your orders about riding Jean Beraud?"

"He has not. I have not seen him since the race."

Mr. Wimmer further said that Jean Beraud was fresher than Kinley Mack after the race.

Many trainers at the Sheepshead Bay course now are of the opinion that the best two-year-old shown so far this season is William C. Whitney's Prince Charles. In speaking about the two-year-olds of this season that have performed in public John E. Madden said yesterday: "The two-year-olds are certainly a bad lot when a filly no bigger than a Texas mustang can beat many of the supposed cracks. It is certainly a bad mixup, but I think the peer of the two-year olds already seen appears to be Prince Charles."

Pierre Lorillard expressed himself freely at the Sheepshead Bay races on Saturday about the three-year-olds of this country. He is reported as saying that he thought W. C. Whitney's Kilmarnock was the best three-year-old he ever saw. In a letter he recently sent to his trainer in England it is said he wrote: "I think Kilmarnock could give Diamond Jubilee one stone and a beating."

A number of horses that will run at the summer meeting of the Washington Park Club, Chicago, will be shipped from the local tracks to Chicago to-day or to-morrow. According to reports, only a few horses that have performed on the local tracks will start in the American Derby, with $10,000 added, for three-year-olds, at one and one-half miles, to be decided on the opening day of the coming meeting of the Washington Park Club, which will be next Saturday, June 23. The probable Eastern starters in the Derby will be W. M. Barrick's b. c. James, by St. James-Belottie; P. J. Dwyer's ch. c. Withers, by Hanover-Dilemma; P. J. Dwyer's blk. c. Hammock, by Hanover-Aurania; G. B. Morris's b. c. Pupil, by Sir Modred-School Girl; G. B. Morris's b. c. Goldone, by Goldfinch-Abilone; W. L. Oliver's ch. g. All Gold, by Rayon d'Or-Merry Nelly; H. Eugene Leigh's ch. c. Vulcain, by Kingston-Arrowgrass; E. F. Simms's blk. c. Mark Cheek, by Albert-Susie Lasley, and Thompson Brothers' ch. c. Sidney Lucas, by Top Gallant-Addie C. II.

Pupil and Goldone were shipped to Chicago last week. Of the Eastern horses that are likely to start in the race, Goldone and Mark Cheek are mostly fancied for the rich turf honors. Many persons think that W. M. Barrick's good colt James will secure some part of the laurels. It is said that James has performed many pounds better in his trials than he has in public. Several owners at the local tracks who think their horses are not good enough to win races here intend to send their thoroughbreds to the Fort Erie meeting this week.

Superintendent Clarke of the Sheepshead Bay course said on Saturday that the first race over the new Futurity course would probably be run to-day. It is not likely that the selling race for two-year-old fillies on to-day's card will be decided on the new track, as it will probably be in worse condition than the old Futurity course, owing to the rain yesterday.

Here are the entries for to-day's races at Sheepshead Bay:

FIRST RACE—Handicap; for three-year-olds and upward. Six furlongs, main track.

Name.	Wt.	Name.	Wt.
Picardy	113	Vesuvian	105
Contestor	110	Maribert	104
Gonfalon	110	The Rush	100
Stuart	110	Montanic	95
Toluca	109		

SECOND RACE—Selling; for three-year-olds and upward; non-winners this year. One and one-eighth miles.

Candleblack	108	The Rose	101
Dan Cupid	108	Aureole	101
Chappaqua	106	Nansen	100
Laudeman	105	Lancewood	91
Sensational	105	Dunblane	91
Ten Candles	101		

THIRD RACE—THE DAISY, with $1,000 added, for two-year-olds; entrance fee, $10 each; to second horse $200 and to third $100, of the added money; colts to carry 118 pounds, fillies and geldings 115 pounds; penalties and allowances. Five furlongs, on turf.

The Pepper Stable's ch. c. King Pepper, by Kantaka—Genevieve ... 123
R. W. Walden & Sons' blk. f. Anecdote, by Tom Ochiltree—Lizzie Tabor ... 120
A. Simons's br. c. Delmarch, by Deceiver—Start ... 118
W. Showalter's blk. f. Ashes, by Tremont—Remembrance ... 115
E. P. Sutton's ch. c. Movay, by Deceiver—Bonnette ... 113
George J. Long's gr. c. Dr. Preston, by Faraday—Aunt Anne ... 113
A. Featherstone's b. c. Minion, by Lissak—Annelle ... 113
J. E. Madden's b. c. Sentry, by Badge—Semper Paratus ... 113
W. C. Hayes & Co.'s ch. f. King's Favorite, by Hanover—King Cup ... 111
P. Lorillard's blk. f. Petra II, by Pontiac—Poncho ... 111
R. T. Wilson, jr.'s b. f. Lady of the Valley, by St. Saviour—Lady Violet ... 110
C. Littlefield, jr.'s, b. f. Star, by Star Ruby—Flora Dare ... 110

FOURTH RACE—For three-year-olds; with $1,000 added; penalties and allowances. One mile.

Vulcain	128	Hammock	116
James	123	Gonfalon	116
Orontas	121	Big Gun	113
Gulden	116	Watercure	113

FIFTH RACE—Selling; for two-year-old fillies. Five furlongs of the Futurity Course.

Candle	111	Lady Georgiana	99
Educate	107	Empress of Beauty	99
The Jade	105	About	99
Connie	103	Princess Ottilie	94
Harlem Lane	101	Welsh Girl	94
Queen Quality	99	Mistigri	94
Prima II	99	Annie Thompson	94

SIXTH RACE—THE GRASS SELLING STAKES, with $1,250 added, for three-year-olds and upward; weights eight pounds below the scale; entrance fee $50 each, $20 forfeit; to second horse $300 and to third $150 of the added money. One and one-sixteenth miles, on turf.

J. E. McDonald's ch. h. Central Trust, five years old, by Meddler—Money Box ... 114
E. L. Graves's b. h. Blueaway, five years old, by Getaway—Blue Maid ... 111
F. R. Hitchcock's b. h. Decanter, five years old, by Deceiver—Maudlin ... 111
J. H. Carr's ch. h. King Barleycorn, four years old, by Kantaka—Nattot ... 109
E. F. Simms's ch. h. The Kentuckian, four years old, by Pirate of Penzance—Lizzie Montrose ... 109
J. Underwood & Co.'s b. h. Rare Perfume, four years old, by His Highness or Ludwig—Early Blossom ... 109
T. J. Healey's br. g. Kinnikinic, six years old, by Candlemas—Flibbertigibbet ... 108
James McLaughlin's b. c. First Whip, three years old, by Duke of Montrose—Theora ... 107
Peter Clark's b. g. Oliver Mac, four years old, by Stonehenge—Margery ... 106

ROWING.

HARLEM RIVER OARSMEN OUT IN FORCE—PREPARATION FOR REGATTAS.

The Harlem River oarsmen were again blessed with ideal weather for the enjoyment of their favorite pastime yesterday, and the majority of them were out in their shells, gigs and barges at an early hour. Those of them who are in training for the coming regattas put in some good strong work, while those woh do not have to win aquatic honors for their respective clubs hied themselves away to the various resorts on pleasure bent.

The longest trip taken by any of the oarsmen yesterday was that by the crew which manned one of the big barges of the Valencia Boat Club, of Hoboken. They rowed around Manhattan Island, covering a distance of about thirty-one miles. The crew was composed of Waring, bow; Erk, 2; Clark, 3; Schmetz, 4; Smith, 5; Walker (captain), 6; Sperry, 7; Grempler, stroke. The passengers were H. P. Peter, the club's Spanish War veteran; G. C. Tompkins, William Stehl and Henry Kilian, who, his brother members avow, is the greatest coxswain the world ever knew. The crew were all strapping fellows, used to rough water rowing on the Hudson, and the first sixteen miles of the trip was made in record breaking time. The start was made from the clubhouse on the Hudson at 9:20 a. m., and the Wyanoke boathouse on the Harlem was reached at 11:15. The barge shipped considerable water when rounding the Battery and bailing out was resorted to when the Nonpareil house near Central Bridge was reached. The Valencia men have invited the Harlem River clubs to their annual regatta, which will take place on the Hudson on June 30. They are especially anxious to have the clubs send four-oared barge crews to row in the invitation race.

The Nonpareil members are hustling, bustling fellows these days, and yesterday they put their new four-oared shell into the water for the first time. It is one of Ruddock's best productions, and it was built to order for the club at a cost of $375. It is intended for the use of the senior four now in training for the National Regatta. The crew consists of Hoffman, bow; Naughton, 2; Maurus, 3, and Nicola, stroke. Captain Keravan has also an intermediate double—C. Hoffman and A. Crawford—and a junior four-oared gig crew in training for the Long Island Regatta on July 7. The latter crew is C. Mahenholz, bow; J. F. Skerritt, 2; Pierce, 3; A. Kroil, stroke, and A. Adlum, coxswain.

The Knickerbocker Athletic Club's senior eight has moved its quarters again. It rowed first from the Lone Star house, then it went to the Union house, and last week it went to Bayonne to occupy the club's own quarters. Ruddock, who is building a new shell for the crew, has received instructions to make it as light as possible. He must take off every shaving possible, even if the shell lasts only one race.

The Union men last week placed in training probably the heaviest junior four-oared gig crew on the river. The crew will row in the Long Island Regatta, and may go to Philadelphia to take part in the People's Regatta on the Schuylkill, on July 4. The crew is Kelly, bow; Stevens, 2; Merritt, 3, and Lenahan, stroke. Connell and Rogers, who won the junior double in the Harlem Regatta, are also training for the intermediate class.

The Dauntless Boat Club's junior eight will row in the Long Island Regatta. It is the same crew that had such bad racing luck in the Harlem Regatta, breaking the rudder while rowing to the mark. This is a good eight, although probably the lightest in weight on the river.

The Palisade Rowing Club, of Yonkers, has disbanded its intermediate eight, which was intended for the National Regatta. This action was taken on the advice of Captain Avery and Messrs. Keeler and Skinner, of the Advisory Board, because of dissensions in the crew. It was a good crew, and its necessary disbandment is much regretted by the club's members. John Fitzpatrick had been engaged to coach it. He refused an offer from the Nautilus Boat Club to go to the Palisade Club, and now he is out of an engagement altogether.

A rattling senior four will represent the Nassau men in the National Regatta. "Jim" Crawford, the stroke, and "Fred" Howard, who will probably row No. 3, were formerly members of the New-York Athletic Club's famous "chippie" crew. The Friendship Boat Club will enter S. Hlavac in the junior singles and Asendorf and Beyerman in the junior doubles in the Long Island Regatta. The club has expended more than $1,000 in moving its house from the lower Harlem to its present fine location, near the Speedway, and in renovating it. The club had only forty members before it moved. Now it has eighty, and new ones are still coming in. It is the same story with all the clubs that have moved up the river. They will all be up there in another year.

The Lone Star men are determined to have a four oared gig crew in the Long Island Regatta, if they are compelled to appoint an armed guard to stand over the boys while in training. As it stands now the crew is: S. Cramer, bow; M. Metzler, No. 2; G. Leveene, No. 3, and G. H. Shamberg, stroke. The crew is being coached by James Mulhearn.

The Atalanta Rowing Club has more fine rowing material now than it has had for several years. It put a fine junior eight in training yesterday, to be coached by that successful and energetic instructor and adviser, E. C. Villeverde. This crew will row in the Long Island Regatta, where it is expected to graduate out of the maiden class and then row in the intermediates at the National Regatta. On July 4 many members of the club will go on a two days' excursion up the Sound as far as Cold Spring Harbor. The club's beefsteak parties, recently started, have met much success. The parties go into camp at Whitestone, Long Island, and cook their own beefsteaks. So much beefsteak is consumed on these outings that the Harlem meat dealers are thinking of raising prices. Mulcahy and Kafka, the club's intermediate double, have started in training for the National Regatta.

The New-York Athletic Club contemplates sending a junior eight to the People's Regatta at Philadelphia on July 4. The Seawanhaka Club, of Brooklyn, has an intermediate four in training for the National Regatta. The club has reached its full membership of one hundred, and is in a flourishing condition.

The Course Committee of the National Association of Amateur Oarsmen measured off the Speedway course for the National Regatta on Saturday, and yesterday it was carefully staked under direction of James Pilkington, the old war horse of the oarsmen. The course begins at Fordham Heights Bridge and ends at the first electric light pole just below Washington Bridge.

One hundred boxes seating ten persons each and two thousand seats will be erected along the Speedway, from which people can obtain a fine view of the National Regatta. The seats are being sold for 50 cents each, or $1 50 for the three days' racing. Many have already been sold. They may be obtained from Julius D. Mahr, No. 8 Harrison-st. The Letter Carriers' Band has volunteered its services for the three days of the regatta. Each of the Harlem River clubs has pledged itself to raise $100 to help defray the expenses of the regatta, and the members are now hustling to make good as they never did before. "Fred" Vilmar has now about $1,200 in hand, but friends of the oarsmen are asked to remember that the difference between that sum and $5,000 is needed, and must be had to make the regatta a credit to the Empire City, and also enable the association to send the winning oarsmen to Paris in good style to represent the country in the international races to be held there in August.

The Harlem club's senior eight went into training for the National Regatta yesterday. Ruddock has pledged himself to have the Bohemians' new eight shell ready by June 30 at the latest. He would better have it ready, or prepare to retire from business.

COLUMBIA CREW MAY NOT RACE.

UNLESS $400 IS RAISED THE 'VARSITY CANNOT TAKE PART IN THE BIG REGATTA.

The Columbia University crews, freshman and 'varsity, started for Poughkeepsie yesterday morning, but they will return on Friday unless $400 is raised before that day. For some time it has been a moot question whether or not the crews would go to Poughkeepsie at all, owing to the lack of the necessary $1,500. Walter L. Oakley, the manager, however, has succeeded in raising enough money to take the crews to Poughkeepsie and keep them there for four days. Unless the essential sum of $400 is pledged before the expiration of that time by undergraduates and alumni the Columbia 'varsity crew will return to New-York, and for the first time in years not take part in the annual intercollegiate races.

The original plan provided that the crews should not go to Poughkeepsie unless the full amount of the necessary money was raised previous to the time set for departure. This scheme has been so modified as to allow the men to start with sufficient money to support them for only four days. The question naturally arises, Why not stay in New-York until four days before the regatta, and thus make sure of taking part? Mr. Oakley, however, says that the expense of maintaining the crew at Poughkeepsie is only a little more than the expense attached to supporting it in New-York. Go or stay, it is therefore a question of disbandment.

In regard to the freshman crew prospects are brighter. Nearly all the sum required for the freshmen's maintenance has been raised, and it is practically assured that the freshman eight will start against Cornell and Pennsylvania.

In previous years it has been the custom for Columbia to go into quarters at Poughkeepsie a full four weeks before the intercollegiate regatta. This year, for pecuniary reasons, the time was reduced to two weeks. Now comes the further reduction to four days' stay at Poughkeepsie, with a consequent absence from the regatta. Considering that only $400 is needed to insure Columbia's racing in the regatta, it would appear that so comparatively small an amount could be easily raised, but Oakley says frankly that he has exhausted the means of securing money, and has no idea where the sum is coming from.

The whole trouble in regard to the Columbia crew's finances is believed to be due to the unpleasantness in regard to Dr. Peet's resignation. Dr. Peet has never been opposed by the crew men, but his easy methods of training have been a source of annoyance to the alumni, who have long wished to secure some other coach. When Dr. Peet was engaged again last January, it was decidedly against the wishes of the graduates, who had in mind the engagement of Edward Hanlan. The graduates, however, acceded to the wishes of the students in regard to Dr. Peet. Everything then went smoothly for a while; encouraging reports were circulated regarding the candidates' clever showing, and it was fondly hoped that Columbia might again occupy her former position as one of the most prominent rowing universities. There came a rude awakening, however, when the crews finished last in the Harlem regatta. The alumni renewed their clamor against Dr. Peet, and as they refused, it is said, to advance any further funds, Dr. Peet's resignation was requested. Even after this was received the alumni are still somewhat conservative with their funds because, they argue, inasmuch as the crew chose not to follow their advice it should not now look to them alone when it is in financial straits. Anyhow, they have already contributed largely to the maintenance of the crew, and do not feel bound to advance further funds so long as their first wishes were not respected.

The work of the crews since W. A. Meikleham, '86, took charge has noticeably improved, and the men themselves are feeling encouraged. A certain listlessness and lackadaisical manner have disappeared, and the men go at the work with more snap and vigor. The blade work of the men, however, has been ragged in the extreme, and splashing and uneven feathering have been marked.

The hard leg drive has been fairly well mastered, but the old oarsmen who are accustomed to the former hard catch at the beginning of the stroke are likely, without constant coaching, to go back to their old methods. This year the catch is taken firmly to allow the forward shoulder heft and the long forward reach toward the stern of the shell. At the end of this reach it is purposed to have the men hold their slides for a moment to prepare for the leg drive. The policy is not to have a high stroke, as the very nature of the stroke makes thirty-four or thirty-five the maximum rate. Last year there was a marked tendency to feather under water, and the boat does not hang so much between strokes. The chief faults at present are rushing the slides and poor hand work. Since Mr. Meikleham took charge the stroke has been slightly modified and perfected. The catch is much shorter and stronger, which with the same recovery, gives a higher and more powerful stroke.

As to the question of next year's coach, it is more than likely that Edward Hanlan, the old time champion professional oarsman, will be secured. His engagement would do away with graduate coaching, which it is believed has been the bane of the Columbia crews in the lest few years. The members of the crew, however, are not eager for the change, as with the present system the crew men have charge of the administration of the eight. They engage the staff and run things practically to suit themselves. With the new scheme, however, they would be subordinate to their instructors.

The practice of the crews Saturday consisted of the usual eight mile spins both morning and afternoon. The makeup of the two crews is practically decided upon, with the exception of bow and No. 2 in the 'varsity. The makeup of the 'varsity is:

Bow, Mount or Weekes.	No. 6, Vulte.
No. 2, Jackson or Lawrence.	No. 7, Coffin.
No. 3, Nash.	Stroke, Mackay (capt.).
No. 4, Irvine.	Coxswain, M. G. Bogue.
No. 5, Falconer.	

The freshman crew will be boated:

Bow, Hull.	No. 6, Wolff or Townsend.
No. 2, Smithers.	No. 7, O'Loughlin.
No. 3, Bartholomew.	No. 8, Orr.
No. 4, Earle.	Coxswain, C. Comstock.
No. 5, Weekes.	

The men will be quartered at the Nelson House. Their boathouse has just been built on the site occupied by Wisconsin last year. The distance between the hotel and the boathouse is over a mile, but can be covered by trolley. Meikleham will have charge of the work of the crews except on June 28, when he will go to New-London to referee the Yale-Harvard boat race.

YACHTING.

RACES FOR THE GLEN COVE CUPS.

The New-York Yacht Club races for the Glen Cove cups will be held to-morrow. All entries must be lodged with the Regatta Committee at the clubhouse before 5 p. m. to-day. The start will be made at 11:30 a. m. Prizes will be awarded in each class, and also for 30-footers owned by club members. Here are the courses and sailing directions:

No. 1, Letter C—From a line between the committee boat and a mark one-quarter of a mile north from Matinnecock Point buoy, six miles east by north to and around a mark one and one-quarter miles west by north from Lloyd's Point, four miles northwest to and around a mark one and three-quarter miles east by north from Great Captain's Island light and five miles southwest and three-quarters of a mile south to mark at start.

No. 2, Letter D—The reverse of No. 1.

Marks will be floats carrying a red flag with diagonal white stripes, and they must be left on the inside of the triangle, to port or starboard, according as the yachts are sent around.

The finish line will be at right angles to the last leg. The course will be signalled before the preparatory signal is made. Classes L and M and the 30-footers will go around once; all others twice, unless stopped after the first round by the display of two red balls, vertically.

BOXING NOTES.

"Tommy" West and "Billy" Hanrahan, the middleweights, will meet to-morrow night at the Seaside Sporting Club in a twenty-five round bout. There will be a preliminary contest of twelve rounds.

The next heavyweight battle will be between "Tom" Sharkey and "Gus" Ruhlin. It is scheduled to take place at the Seaside Sporting Club on June 26. The fight is expected to arouse considerable interest. Both men have been training for some time, and are said to be in good condition.

MISS GAST COMPLETES 1,000 MILES.

Miss Gast, of the Century Road Club of America, finished her 1,000 mile ride yesterday at 11:23 a. m. She was in good condition, and would have made better time except for the rain, which kept her back four hours. She rode the 1,000 miles in 113 hours 37 minutes. The woman was off her wheel 22 hours and 54 minutes, of which she slept 10 hours and 15 minutes. At the start of her ride she weighed 122 pounds, and at the finish 125½ pounds, a gain of 3½ pounds. The last fifty miles were ridden without a stop. Her pacemakers on her last lap were Mrs. Johnson, Mrs. Hickey, Mrs. Davis, Mrs. Galbraith, Mrs. Stewart and Mrs. Bayne. The chief pacemakers for the week were S. L. Stewart, William Brown and "Gus" Egloff.

THEY EXCHANGED FRONT WHEELS.

An unusual accident occurred on Market-st. hill yesterday. The hill is considered a dangerous one, and care must be exercised in riding a wheel up or down it. A wheelman going down the hill at a lively pace about 2 o'clock yesterday, to pass a carriage going in the same direction steered to the right of it. Another rider was coming up the hill at the same time, and to avoid the carriage steered his wheel to the left, and the result was that the wheelmen ran into each other. The front wheel of the rider going down the hill was badly damaged. An argument began as to who was to blame and to pay for the damages. It was finally settled that the rider going up the hill was at fault for not keeping to the right, so to end the dispute he took from his bicycle the front wheel and exchanged it for the other's damaged front wheel.

CYCLING.

A RATHER DULL SUNDAY FOR WHEELMEN—ROADS IN EXCELLENT CONDITION IN THE AFTERNOON.

It was more like a day in April or early May than a Sunday in mid-June yesterday, and the conditions had a bad effect upon the cycling parade, now a feature in the several boroughs. The rain of the early morning was followed by lowering clouds, which gave promise of many showers and prevented timid wheelmen from taking contemplated tours into the country. Even the popular local wheelways were not patronized in the afternoon as one would have expected when the weather cleared late in the day.

Those who went through the driveways in Central Park in the early morning found the roads muddy and rutty from the recent rains, and beautiful as scenery was in the Park, the wheelmen turned out into the asphalted streets with relief. The cycle paths in Riverside Drive were in better condition than was expected after so much rain, and they were ridable in the morning, when the road was muddy. The keepers of road houses in Westchester were a gloomy lot last night. They had laid in bountiful supplies to tickle the palates of visiting wheelmen, but the threatening weather kept the riders who were out within the city limits.

Over in Brooklyn about the same conditions prevailed. The wheeling parade did not begin in earnest until the afternoon was well advanced. There was a big throng in Prospect Park around the music stand, listening to the concert, and many of those fond of flowers made it a point to stop at the Vale of Cashmere and look over the rose garden. The garden was never handsomer than it was yesterday. While the rain had kept the pleasure seekers indoors, it had brightened the colors of the roses until they were beautiful almost beyond comparison. All the colors of the rainbow were in evidence, and the fragrance in the garden was delightful. The shades of reds, pinks and whites predominated, but comparatively few yellow roses were to be seen. Among some of the well known specimens which are at their best are the Malmaisons, Niphetos, Duchess of Edinburgh, Catherine Mermet, double Jacqueminot and La France. Visiting wheelmen are not permitted to trundle their bicycles through the garden, a rack being provided for the wheels.

Many riders stopped for a time at the rests at the southern entrance of the Park, and denounced Commissioner Brower in no measured terms for the spectacle of decay and wreckage. It was said last night that so many complaints had been made to the Park Department about these places that the Commissioner had at last decided to act, and repairs would be made to the racks and benches this week. The repaving of Flatbush-ave., all the way from the Willink entrance of the Park to Paedergat Lane, has been finished, another improvement for which wheelmen and drivers will be thankful.

The cooler weather seemed to have an exhilarating effect upon the fast riders, and the bicycle policemen on the cycle paths were kept busy. Among the scorchers arrested were two young women on a tandem. They were taken to the police station with as little ceremony as that shown to men. Feats of continuous century riding have excited some of the women riders, and more arrests may follow.

STEVENS WINS THE MATCH RACE.

INTERESTING AMATEUR AND PROFESSIONAL RACES AT THE VAILSBURG TRACK.

There was the usual Sunday outpouring of admirers of cycle racing at the Vailsburg track, near Newark, yesterday afternoon. Orlando Stevens, of Ottumwa, Iowa, captured the lion's share of the money in the races for professionals, winning the quarter mile race and the match with Jay Eaton in straight heats. C. F. Offerman, of Brooklyn, won the novice race; P. Hickman the half mile handicap, and J. P. Jacobson, of New-Haven, the two mile handicap. None of the scratch men had any chance in the five mile handicap for professionals, "Dan" Kreamer, of Chicago, with a handicap of 300 yards, winning, with a 350 yard man second and a 300 yard rider third. Summaries:

Quarter mile (novice)—Won by C. F. Offerman, Brooklyn; C. Busch, Newark, second; Charles Frank, Newark, third. Time—0:35.

Half mile handicap (amateur)—Won by P. Hickman, Birmingham, Ala. (10 yards); John H. Lake, Port Richmond (10 yards), second; G. H. Collett, New-Haven (scratch), third. Time—1:01⅘.

Two mile handicap (amateur)—Won by J. P. Jacobson, New-Haven (scratch); J. H. Hunter, Newark (60 yards), second; "Gus" Welaing, New-York (100 yards), third. Time—4:15⅘.

Quarter mile (professional)—Won by O. L. Stevens, Ottumwa; Frank Kramer, East Orange, second; "Bob" Walthour, Atlanta, third. Time—0:32⅘.

Five mile handicap (professional)—Won by "Dan" Kreamer, Chicago (300 yards); Oscar Aronson, Brooklyn (350 yards), second; Linford Lefferson, Asbury Park (300 yards), third. Time—10:57⅕.

Professional match, Orlando Stevens, Ottumwa, and Jay Eaton, Elizabeth (mile heats)—Won by Stevens in straight heats. Time—2:16⅘ and 2:17⅘.

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