IN THE CRESCENT CITY.

COMMITTEE OF MERCHANTS' ASSOCIATION AND CHAMBER OF COMMERCE SEE NEW-ORLEANS FROM CAR AND TUG.

New-Orleans, April 22 (Special).—So many attractions has this city, the gateway to Texas, that the pilgrims from the North who are journeying to the land of oil and cotton as representatives of the New-York Merchants' Association and Chamber of Commerce feel a natural reluctance to go away, although they know that the trip through the Lone Star State will be full of interest and suggestion. Breakfast over this morning, the New-Yorkers, together with the Texas reception committee, on the invitation of the president of the Carrolton Street Railroad Company, took a trolley ride on three special cars, going out St. Charles-ave., a street of handsome homes, past Tulane University, past Audubon Park, with its splendid live oaks, then around by Tulane-ave., back to Canal-st. and down to the river.

There they embarked on the big ocean going tug Wilmot, of the Illinois Central road, for a trip on the Mississippi, as the guests of Hunter C. Leake, general agent of the company, representing the president, Stuyvesant Fish. As the Wilmot cast loose and pushed out into the river, all the other craft in the stream saluted her over and over, the din of welcome reminding the visitors of New-York's greeting to the twentieth century. The trip took about two hours, the boat heading first toward the Gulf and afterward coming around and proceeding several miles up the river, passing on the way the fine Stuyvesant docks of the Illinois Central. In the cabin was spread a luncheon, which all enjoyed, and there, too, a group of visitors tarried to hear the Texas men—born story tellers—relate more or less veracious but always entertaining and cleverly told anecdotes of life in the South.

The party reached the St. Charles again about 2 o'clock, and after that each followed his own devices, some taking naps, others chatting in the hotel corridor and still others making voyages of discovery in the quaint French quarter across Canal-st. At 8:45 o'clock the round up occurred, and the start was made for the Southern Pacific station. There the members of the party and their Texas friends boarded the special train, which was ferried across the river to Algiers, whence the start was made for Texas, with the oil fields of Beaumont as the first important objective point. The sun was hot to-day in the city, and the New-Yorkers have acquired more or less sunburn. To-night the air is as balmy as in late June in New-York, and in a star strewn sky the crescent moon gleams high above the Crescent City.

A GREETING IN RHYME.

Dallas, Tex., April 22 (Special).—The following "poem," from the pen of Larry Chittenden, a New-Yorker, who has a large ranch in Jones County, will appear to-morrow in "The Galveston-Dallas News":

WELCOME TO THE NEW-YORKERS.
On Their Visit to Texas, in April, 1901.
(Dedicated to Governor Sayers, by Larry Chittenden, Poet-Ranchman.)

Thrice welcome to all the New-Yorkers, thrice welcome, thrice welcome, we say.
Old Texas is proud to receive you. She hopes you have come here to stay.
We have heard of your wonderful city. We know she is noble and grand.
We have not forgotten your kindness to Galveston's grief-stricken strand.
When storm winds and waters were raging and our seaport was caught in the crash,
And the world stood aghast at the horrors, the New-Yorkers sent us "the cash."
And all of our majors and keyrnals, and people who went through the storm,
Thanked God for the gifts of the Yankees. Their hearts, like their blankets, were warm.
That idea that Texans are wicked and bitter, and still full of hate
Toward folks of the North, is pure nonsense. All Texas is now up to date.
She is kindly and smart and progressive. Observe her wherever you go.
Believe me, because I'm a Yankee, and, well, sah! by gad, sah—I know!
And the thought that great Texas is striving to "keep foreign capital out"
Is false as a rainbow of hades. Our builders know what they're about.
The gold gates of Texas are open—her banners of thrift are unfurled—
And her fair flags of freedom are waving proud welcomes to all of the world.

There's throngs of New-Yorkers investing in some of our wealth earning towns—
The Rockefellers, Goulds and the Morgans, the Swensons, Morans and the Browns,
And Claflin and Sweetser and Tefft, sah, F. Leggett and Walter A. Woods,
And Carnegie, Gibbs and the bankers are stocking the State with their goods.
The St. Louis merchants must hustle. Old Gotham is "gwine" to unload.
She is making low prices for Texas and putting her boys "on the road."
And now that fair Galveston's rising from out the hurricane's roar,
And commerce of all the great nations is knocking again at her door,
And Mallory's building more vessels to give us swift, low ocean freights;
Proud Texas to-day is advancing to be, sah, the greatest of States.
Her empire, which is north bounded around by the Red River's Fork,
Is four times the size of New-England, and six times the size of New-York!
Her history—well, it's a romance—a story which you perhaps know,
Of patriots, statesmen and heroes, who fell at the old Alamo.
But the Lone Star emits a new lustre—gold's glory makes everything smile—
And if you look close in your travels you will see that all hands have "struck ile."

The bankers, the merchants, the stockmen, the farmers, the lover, the lass,
Have boarded the Pullmans of plenty—all Texas is riding first class.
And even that "Larryat" poet, who dreams far away in the West,
Where the jack rabbit's curling his whiskers, is riding along with the rest.
Oh, I tell you, all Texas is moving. Methinks it is good to be here,
Where the city of Stamford is booming, and the prairie dog gets on his ear.
Sah, Stamford's a magical city—a yearling, by gad, sah, that's great.
She has two thousand people a-hustling, and—"the finest hotel in the State."
All done in twelve months by New-Yorkers—New-Yorkers, as you may suppose,
Are the hustlers to build up rich Texas and make her just bloom like the rose.
But the wealth gates of Texas are open. Her banners of thrift are unfurled,
And her fair flags of freedom are waving proud welcomes to all of the world!
Hurrah for the generous New-Yorkers, who stuck to us all through the storm,
And hyar's to all other good Yankees—their hearts, like their blankets, are warm—
Hence welcome to all the New-Yorkers, thrice welcome, thrice welcome, we say.
Old Texas is proud to receive you. She hopes you have come here to stay.

Chittenden's Ranch, Anson, Tex.

SPORTS AND SPORTSMEN.

PROGRAMME OF SPORTS TO-DAY.

RACING.—Queens County Jockey Club, Aqueduct, 2:30 p. m.
GOLF.—Women's pick up team match, Dyker Meadow Golf Club.
BASEBALL.—New-York against Brooklyn, Washington Park, Brooklyn.

SUSPICIOUS OF AMERICANS.

COMMENTS OF AN ENGLISH OARSMAN ON THE COMING INTERNATIONAL ROWING CONTESTS.

London, April 12.—To-day "The Daily Telegraph" concludes a series of rowing articles by "An Old Blue," who, in addition to being an English university oarsman, acted at one time as a Harvard coach, and therefore is supposed from the English point of view to speak with authority on American athletics.

The articles in question cover the whole field of the coming international races at Henley very thoroughly, but they are neither complimentary to the American rowing system nor generous in the view taken of American amateur purity. They begin with the question whether the American crews should be welcomed at all to Henley. To this query the writer yields a rather grudging assent on the general theory that, if England cannot put a good enough crew at Henley to win against anything, either amateur or professional, which America can send, then she had better go out of rowing. At the same time he warns the stewards to scrutinize carefully the American entries, especially those of Pennsylvania and the Dauntless Club, of New-York. This club he regards as particularly open to suspicion, because he has never heard of it himself.

The comments on the difference in system employed by American and English universities in selecting their crews are more instructive, as are the criticisms of American training and boat building. The writer points out the advantage England secures in selecting her university eights from among all the rowing men in the university, instead of being restricted by the lines of graduating classes.

Discussing the employment of the professional coach in America, the writer remarks that the American post-graduate "would not waste his time so far as to coach a crew at all," and he adds:

Even if he did, his possible pupils require something far more serious than anything they could get out of any except paid—and well paid—employment. They ask of their coach what they are cheerfully ready to give themselves, and that is the best the heart, brain, soul, body and experience can summon to the one task of discovering how to win.

This trait of wanting to win is solemnly discoursed upon at some length, to the conclusion that winning, even winning fairly, is but a side issue in athletic contests, and has developed among Americans into a positive vice.

Considerable space is devoted to American mechanical training devices, such as the tank and the gymnasium rowing machine, which are "made necessary by the severity of American winters" and the comparative shortness of the rowing season. These devices are held up for English consideration as indications of the "curious mechanical resourcefulness of the strange race bred on the far side of the Atlantic." The writer declares, however, that they are but a manifestation in concrete form of the surplus "nerves" with which Americans are afflicted, and he argues that, while an American crew may be dangerous on the mile and a quarter course at Henley, America is not likely to develop an eight who could outstay a crack 'varsity crew over the four-mile course at Putney. He warns the English oarsmen, nevertheless, that, whatever advantage is to be found in boat building, oar making or other mechanical accessories, the American crews will be sure to have discovered it and will bring it into play at Henley. England's great superiority, he asserts, will always rest in the natural "watermanship" which he believes to be so much more abundant in English universities than among American undergraduates. He points out also one great advantage which the English crew derives from its method of keeping its men on alternate sides of the boat, instead of dead on the line of the keel. The English system, he contends, gives several inches of additional inboard leverage, with the same length of oar and outrigger. It also adds to the steadiness of the boat.

The absence of swivel oarlocks from the English boat, he says, contributes to the same end. It also restricts somewhat the maximum sweep of the stroke; but, he claims, it confines the efforts of the crew to the area where effort is most effective.

The writer concludes, in part, as follows:

Do we welcome them (the American crews) this year? Of course we do, fully and heartily and without reserve. Of some we may say, perhaps, "Yale we know and Harvard we know, but who are ye?" Yet we are confident that, even if all American competitors do not read these columns, they have loyally tried to fulfil the conditions of Henley Regatta entries. If any have not done so, we look to the stewards to prevent any bother. The guardians of English amateur rowing can never be too careful. Let the stewards permit Pennsylvania to prove to her compatriots, as well as to ourselves, that the old suggestion about buying up good athletes is absolutely baseless. That will be a good thing in itself. It will be indispensable at Henley. The National Amateur Association in the United States has done nothing whatever in a little question about Ten Eyck which came up a short time ago. Let us have no such uncertainty on this side. The affidavits as to the bona fide amateur standing of every possible member of the Pennsylvania crew have been posted to the authorities here. The crew and their instructor, Mr. Ward, ought to arrive about the middle of June. May they meet us in the same spirit in which we welcome them, as a crew of amateur oarsmen at the premier amateur regatta of the world.

CYCLING.

KINGS COUNTY WHEELMEN TO RUN USUAL MEET—AS TO A KIT.

The usual annual race meet of the Kings County Wheelmen will be held on June 29. This club, since its incorporation in 1884, has had annually a bicycle race meet, and on each occasion the meeting has been looked forward to by the public and those interested in cycling and cycle racing. This year will undoubtedly prove no exception to the rule, it being its twentieth annual meet. The committee in charge is at present preparing the details, and a programme will be provided that will be interesting. Cycle racing this year is sure to prove attractive, as many new ideas are to be promoted and will be seen at this meet. Cycle manufactureres are interesting themselves in the promotion of racing, and the majority of them will have in their employ or under contract the fastest professional men riding at the present.

As the touring season is here, what a veteran rider says about luggage will be interesting: "Into the care of kit personal taste must largely enter. What we require to remember mostly is that winter often lingers in the lap of spring. In the sunshine it may be warm enough, but the night airs are chill. Woollen underclothing is imperative. I dislike the "sweater" because it means either carrying extra luggage or feeling much out of place at the hotel dinner table. The ordinary lounge jacket and waistcoat, with a woollen collar and tie, strike a comfortable medium. As to general luggage, here is my little list of essentials: Collars, handkerchiefs, mackintosh, map, matches, money, pocketcomb, razors, soap, stockings, tobacco, toothbrush and woollen shirt."

According to a cable dispatch received at the National Cycling Association headquarters, "Major" Taylor continued his fine work in Europe by defeating thirty riders in the open kilometre race at Roubaix, France, yesterday afternoon. Second to the black wonder was Grogna, with Dangla third.

THE RACETRACK.

THREE FAVORITES IN FRONT AT AQUEDUCT—JOCKEY CLAYTON ARRESTED AS HE IS ABOUT TO MOUNT GOLDEN PRINCE.

Visitors to the Aqueduct track yesterday, to the number of probably 5,000, rejoiced to see the sun come out for a part of the afternoon. It was springlike for a time, but as the afternoon advanced those chill breezes asserted themselves as usual. Those persons who had left warm wraps and coats behind rued it. At one time the vapor came out of the water soaked track in such a cloud that one might have thought that steam pipes had been placed under the track in an effort to dry it out. The track had dried out remarkably well considering the amount of rain which has fallen recently, and the course ought to be in good condition to-day. Near the outer rail it was fairly good yesterday, and coming into the stretch most of the jockeys turned wide for that reason.

Three favorites, one second choice and two outsiders won, so that the chances are that the speculating portion of the spectators held their own with the professional layers of odds. There were two unusual incidents, and each caused considerable comment. Of the five horses that started in the fourth race, four were heavily backed. King Bramble was a slight favorite, while the odds quoted against Royal Sterling, Robert Waddell and Speedmas wavered between 3 and 5 to 1. On account of his plucky race on Saturday Waddell was better liked than any of the others, except King Bramble. Speedmas started at flag fall as if she intended to make a runaway race of it. King Bramble, however, was after her in quick order, and the two ran like a team from the first turn until well down the home stretch. Royal Sterling and Speedmas tired in the final spurt, and Bramble seemed to have the race well in hand. Then Piggott brought up Robert Waddell with a rush and Bullman went to the whip. King Bramble and Robert Waddell crossed the wire almost aligned, but to the majority of the spectators in the stand it looked as if Waddell had won by about a neck. The judges, however, placed Bramble first. There were a few hisses, but as it was the case of the favorite getting the best of a close decision, there were more happy than disappointed people over the result. Speedmas finished third, a length and a half before Royal Sterling, with Yorkshire Boy beaten off.

The person of a jockey being attached just as he is about to mount the animal as the bugle sounds for the horses to go to the post is a new feature of racing in this country. The jockeys had weighed in and the betting had been going on for some time, when one of the bookmakers' criers entered the ring yesterday and yelled "Clayton's off Golden Prince. He is doubtful starter." The Prince had been backed steadily at 4 to 1, and the announcement that he might not start caused considerable uneasiness, but it did not lessen the play on Golden Prince. A minute later the announcement was made that Bullman had been substituted for Clayton, and the Prince's odds tumbled to 2 to 1 in an instant. Some of the bookmakers groaned and others laughed in glee. Some thought they had been tricked, or said that they thought so.

It appears that about three years ago Clayton, when on his way back to the paddock after a race at Morris Park was sneered at by a spectator. The jockey raised his whip and struck the spectator in the face with the butt end. Suit was brought against the jockey and a judgment was secured against him for $1,500. This claim, it is said, Clayton never paid, and the man assaulted got a warrant yesterday and placed it in the hands of a deputy sheriff. The deputy sheriff captured Clayton just as he was about to mount. Clayton can get what is called limit bail, which will cost him $5,000, but he must not leave the county. He may remain in jail for six months if he prefers, or he may settle the judgment. Then, again, he may remain a guest of the county for six months and probably escape further prosecution, although lawyers are not agreed on this latter point. Some assert that if he serves his sentence his property can be attached in the future, but not his person.

The opening race went to the Morrises' plucky filly, The Hoyden, which responded gamely to Burns's vigorous riding in the last few jumps. Postilion defeated Shandonfield by eight lengths and Lucrusta was eight lengths further back. Mercer emerged from retirement in the second race and won, ridden out, by a length and a half, from Shoreham, which beat Ventoro eight lengths. The remainder of the motley crew was strung out for half a furlong. Manitoban repeated in the third race, but Burns had to ride him out to win by a neck from Tyrshena, which made up a lot of ground after getting off badly, and would have won with an even break. Misleader and James Fitz were the most fancied in the last race of the day, and both were badly beaten. Neither One was prominent all the way, and won in a drive by a head, with Juvenile second and Miracle II third. The summaries follow:

FIRST RACE—For two-year-olds; $400 added. Five furlongs.

		Betting St.	Pl.
A. H. & D. H. Morris's b. f. The Hoyden, by Esher—The Maid, 113 lb.	(Burns) 1	3—5	1—5
Setauket Stable's br. c. Postillion, 104	(Walsh) 2	5—2	1—2
P. H. McCarren's br. c. Shandonfield, 108	(Bullman) 3	8—1	7—5
Lucrusta, 101	(Thompson) 0	40—1	7—1
Netherland, 101	(McGinn) 0	100—1	15—1

Time—1:03⅘.

Start good. Won driving by a length; eight lengths between second and third.

SECOND RACE—For four-year-olds and upward; $400 added. Five and ond-half furlongs.

F. Frisble's b. g. Mercer, by Sir Dixon—Merdin, 4 yrs., 107 lb.	(Booker) 1	6—1	2—1
Thomas Monahan's br. c. Shoreham, 4, 110	(McDonald) 2	11—5	4—5
W. C. Daly's br. g. Venturo, 5, 107	(Brennan) 3	6—1	2—1
Disturber, 5, 107	(Michaels) 0	100—1	30—1
Magnificent, 4, 110	(Moure) 0	5—2	1—1
Mispah, aged, 107	(Lamley) 0	6—1	2—1
Soupup, 5, 110	(Donnelly) 0	30—1	10—1
Hopbrook, 4, 112	(McIntyre) 0	30—1	10—1
Toluca, 5, 105	(Manlove) 0	30—1	10—1
Mattie Bazar, 4, 105	(Seaton) 0	20—1	10—1
Staten Island, 4, 112	(Higgins) 0	30—1	10—1

Time—1:10⅘.

Start fair. Won by a length and a half; eight lengths between second and third.

THIRD RACE—For three-year-olds and upward; $400 added; selling. About seven furlongs.

C. Steinmann's ch. c. Manitoban, by Kismet—Plaisance, 4 yrs., 119 lb.	(Burns) 1	1—1	2—5
Plate & Co.'s ch. h. Tyrshena, 5, 112	(Brennan) 2	12—1	4—1
C. Baker's br. f. The Rogue, 3, 101	(Wonderly) 3	3—1	1—1
Judge Wardell, aged	(Booker) 0	7—1	2—1
Prosit, 4, 107	(Fitzgerald) 0	20—1	7—1
Piederick, 3, 95	(Seaton) 0	15—1	5—1
Momentum, 6, 117	(Walsh) 0	40—1	10—1
Maple, 4, 110	(Allaire) 0	40—1	12—1
Back Talk, 4, 112	(McIntyre) 0	40—1	12—1
Deluge, 3, 93	(Creighton) 0	100—1	40—1
Longacre, 6, 114	(Franklin) 0	100—1	40—1

Time—1:29.

Start fair. Won all out by a neck; three lengths between second and third.

FOURTH RACE—For three-year-olds and upward; handicap; $500 added. Six furlongs.

P. H. McCarren's ch. c. King Bramble, by Bramble—Queen Beluga, 4 yrs., 119 lb.	(Bullman) 1	2—1	4—5
Mrs. R. Bradley's br. c. Robert Waddell, 3, 116	(Piggott) 2	3—1	1—1
G. C. Johnson's ch. m. Speedmas, 5, 109	(Landry) 3	4—1	6—5
Royal Sterling, 4, 114	(Henry) 0	18—5	1—1
Yorkshire Boy, 3, 100	(McGinn) 0	20—1	6—1

Time—1:16.

Start fair. Won driving by a head; three lengths between second and third.

FIFTH RACE—Three-year-olds which have not won more than one race; $400 added. About seven furlongs.

J. L. Holland's ch. g. The Golden Prince, by Prince of Monaco—Cassilia, 111 lb.	(Bullman) 1	2—1	4—5
Setauket Stable's ch. f. Balloon, 101	(Brennan) 2	20—1	6—1
O. L. Richards's b. g. Punctual, 102	(Daly) 3	30—1	8—1
Beau, 105	(Lyne) 0	30—1	8—1
Your Grace, 102	(Wonderly) 0	60—1	15—1
Protogee, 106	(Landry) 0	4—1	6—5
Warm, 111	(Dale) 0	20—1	8—1
Ninonia, 106	(Burns) 0	7—5	1—2
Ikey Diddy, 105	(Booker) 0	20—1	6—1
Nainsook, 102	(Frash) 0	10—1	4—1
The Brother, 100	(Gannon) 0	100—1	30—1

Time—1:36.

Start fair. Won in a drive by a length; two lengths between second and third.

SIXTH RACE—For two-year-old maidens; $400 added; special weights. Five furlongs.

Kraus Bros.' gr. f. Neither One, by Loantaka or Faraday—The Squaw III, 105 lb.	(McGinn) 1	15—1	5—1
G. B. Morris's b. c. Juvenile, 108	(Daly) 2	20—1	6—1
Mrs. R. Bradley's ch. g. Miracle II, 105	(Seaton) 3	10—1	3—1
Misleader, 108	(Bullman) 0	7—5	1—2
James Fitz, 105	(Burns) 0	8—5	7—10
The Hartford, 108	(Miles) 0	40—1	10—1
Major Bird, 108	(Dale) 0	10—1	3—1
Lombre, 105	(Wonderly) 0	100—1	30—1
Holma B., 108	(Landry) 0	15—1	5—1
The Bender, 108	(McIntyre) 0	100—1	20—1

Time—1:04⅘.

Start fair. Won driving by a head; length and a half between second and third.

ENTRIES AT AQUEDUCT TO-DAY.

First race—Handicap; for three-year-olds and upward; five and a half furlongs.

Hesper	112	Ondurdis	100
King Bramble	111	All Gold	100
St. Finnan	102	Inshot	95

Second race—For two-year-olds; selling; five furlongs.

Ben Howard	110	Jean Wood	100
Red Damsel	109	Carrier Pigeon	100
Prophetic	109	Shepherd	97
Carroll D.	107	Ashbrook	92
Prancer	106	Lady Handy	92
Dark Secret	104	Bourbon King	92
C. Rosenfeld	102		

Third race—For three-year-olds and upward; about seven furlongs.

Wallabout	115	Spry	110
Eomir	115	I Know	110
Annuity	115	Appreciation	110
Sen De Lear	112	Miss Lazzarone	110
Prince of Evil	112	Gallimar	105
Himvarite	112	Anna Darling	105

Fourth race—Canarsie Stakes; for two-year-olds; four and a half furlongs.

William H.	112	Golden Cottage	112
Misleader	112	Dalesworth	112
Juvenile	112	Tamahnawis	109
Lockrr	112	Maru	109
Far Cry	112		

Fifth race—For three-year-olds and upward; one mile and seventy yards.

Knight of the Garter	116	Tyrshena	107
Blueaway	114	Ceylon	107
The Outcast	112	Matt Simpson	105
Millstream	112	Maple	103
Kirkwood	112	Charles Estes	100
Double Dummy	109	Alard	93

Sixth race—For three-year-olds; selling; five furlongs.

Monad	115	Sporting Duchess	110
Bluff	115	Ante Up	110
Chairman	112	Mollie Payton	110
Craven	112	Obliged	110
Councilman Tom	112	Fennimore	107
Cervera	112	Pahpukkeena	105
Annu	110		

THE RESULTS AT NEWPORT.

Cincinnati, April 22.—In spite of the wretched condition of the track at Newport to-day the horses ran in good form, and the bookies got an awful drubbing. Eous was the heaviest backed tip of the day, and won the last race by a nose. His owners were compelled by the judges to put blinkers on the horse while the field was at the post. The weather was cold and raw. Summary:

FIRST RACE—Selling. Five and one-half furlongs.

Eva Wilson, 110 (L. Jackson), 9 to 5	1
Abe Furst, 115 (Bloss), 7 to 2	2
Easter, 100 (Cogswell), 5 to 1	3

Time—1:15.
Pauline J., May Cherry and Vol Martin also ran.

SECOND RACE—Five and one-half furlongs.

Corialis, 100 (Washington), 20 to 1	1
Juniper, 102 (Mayberry), 9 to 2	2
Chemisette, 110 (J. Clark), 8 to 1	3

Time—1:12¾.
The Tramp, Mr. Brookwood, Oconee, Ahamo, Lillian Hoffman and Robert Morrison also ran.

THIRD RACE—Seven furlongs.

J. H. Sloan, 109 (C. Wilson), 2 to 1	1
Donna Stay, 90 (L. Jackson), 7 to 2	2
J. J. T., 109 (J. Moody), 3 to 1	3

Time—1:35¼.
Horseshoe Tobacco, Fonda and Sauba also ran.

FOURTH RACE—Selling. Seven furlongs.

Stites, 95 (L. Jackson), 5 to 2	1
Fairy Dell, 93 (A. Hall), 4 to 1	2
Brother Fred, 100 (Hothersoll), 5 to 2	3

Time—1:36.
Randy, La Sparta, Chub and Clipsetta also ran.

FIFTH RACE—Selling. Six furlongs.

Anxious, 105 (W. Wenester), 8 to 1	1
Ruth Parks, 108 (Taulelle), 15 to 1	2
Sweet Dream, 105 (H. Williams), 7 to 1	3

Time—1:22.
Scotch Bramble, Relucent, American Pride and Maggie Young also ran. Patchwork was left at the post.

SIXTH RACE—Selling. One mile.

Eous, 106 (Hothersoll), 8 to 5	1
Little Tommy Tucker, 97 (Gouch), 2 to 1	2
Prince of Song, 102 (Lindsay), 30 to 1	3

Time—1:52⅘.
Hinsdale, Sadie Burnam and Blenheim also ran.

ENTRIES FOR TO-DAY.

First race (selling; six furlongs)—Madeline G., 95; Pirate of Penzance, 100; Miss Redwood, 105; La Vatiesz, 105; Grandma II, 105; Luck Leach, 105; Sangamon, 110; Jucoma, 110.

Second race (selling; six furlongs)—Annie Chamberlain, 100; Virginia T., 100; Blackford, 102; Al Lone, 103; Flying Bird, 105; Dan Rice, 110; Guerdon, 112.

Third race (purse; four and one-half furlongs)—Rose of Red, 102; Latonia, 105; Lady Alza, 107; Montana Pioneer, 107; Paul Bart, 110; Tom Crabb, 110.

Fourth race (seven furlongs)—George Lebar, 97; Sallie J., 99; Forbush, 100; Ben Frost, 101; Getabout, 101; W. G. Welch, 102; Waterhouse, 103; Jessie Jarboe, 105; Peter Duryea, 111.

Fifth race (selling; one mile)—Marion G., 105; Clipsetta, 105; Brown Vail, 105; Colgate, 105; Zeriba, 105; Sadie Burnam, 105.

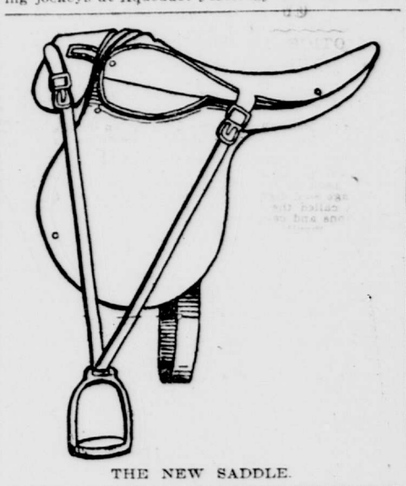
Sixth race (selling; six furlongs)—Sweet Dream, 95; Lady Kent, 102; Colonel Strathy, 104; Frank Fellows, 104; Divertisement, 107; Insurrection, 107; Strathbroeck, 107; Pauline J., 107; Dr. Tarr, 109.

O'CONNOR RIDES THREE WINNERS.

Chicago, April 22.—O'Connor retrieved lost laurels at Lakeside to-day by riding three winners. In the third race he had the mount on Ranco, and his saddle slipped while the horse was in a good place, causing him to slow up. The day was cold and the attendance small. Track heavy.

THE NEW SADDLE.

The forward seat of the American jockeys in England and the remarkable success achieved by the Americans in the last two years has aroused the English mechanical mind, with the result that a new racing saddle has just appeared there, for which much is promised. When some of the leading jockeys at Aqueduct yesterday were told of the



THE NEW SADDLE.

invention they said that the English riders might need it, but that, for the present, the ordinary pigskin and straight stirrup leathers were all that the Americans need to ride properly. The new saddle has an extra pommel or "rubber neck" to which one of the stirrup leathers is attached. The other leather strap is attached in the rear of the saddle. The stirrup conforms with the movement of the jockey, not unlike the sliding seat in a rowboat.

OLD TRAINER MAY RETURN.

It was said at Columbia University yesterday that George Foster Sanford, last year's football coach, would return again this season. No official confirmation of the report could be obtained, but there is apparently little doubt that negotiations with Sanford have so far proceeded as to make sure of his return this year. The terms by which Sanford is to return are said to be $3,500 a year for a period of two years.

The football team will go into quarters at Branford Point, Conn., on September 16, and as the Branford Point House, the team's hotel, is managed by Sanford's father that fact gives color to the report.

DR. KANE BUYS KING RENE.

Dr. H. H. Kane, president of the New-York Road Drivers' Association and of the Long Branch Club, has purchased from Mrs. A. A. Bonner the bay trotting stallion King Rene, jr., 2:17, by King Rene—Crepe Lisse by George Wilkes. This horse is a show winner, having taken many blue ribbons. It is said that he has never failed to take a prize in any class in which he has been entered. Added to his beauty and speed are his fearlessness and manners.

YACHTING.

"NAT" HERRESHOFF WILL BUILD FOR THE CANADA'S CUP.

Chicago, April 22 (Special).—It was learned today that "Nat" Herreshoff will join the already large array of yacht designing talent now engaged in building defenders for the Canada's Cup, the trial races for which begin on July 20. This craft will be built to the limit of the class, thirty-five feet racing length, and will be sent by rail to Lake Michigan. Edward Rosing, of the regatta committee in the Chicago Yacht Club, which now holds the international cup, yesterday received a letter from Arthur C. O'Connor, giving the news. Mr. O'Connor is a partner of Captain McLeod in the syndicate that is building the Wild boat. Two Detroit yachtsmen have gone East for the purpose of closing the contract with the Bristol firm, and this latest addition will add one more of the chief yacht designers of the United States to the ranks of the defence, which will now be thoroughly national and representative. At the present count there will, with the Herreshoff boat, be nine yachts competing for the honor of being selected as the Chicago Yacht Club's defender.

Herreshoff and Crowninshield will thus have their designs interested in both of the chief international contests, and the interest is thereby much increased, as the duels of the Constitution and Independence will be linked with similar fights between smaller sized craft on the Great Lakes. Another of the prominent designers engaged is Hanley, of Quincy Point, Mass., who built the last winner of this cup, the Genesee, and was expected to have a design in the America's Cup defence trials. Charles Davis, who sailed the Genesee in her victory, has designed and will sail the Yankee. H. H. McGregor, of Milwaukee, has designed the Orion for Mr. Nordberg, of that city. Charles A. Desmond has designed the Cadillac for Frank E. Kirby, of Detroit. John C. Shaw, the head of another Detroit syndicate, is taking the new Hanley boat, and the last winner, the Genesee, will also compete. The third Detroit yacht has not been named, but is being built on Captain Wild's design. The vessel for Mr. Nunnemacher is being built by Jones & La Borde, at Oshkosh, and will be launched next week on Lake Winnebago for preliminary trials and to prepare for the big interlake regatta at Milwaukee on July 4. Up to the present time the boat most feared is the coming Hanley craft, but now that Herreshoff is about to appear above the horizon it is said that a good many interested people are in a blue funk.

THE KING TO BOARD SHAMROCK II.

WILL BE ON THE CHALLENGER DURING ONE OF HER RACES ON THE SOLENT.

Glasgow, April 22.—The racing mast of the Cup challenger was to have been stepped to-day, but it was a holiday, and the Dumbarton men refused to work. The yacht will probably not leave the Clyde until next Saturday, and it may be a week later before she takes her first spin under canvas, as she will have to be drydocked at Henderson.

An excellent authority confirms the report that King Edward will be aboard the challenger during one of her trial races on the Solent. The dates of these trials are not yet fixed.

ROYAL BACKING FOR LIPTON.

IT IS SAID THAT KING EDWARD MAY BE ON BOARD SHAMROCK II IN THE TRIAL RACES.

Private advices received here from London say that the sails of the challenger, Shamrock II, are made of Indian ramie, and that they are now ready at the lofts of Thomas Ratsey, to be bent on the yacht as soon as she arrives at Cowes in tow from the Clyde. The London correspondent, who is a well known yachting writer, says that there is no doubt that the King intends to give Sir Thomas Lipton the best possible evidence of the royal approval of the challenger's continued efforts to bring on spirited international yacht racing in a friendly way. King Edward will witness the trial races between the two Shamrocks in the Solent, which will be sailed in the first week of May, and he will view these contests from the decks of Sir Thomas Lipton's steam yacht, the Erin. The races will be on the same course that was sailed by the Yankee schooner America, when, in 1851, she captured the club cup which is now the great international trophy. The yachts will make a circuit of the Isle of Wight, and Mr. Watson will sail his design, the challenger, and William Fife will sail Shamrock I, which he designed for the 1899 cup races. It is not certain but that the King will sail on the Watson boat, and many believe that as an enthusiastic racing yachtsman he would prefer this to the comparative inaction on the Erin. On his own yacht, the Britannia, he nearly always took an active part in the working of the ship, and it has been reported from another source that as soon as the sails are bent on the Shamrock the King will go aboard, incognito, and handle the stick when she makes her first move under her own power.

It is not known whether the two racers will be sailed for all they are worth, and it has been suggested in print that the skippers and designers should satisfy themselves without allowing the real and best speed of the challenger to be fully disclosed to the public. Designer Watson says that the best performances of his craft will be in windward work, and Sir Thomas, in a recent interview, said:

"It will show my implicit belief in the superiority of the new boat when I sail her against the Meteor, the Sybarite and all the best yachts that enter for the Clyde regattas in June, and if Mr. Watson's design is beaten by any one of them I should try to have the winner go to America after the cup. The German Emperor has had his Meteor prepared for this racing, and both he and King Edward are greatly interested."

LAUNCHING OF THE CONSTITUTION.

As the situation now exists, the new Cup defender Constitution that is to measure speed and skill against Shamrock II. will not be launched until after May 4. The date has not yet been decided upon, and cannot be for several days, but under present circumstances it must be a date later than May 4. Despite statements to the contrary, there will be a launching ceremony, and a person not yet chosen will smash the traditional bottle of wine on the bow of the pretty racer. The party at the launching ceremony will not be a large one. Formal arrangements for the launching and the ceremony attached to it will be made several days in advance.

BASEBALL.

CHAMPIONS BEATEN BY A COLLEGE PITCHER IN THE GAME AT PHILADELPHIA.

THE RECORDS.

Clubs.	Won.	Lost.	Pct.	Clubs.	Won.	Lost.	Pct.
Boston	1	0	1.000	Chicago	1	2	.333
Pittsburg	1	0	1.000	Philadelphia	1	2	.333
Brooklyn	2	1	.667	New-York	0	1	.000
St. Louis	2	1	.667	Cincinnati	0	1	.000

Philadelphia, April 22 (Special).—The champions lost their first game to-day and the Philadelphia team won its first league championship battle. It was the only championship game played, as the contests scheduled in the other cities were all postponed on account of the rain or wet grounds. The defeat of the champions was due almost entirely to the superb pitching of White, recently secured by the Philadelphia club from the Georgetown University team. White made his debut as a professional this afternoon, and his work astonished the natives. He had plenty of speed and almost perfect control of the ball, and kept the Brooklyn batsmen guessing, except in the fourth inning, when the champions secured two of their three runs.

Kitson, the Brooklyn pitcher, was not as successful, and the four runs scored by the home players in the opening inning were enough to have won the game. Kitson was succeeded by Kennedy, who in three innings allowed the Philadelphia batsmen only one hit. Both teams fielded well. The work done by Sheckard on third was an improvement on what he has shown before this season. He is fast, and if he can learn how to play the infield he will repay the Brooklyn club for the trouble it had in securing him. Thomas and Wolverton led in the batting. The score:

BROOKLYN.	ab	r	lb	po	a	e	PHILADELPHIA.	ab	r	lb	po	a	e
Davis, lf	4	0	1	2	0	0	Thomas, cf	5	2	3	3	0	0
Keeler, rf	3	1	1	0	0	0	Slagle, lf	1	0	0	2	1	0
Sh'kard, 3b	4	1	1	2	4	0