SPORTS AND SPORTSMEN.

RHODES'S EIGHTH VICTORY.

CONSTITUTION TRIUMPHS BY A NARROW MARGIN AT LARCHMONT.

The two Cup defenders met again yesterday off Larchmont in a better breeze than on the previous day, and the Constitution beat the Columbia by less than a minute, corrected time. It was a chase all day, the Columbia trying her best to hold a boat whose best performance is in calm water. The fact that the conditions were not those which are met with in ocean racing made the contest of minor moment with yachtsmen who are making up their minds as to the best possible defender of the America's Cup, but the racing provided a pleasant and interesting day for a large number of people present on all kinds of boats, and that is perhaps the best that can be said for the contesting of intended ocean racers in such confined waters.

Yesterday's margin for the Constitution was fifty-eight seconds, and the race was sailed in a steady breeze and smooth sea. It lasted about three hours and three minutes, but the intended windward work was not a dead beat, so that it was fast reaching nearly all the time. Neighboring shores exhibited little sign of appearing through the haze before the hour appointed for the start of the yachts. But the Larchmont yachtsmen were too well accustomed to the sleepy conditions of the western Sound, which in summer months seems nearly always a sluggard, and does not usually wake up till about noon or later, and there was a general inclination to get the boats off in any kind of a light air, and trust to luck for a fresher breeze later.

Preparations were therefore made to start the yachts. About 10:30 o'clock there was a small ripple on the water, and one or two small craft were able to leave the harbor. The mainsail of the Constitution was now seen going up, but it was after 11 o'clock before the Columbia, which had been lying all night at anchor in Glen Cove, put in an appearance. The regatta committee delayed their departure from the club until there should be a good chance of a start. The send-off was therefore postponed. A breeze of four knot strength came in from the southward at 11:30 o'clock, and soon the entire course to be sailed could be seen. The Columbia came over under sail carrying her No. 1 clubtopsail, and waited for about half an hour for the officials.

Course No. 1 was chosen, which meant a beam reach of six miles, a beat of six miles with a long and short leg, and a broad reach of three miles—this fifteen mile triangle being sailed twice around.

The committee hoped to get the yachts off by 12:30, but they were delayed somewhat because of the slow work in making sail on the Constitution. At this time the wind had increased to about seven knots from the southwest. The warning signal was given at 1 o'clock, with both yachts to the leeward of the line, beating up. The Columbia was to windward and at this time seemed to be in better position. They came up behind the committee boat at the northern end of the line. The Columbia was first to swing off for the line on the starboard tack, the Constitution following soon after. Both skippers timed the distance nicely and were right at the line when the signal was given at 1:05 o'clock. The start was one of the closest ever made by the big yachts, as they got off a few seconds after the gun and only two seconds apart. The narrow escape of the steam yacht Scud from collision with both racers added a sensational feature.

The preparatory signal at 1 o'clock found the two yachts well down the course, with the Columbia in her customary windward position. Captain Rhodes was the first. He put about and came back under the stern of the committee boat, followed only a length behind by the Columbia. A minute before the gun the Constitution tacked ship with main boom off to port, and headed for the line. The Columbia just cleared her rival's stern and put about only a few rods on the Constitution's weather. Then came the incident of the Scud, which gave anxious moments to both racing captains. There she was on the line, and in the way of both boats, so near were they together. Rhodes was trying to luff out and prevent the Columbia from blanketing his boat, while Barr's game was to bear down. The Scud was caught between them, and for a moment it looked as if she must be run down. Her speed saved her. She was sent ahead under the jingle bell, and worked out of the pocket right under the Columbia's bowsprit just in time. Once clear of the steamer the yachts were sent for the line at a twelve knot clip, very close together, with the Columbia on the weather beam of the Constitution. Nine seconds before the Constitution went over the starting signal was given and both were safely away for their thirty mile race, breaking out reaching jibs with the gun.

The official time of the start was: The Constitution, 1:05:03; the Columbia, 1:05:11.

This close start was the result of fine calculation and cool heads of both captains. Barr had the windward position, to be sure, but he was not able completely to blanket his rival, for when once away the Constitution began to reach through his lee and get her wind clear. The reach down to the first mark was made in quick time, and it was only a fast steam yacht that could keep up the pace. The Constitution gained slowly but surely. She has always shown great speed qualities on a beam reach in a smooth sea. On this leg she made her greatest gain, and covered the six miles in 43 seconds less time than the Columbia. The boats were timed at the first mark as follows: The Constitution, 1:27:01; the Columbia, 1:27:46.

After rounding, the Constitution made a short tack in shore, and came about on the weather bow of the Columbia, just as the old boat luffed around the mark. Both boats now stood down on a long starboard tack toward the entrance of Hempstead Bay. The Columbia was seen to be doing better close hauled, and when half way down to the next mark, went clean through the Constitution's lee, romping off with a good hard full. The Constitution, however, pointed well up and kept her windward position. Coming out into the bay the new boat caught the fresh wind first, and added materially to her lead. Both boats were able to make the second mark, with one long and short leg. At 2:15 o'clock the Constitution went inshore on the starboard tack. The Columbia stood on a minute longer, and then followed.

They tacked around the second mark as follows: The Constitution, 2:20:19; the Columbia, 2:21:28.

The Constitution had gained twenty-four seconds in the six-mile leg, close hauled. This was a satisfactory performance, as the Columbia heretofore has always done best against the new boat in windward work in anything over a nine-knot breeze. The wind was now about the best of the day, and was blowing well up to ten knots. Both boats came over to the home mark, off Larchmont, on a broad reach, with big jibtopsails and balloon staysails.

On this short leg of three miles the Constitution added only a second to her lead, and they were timed at the mark as follows: Constitution, 2:36:28; Columbia, 2:37:28.

The Constitution covered the first half of the course in 1:31:19, the Columbia taking only 1 minute 8 seconds longer. It was a close race, but, barring accidents and flukes, the new boat had the old champion beaten, as she was well within her handicap of time allowance. After rounding the buoy and starting the course the second time the Constitution's men had trouble in sheeting home the big reaching jib, and the sail was shaking in the wind for over a minute. The wind still held, and the two boats ran to the first mark—a six mile leg—in less than half an hour, the Columbia changing to a smaller staysail half way down to the turning buoy. They were timed as follows at the mark: Constitution, 3:06:35; Columbia, 3:07:25.

The Constitution had added forty seconds more to her lead. Both went about on the port tack immediately after rounding and stood down the Long Island shore for a long board. Half way down four or five steam yachts got directly in the path of the yachts and the two tugs had to do some vigorous whistling to warn them off the course. The Constitution having a good lead, got out from under the headlands and into the open bay and was first to get the increasing breeze.

They tacked around the mark and stood for the finish line as follows: Constitution, 3:50:00; Columbia, 3:52:10.

On this leg the Constitution had gained twenty seconds more. Both broke out balloon jibs and spinnakers for the run in, the wind having shifted a bit into the south, at the same time becoming lighter. The finish was as follows: Constitution, 4:08:23; Columbia, 4:10:43.

Both racers got a boisterous salute and repeated cheers from the attendant fleet. They had sailed a grand and close race, and it had been a marine picture well worth seeing.

The last race in the Larchmont series will be sailed on Monday. The two yachts will then go to Oyster Bay for the Seawanhaka races on Thursday and Saturday. The New-York Yacht Club race which was scheduled at Glen Cove for Wednesday has been called off. Mr. Duncan wishes to change the mainsail on the Constitution, and needs the time to get the new sail in proper condition. The summary:

Yacht.	Start. H.M.S.	Finish. H.M.S.	Elapsed time. H.M.S.
Constitution	1:05:02	4:08:31	3:03:29
Columbia	1:05:05	4:10:50	3:05:45

THE SHAMROCK'S LINES.

HER DESIGNER SEEMS TO HAVE GONE TO THE LIMIT TO AVOID DRAUGHT OF WATER AFT.

The work on the challenger Shamrock II being completed, the water was let into the drydock at the Erie Basin yesterday about 8 o'clock in the morning, and soon after 9 o'clock the shapely vessel was ready to be towed out. Before the fin was immersed it was seen that the bronze plating had been burnished and oiled and rubbed till the outside surface was as smooth as a mahogany dining table. It was just the color of old gold, and if Watson's early suggestion had been carried out, that the boat should have a gold fin and platinum ballast, she would not have looked any better from the outside.

Although the sharp edges had been rounded off by the patent wheels and the burnishing, it was noticed that the bronze plating in the lower part of the fin was of peculiar thickness, and that the plates were lapped, and not placed edge to edge. This gives, no doubt, enormously increased strength to meet strains in this region, and, as near as could be judged from the top of the basin, one of these "out" plates seemed to be fully a quarter of an inch thick. The increased weight of this, of course, mattered nothing in a part of the boat so far below the waterline, and it goes a long way toward explaining how the foreign craft came over the ocean at the rate of twelve knots an hour without exhibiting any mementos of the strain.

In spite of the fine drawn look which suggests the word "fragility" when one is receiving his first impressions of the craft, the immense strength of her fin becomes apparent in the first few minutes of the examination, and then the vessel begins to explain herself in an extremely interesting way. The first glance reveals the truth that this racer is a thoroughbred from the gammon to the taffrail. She's a "lydy" with silk stockings to her neck. And it is this "lengthened sweetness long drawn out" that at first gives the idea that she must be fragile, just as one receives the same idea regarding some women and some celebrated racehorses. But the game of lawn tennis and the records of the turf have sufficiently proved that these refined creations, with their peculiar length and grace of limb, are capable of enduring extraordinary and prolonged exertions with apparent ease and undeniable enjoyment.

In other words the Shamrock seems to be a structural counterpart or suggestion of what is called "nerve strength," and she is undoubtedly a mechanism which may do wonders if in the right hands, though a farmer or a butcher on the boat could do her much harm. It would be a pleasure to see "Charlie" Barr tool the Shamrock to windward in changeable catspaws, when he could get back to the tiller he was born with and let the boat tell him in her pulses what she could do. A wheel on a thoroughbred like the Columbia is like using an Arab bit and curb with Cresceus. Watson wants no muzzle on a creature that can talk, and he has given this high strung thing a tiller, so that she may throb her messages to her master and be understood. Any yacht skipper of experience would be delighted to steer the Shamrock for half an hour, and get away from his deadening cog wheels to take her close to him and feel her talk.

HER BEAUTY AROUSES INTEREST.

At the 90-footer racing at Larchmont yesterday there was one topic of conversation that never ceased. One caught driblets of it in passing along the club verandas; it was present at the bows of the judge's steamer, and if one walked aft to the ice cream end of the vessel it was there, too. The extreme beauty of the new Lipton boat was food for the day. People have not got round yet to knowing, or even guessing, at her chances, but it is simple truth and duty to say that Watson's creation has delighted every American yachtsman who has seen her.

So far as yet heard, there has not been a single unfavorable criticism, though one man said that she was too lean in the bows, and while he greatly admired the grace of the entrance, he thought she lacked lifting power forward. There may prove to be some truth in that as regards certain kinds of water, but it is also true that it may turn out to be a pleasing change to watch a craft that gets down into the drink a little more easily than some racers which have been closely followed for months. Yachtsmen have been seeing the Constitution knock water forty feet off both bows. They have seen the Independence knock it from the lightship to Brenton's Reef, and they have seen the other scow form, the Huguenot, whelt water all over Long Island Sound.

Flying water assists the photographers, but there is no clear proof that it assists the speed of the boats that spank it off the surface of the ocean. In the rafting district of Canada huge logs are dropped off flat cars into the water. They are three feet each way in thickness, and they drop fourteen feet, but they don't splash water further than the Independence and the Constitution. Qualities which increase speed may demand a shape which does this splashing, but to an old fogy of an earlier day it does not, somehow, accord with his ideas—perhaps antiquated—as to how a goodly ship should travel, and if the English boat should have to be content with elegance rather than speed, she will always have a good word said for her if she avoids some of the modern peculiarities.

A deal as been said about the extreme bow being cut off the Shamrock and replaced with a triangular flat piece, but this is very long and narrow, and from a side view it presents an outline like that of the Herreshoff special thirties, the bows of which American yachtsmen have been accustomed to for nine years. It also gives the idea of greater structural power in the forward extremity, and from any point of view is by no means objectionable.

LENGTH OF HER SPARS.

Owing to the absence of accurate information as to the length of the Shamrock's spars, no certainties can be published regarding the probable sail area of the craft; but looking at the extreme height of the pole mast (which includes the topmast in one piece), and also at the length of the baseline from the end of the bowsprit to the end of the main boom, it seems probable that the number of square feet to come under the measurer's tapeline will be nearer 15,000 than 14,000. With a waterline close to the limit of ninety feet and the sail area now suggested by the little that is known of the actual length of the spars, it seems possible that she will have to allow the Constitution in the neighborhood of half a minute in a thirty mile course, and the Columbia over a minute and a half.

The extreme length of the mast is close to 160 feet, and from the upper side of the main boom to the topsail halyard block (the perpendicular to be measured) will be close to 146 feet. A man who asserted that he had measured the main boom when it arrived in Brooklyn said it taped at 105 feet, exclusive of the gooseneck, but others assert that this spar is 112 feet long, which, with an alleged fore triangle of 75 feet in the base, would suggest a total sail area under measurement of over 14,700 square feet, and a racing length for the computation of time allowance of something like 105.60. These figures are, of course, only approximate at this stage of the game, and this is a point on which Mr. Hyslop, the official measurer, is the only authentic source of information.

A favorite point from which challengers are viewed is the middle of the gate that closes the drydock at the Erie Basin. Here one gets the view from directly aft of the vessel and perhaps twelve feet above the decks, and it is peculiar how the first and the second Shamrock make their suggestions in a different way. The first Shamrock has her beam published in the New-York Yacht Club year book at 24 feet 6½ inches, and from this view she always looked nearer 26 feet wide. The present vessel's beam is now published in New-York at 25 feet 6 inches, which is a foot and a half more than the measurement given in the English yachting papers, and the peculiarity is that she does not look any wider than the Columbia, and it is difficult to imagine that she is over 24 feet wide.

The heavier quarters of the first Shamrock may have contributed to make her look wider than she was, and the extreme fineness of the run in this boat may have a wholly contrary effect. The same thing may be remarked in the Constitution, which, with her beam carried further aft than in the Columbia, looks a much wider boat, though there seems to be chapter and verse for the statement that there is only fourteen inches difference. The excess of over-all length in the second Shamrock—the boat being here 137 feet long—takes away, no doubt, from the impression received as to her beam, and if, in truth, she does measure eighteen inches more than the Columbia in width, the eye does not corroborate the tape.

LIKE A GARDNER BOAT.

With the exception of those valuable experiments in the scow type, as exhibited in the Rochelle, the Cartoon, the Independence and the Huguenot, it may be admitted that the latest racers of to-day have a deal of general family likeness, and in the grace of sheer and fine drawn overhangs there will be found a reminder of the Columbia in the model of the Shamrock, but not any more than between the Herreshoff Sis and the Crowninshield Jolly Roger in the raceabout class. It has been mentioned in many papers in the last few days that Watson has been copying Herreshoff's Columbia (and he would show an excellent taste if he did), but the fact is that Watson comes much nearer the work of the New-York designer Gardner than he does to that of Herreshoff. In the fineness of the new Shamrock's run, and in the general ease of line, she much more resembles Gardner's champion, the Mira, and his later craft, the Dorwina, which now beats the Mira and also the Bristol Effort, which, as Herreshoff is reported to have said, contains his last and best possible design.

If the Columbia gathered up about all the loose ends of beauty that were lying round, one ought not to accuse Mr. Watson of copying, when he had no entirely new ideas regarding a ship's elegance to suggest. On the contrary, there is a deal of working difference between the two boats, and for performance in a seaway the entrance of this Shamrock is more like that of Valkyrie II than the Columbia, the lines being straighter and deeper. It must be admitted, after watching her almost incessantly for weeks, that the Columbia sometimes hits water pretty hard, and there is no doubt that Mr. Watson has endeavored to avoid some of this in his present design. Whether he may not lose other valuable qualities in providing for increased ease in a seaway, or in any kind of sloppy, lazy and lumpy water, remains for the month of September to reveal.

In the refinement of the aft part of the boat, where she trails out to a sternboard only about seven feet wide, Watson has secured a finer run than that of the Columbia; but whether he has done this at the expense of supporting power for his canvas is a discovery also scheduled for September. Judged solely by the boat, and not at all by anything that the silent Mr. Watson has said, it is pretty certain that he thinks more of a fine run than anything else about the boat—that he prefers an easy entrance, combined with considerable buoyancy, to the convex lined spoon bow that was first made fashionable by the Herreshoffs in the Gloriana ten years ago. He also apparently prefers that the beam of the boat shall be carried further forward proportionately than it was in the Columbia. Thus, with her over all length of 137 feet, the Shamrock has a long and powerful side to lie down on, in spite of the fact that she begins to taper to her narrow sternboard at a point further forward than on the Columbia.

As nearly as could be guessed with the assistance of memory, the upper body of the challenger sits deeper in the water than that of the Columbia, and seems to have slacker bilges and straighter lines on the way from the deck to the foot of the keel, all of which will do well for general ease of movement in any kind of disturbed water. The fin seems to be considerably longer than the Columbia's, and is reported to be deeper, though it does not look so. It is a beautifully designed fin, with the bulk of the weight forward and tapering aft just like a fish.

The fin, like the whole boat, has no aggressive corners or edges, and is a curious combination of symmetric curves. It is not so thick through from side to side as in the Columbia, and will disturb less water and do it more gradually. The rudder, although going all the way to the foot of the keel, seems narrow as compared with those of the Herreshoff boats, but with a finely balanced craft any further fore and aft area would no doubt be unnecessary.

HARD TO MAKE COMPARISONS.

As to any comparison between the Constitution and the challenger, it must be said at the start that they are in effect totally different boats, built on different ideas and to work out different principles. The principal differnce is this, that Mr. Herreshoff has relied chiefly on hull power and beam to carry sail. He has extended his beam aft in a way that brings the boat's poles apart in designing idea. Mr. Watson has gone to the limit to avoid drag of water aft, and it may be that he has sacrificed power in this aim. Mr. Herreshoff has worked for power, and may have sacrificed scientific ease and steering quality to carry his canvas better.

At present it looks as if the coming duel would, if the Constitution be chosen, go off chiefly on this main difference. There seems to be no reason why the Constitution should not beat the Shamrock when the water is perfectly flat, and when the wind is to match. The challenger seems to suggest extraordinary activity and sensitiveness in windward work. The sails are not yet bent, and nothing can yet be said as to her rig, but with sail plans and rigging in equally good conditions, this boat ought to beat the first Shamrock every day in the week, and especially in windward work.

CROWDS SEE CHALLENGER.

PLEASURE CRAFT CIRCLE AROUND THE SHAMROCK OFF STAPLETON.

Pleasure craft of all kinds sailed, steamed and rowed in circles off Stapleton, Staten Island, yesterday afternoon. The Shamrock lay there, having been towed from Erie Basin to a point just below the Erin. Work on her bottom was finished about 10 o'clock in the morning yesterday, and she was at once floated and towed away. Soon after she had started, the Porto Rico, which is to be used as a houseboat by the sailors of the Shamrock, was towed down the bay and came to anchor not far distant. The three vessels of the Lipton fleet lie close together, the Erin first in the direction of the city, next the Shamrock, and then the Porto Rico.

The bare spots on the sides of the Shamrock where the paint had been knocked off in the voyage across the Atlantic were painted yesterday. After these patches have dried the entire hull above water will be painted with the Shamrock green. On Monday the sails will be bent, and on Tuesday the yacht will go down to the Horseshoe and lie there during the remainder of the fitting. She may go to meet the Teutonic, on which her owner is coming to this country, but it is not certain that she will be ready in time. Her first trial spin will probably not be made until after Sir Thomas's arrival.

The officers of both the Erin and the Shamrock had little to say yesterday about the performances of the Constitution and the Columbia at Larchmont on Friday. Both Captain Matthews and Captain Sycamore thought the races was not a fair test of what the yachts could do, and concluded that they had seen nothing that would allow them to form an opinion of the respective merits of the old and new Cup defenders. What they did see, however, was sufficient to make them retain the belief that they would "have to beat the Columbia," although they would not say whether this meant that they must also beat the Constitution.

Boatmen along the waterfront of Staten Island are preparing for a busy Sunday. It is certain that, if the day should be fair, hundreds will go down to have a look at the yachts. For those who go without guides it will be easy enough to identify the vessels. Even if the bare poles and the color of the Shamrock were not sufficient, her mast, towering far above that of any other boat of similar size, would be sufficient to indicate her position.

THE INTERLAKE CONTESTS.

JUDGES DECIDE THAT THE KATYDID WON FRIDAY NIGHT'S RACE.

Ithaca, N. Y., Aug. 17.—The judges of the Interlake Yacht Racing Association decided to-day that the first circuit of the course in yesterday's contests, which were not finished for lack of wind, should be called a race. As a result, the first prize of the last race goes to the Katydid, of Syracuse, which crossed the line 1 minute and 24 seconds ahead of the Chonondote, the Ithaca boat. The Box, of Elmira, after being repaired, entered and secured third place.

In Class B the Water Witch, sailed by the Rev. Karl Schwartz, of Syracuse, added another to an unbroken list of victories. The Laura was second and the Louise third.

In the skimabout class the Pa Did finished first, with the Thelma and the Youmar following close behind.

THE NINETIES AT OYSTER BAY.

The Seawanhaka Corinthian Yacht Club will have two days' racing for the special class of 90-footers, and no Boston entry will be accepted. C. W. Wetmore, chairman; Walter C. Kerr, Clinton H. Crane, Charles A. Sherman and Johnston De Forest, secretary, comprise the race committee which will have charge of the racing. The Constitution and Columbia will meet on August 22 and 24, and the tug chartered by the club will leave the club float at 11 o'clock, the intended starting hour of the races being at noon. Ex-Commodore Chubb has offered a cup to the winner of the race between the Constitution and the Columbia. A second cup for competition between the same vessels has been offered by Colgate Hoyt, Henry C. Rouse, J. Rogers Maxwell, D. Le Roy Dresser, R. W. Gibson, Herbert Jacquelin, L. L. Lorillard, jr., F. G. Stewart and F. R. Coudert, jr.

CIBOU WINS KING'S CUP.

A THOUSAND DOLLAR TROPHY PRESENTED BY EDWARD VII.

Halifax, N. S., Aug. 17.—The Sydney Yacht Cibou won to-day's yacht race for the cup valued at $1,000 which was presented to the Royal Nova Scotia Yacht Squadron by King Edward VII. The Cibou covered a triangular course of thirty miles in four hours and seventeen minutes. The second boat, the Marion, of Yarmouth, was two minutes behind the Cibou at the finish. The Cibou is owned by a syndicate, at the head of which is Henry M. Whitney, of Boston.

INDEPENDENCE STILL IDLE.

REPORT CURRENT THAT SIR THOMAS LIPTON MAY GIVE HER A RACE.

Newport, R. I., Aug. 17.—The Independence lies at anchor to-night, with no signs of her returning to Boston. The forty-eight hours have gone by since Captain Haff's return, but sailing orders have not been received from Mr. Lawson. The statement was that if the yacht was not admitted to the Larchmont or other cup races within forty-eight hours, she would be ordered to sail for Boston, there to remain until September 1, when she would go out of commission. Everything on board remains in racing trim. She went out yesterday for a short spin to try some new clubtopsail spars.

Several days ago there was a report that Sir Thomas Lipton intended to give the Independence a race before he sends the Shamrock back to England, and that report was received to-day and given as an explanation for holding the boat here in trim. Captain Haff can say nothing, as he is under orders from the owner.

INDIAN HARBOR RACE.

In a splendid breeze from the southwest forty-one yachts sailed a good race on Long Island Sound yesterday afternoon, in the annual regatta of the Indian Harbor Yacht Club. The start was made at 12:55 o'clock from the judges' boat, the Stamford, anchored half a mile south of the eastern end of Little Captain's Island. W. L. Wood's 43-foot sloop Dorwina was first away, then the sloops and yawls in the 36-foot class, followed by the 30-footers Alerion, Empronzi and Oiseau, and the rest within half an hour.

It was a reach to the first mark, three and one-half miles to the eastward; then a beat of three and one-fourth miles to the next mark and a reach of two and one-fourth miles to the home mark. This course of nine miles was sailed twice by the large and once by the small yachts.

The raceabouts Badger, Sis, Merrywing, Persimmon and Spindrift furnished some good sport by their close racing. After sailing nine miles they all arrived at the home mark on the first round in a bunch. The Merrywing and the Persimmon fouled at the mark, but no damage was done.

The summary follows:

SLOOPS—43-FOOT CLASS—START, 12:55.

Boat and owner.	Finish. H.M.S.	Elapsed Time. H.M.S.
Dorwina, W. L. Wood	3:48:03	2:53:03
SLOOPS AND YAWLS—36-FOOT CLASS—START, 1:00.		
Cymbra, F. C. Henderson	4:20:00	3:20:00
Peggy, F. S. Hastings	5:18:18	4:18:18
Empress, M. Hecksher	4:31:49	3:31:49
Memory, W. N. Bavier	4:13:51	3:13:51
SLOOPS—30-FOOT CLASS—START, 1:05.		
Alerion, A. H. Alker	4:25:21	3:20:21
Empronzi, Alfred Peats	4:17:24	3:12:24
Oiseau, G. L. Pirie	4:13:29	3:08:29
CATBOATS—30-FOOT CLASS—START, 1:05.		
Dot, E. T. Pierce	4:20:40	3:15:40
Windera, John Green	Did not finish.	
RACEABUT CLASS—START, 1:10.		
Badger, Thorsen & Jones	3:34:57	2:24:57
Sis, F. T. Bedford	3:37:48	2:27:48
Merrywing, H. M. Crane	3:36:22	2:26:22
Spindrift, Samuel Conley	3:41:17	2:31:17
Persimmon, W. E. Dodge	3:39:27	2:29:27
CABIN AND OPEN SLOOPS—25-FOOT CLASS—START, 1:15.		
Robin Hood, George Gartland	3:50:48	2:35:48
Don, Gabriel Reeves	3:44:16	2:29:16
Mummer, Barclay Wood	4:03:44	2:48:44
CABIN AND OPEN CATBOATS—START, 1:15.		
Win or Lose, C. A. Hatch	4:17:33	3:02:33
SLOOPS—21-FOOT CLASS—START, 1:20.		
Montauk, J. S. Appleby	3:18:26	1:58:26
Exelia, ——	3:21:24	2:01:24
CATBOATS—21-FOOT CLASS—START, 1:20.		
Punch, T. W. Van Schroeder	3:53:04	2:33:04
Ox, W. N. Bavier, jr.	3:45:20	2:25:20
Arline, A. E. Rendle	3:49:44	2:29:44
SLOOPS—18-FOOT CLASS—START, 1:25.		
Chipmunk, T. S. Young, jr.	2:55:21	1:30:21
Sandpiper, R. Belmont	2:46:15	1:21:15
Nora, Lewis Iselin	2:59:19	1:28:19
Mystral, A. C. Bostwick	2:52:52	1:27:52
Cricket, H. C. Pryer	2:49:52	1:24:52
Kingfisher, August Belmont, jr.	2:52:12	1:27:12
Opossum, A. M. Raborg	2:45:01	1:20:01
INDIAN HARBOR SAILBOATS—START, 1:25.		
Bug, George F. Dominick	3:07:19	1:42:19
Stinky, C. B. Zittel	3:24:13	1:59:13
Noggin, C. S. Somerville	3:10:53	1:45:53
CATBOATS—18-FOOT CLASS—START, 1:25.		
Lobster, A. M. Brush	4:00:16	2:35:16
Bantam, F. H. Page	3:04:34	1:39:34
Ask Me, ——	Did not finish	
Kazaza, T. J. McCahill	2:49:35	1:24:35
LARK CLASS—START, 1:25.		
Gloria, C. W. Allen	3:18:10	1:53:10
Skidoo, M. St. G. Davis	3:29:44	2:04:44
Echo, P. R. Allen	3:09:09	1:44:09
Go To, T. A. Weatherby	Did not finish	

The winners were: The Domino (sail over); the Memory, by 4:09; the Oiseau, by 3:55; the Dot, ——, the Badger, by 1:35; the Don, by 6:32; the Win or Lose (sail over); the Montauk, by 2:58; the Ox, by 4:24; the Opossum, by 1:14; the Bug, by 3:34; the Kazaza, by 14:59, and the Echo, by 9:21.

FOOTBALL.

PRINCETON PREPARING TO REDEEM HER REPUTATION—GOSSIP FROM THE TIGER'S LAIR.

Princeton, N. J., Aug. 17 (Special).—The finishing touches which were added last Wednesday to the work that has been done on the 'varsity football field this summer, were the first signs of a resumption of Old Nassau's popular sport for the coming season. The season will open soon after September 10, and both "Jim" Robinson, the trainer, and Captain Pell are already working to have everything in readiness for the gridiron veterans. Under the direction of the trainer, the field has been carefully treated, and all the little hollows and other defects have been remedied, rendering the turf firmer and better than it has been in years.

Captain Pell has already sent out letters to last year's players notifying them to get in good condition for the fall work, and to report promptly at the field house when he issues his call later on. These players will precede the new men a few days and spend the afternoons in falling on the ball, sprinting down the field and doing similar limbering up work.

The recollection of what took place on Princeton's gridiron on November 17 last sends a chill down the spine of every undergraduate, but that day has also instilled in them a desire to do all they can to help the Tigers wipe the slate clean this November by administering a defeat to Yale on her own grounds. Whether this will be done or not will largely depend on the quality of the football material that Princeton can send on to New-Haven for that game. At present it seems but fair to estimate Princeton's chances as about equal to Yale's. Yale's players that still remain for this season are more experienced than Princeton's, but the latter's team remains almost intact, while Yale must very largely build up a new eleven. Both teams will be coached by the best football stars of other years. The Tigers will be led through the season by a strong combination of coaches. These are the men: "Biffy" Lea, head coach; "Johnny" Baird, "Ad" Kelly, Jesse Riggs, "Doc" Hillebrand, Howard Brokaw and Knox Taylor, with the possibility of "Garry" Cochran and Armstrong, '98, as assistants later on.

While the Yale game is the principal contest of the year, every effort will be made to play a consistent game throughout the season, and if any player is caught napping he will quickly find himself left behind in the race for one of the positions. The following is the list of the members of last year's team, who will be here again this season: Left end, Roper; left tackle, Pell; left guard, Wright; centre, Losey; right guard, Dewitt; right tackle, Davis; left halfback, McCord. Substitutes: End, G. Poe; tackles, Sheffield and Montgomery; guards, Dana and Mills; centre, Butkiewicz and Hale; halfbacks, Henry, S. McClave, Levick and Hart; fullbacks, Underhill and Hodgman.

Not in several years have more promising men come in with the entering class than the athletes that have already filed papers for admission. The following are the names of some of them: Hogan, the big Phillips-Exeter tackle, who made a splendid record last fall; Barney, of Andover, who was considered the best centre among the teams of the preparatory schools; H. Short, the crack guard of the St. Paul's School team and the strongest man there; Foulke, who hails from the same school, left halfback and captain of the team, A. King, right halfback, is also said to be a good player. Kafer, a halfback, and Tarbell, a tackle on the Lawrenceville eleven, both of whom are good players, enter this fall.

Last fall the Tigers suffered three defeats, which was a record breaker for the last five years. Two of them were defeats on their own field, the first of these, by Cornell, being the first time in her history that Princeton was beaten on her own gridiron. This fall different results are anticipated. Lea, the head coach, when asked his opinion of the team, said:

It will depend entirely on the kind of material that presents itself. Riggs and Taylor will look after the centres and guards. Kelly and Baird will have the entire back field, while Brokaw, Hillebrand and I will take the ends and tackles. If the men are big, fast and active, with proper football sense, then we will have an ideal team; but whatever they may be, you can rest assured that the team will be a bad one to run up against.

HARNESS RACING.

ANACONDA PACES A MILE IN 2:01¾ IN THE FREE-FOR-ALL RACE AT BRIGHTON BEACH, BEATING PRINCE ALERT.

Anaconda, the meteoric pacer that defeated Joe Patchen, 2:01¼, on the opening day of the Brighton Beach harness races, brought the meeting to a brilliant end yesterday by lowering the colors of Prince Alert, 2:02, in the fastest time made this year in a harness contest. Literally jogging under the wire he finished the second heat in 2:01¾, having paced each of the first three quarters of the mile in 0:30—a 2:00 clip. It was a wonderful exhibition of speed, and the crowd went wild with delight as the time was flashed from the stand across the homestretch.

Anaconda was the favorite before the start, notwithstanding his recent defeat by Prince Alert at Poughkeepsie. In the auction pools he brought $100, as against $80, and, finally, $60 for his hoppled rival. "Jack" Curry, the man who made Joe Patchen famous, drove Prince Alert, "Mart" Demarest, his regular trainer, having been seriously injured while driving a race at Boston a few weeks ago. "Jack" Trout, a gray haired veteran nearly seventy years old, sat behind the favorite.

Curry apparently made no move to win the first heat, Prince Alert trailing many lengths in the rear as Anaconda stepped around to the quarter pole in 0:30½, to the half in 1:01, to the three-quarters in 1:32¾ and to the wire in 2:05½ for the mile. But in the second round the hoppled wonder kept his nose at the wheel of Anaconda's sulky from wire to wire. He was strung out to his best clip all the way, apparently, though Curry did not give him a downright hard drive until well past the half-mile post.

Rounding the upper turn Prince Alert's bloodlike head showed at Anaconda's waving tail, and as they swung into the homestretch for the finish Curry's great horse was still gaining, with less than half a length between him and the lead. For an instant it looked as though the splendid rush of Prince Alert would carry him to the front, but like The Abbot in his race against Cresceus he reached his limit when half way down the stretch and then began to waver. Curry tapped him with the whip once or twice. He failed to respond, and his driver ceased to punish him, seeing he was hopelessly beaten. As soon as Curry eased Prince Alert Trout took Anaconda back. In the last eighty yards neither horse was moving much faster than a 2:20 clip, while at the wire both were jogging. Driven out to the end the Boston pacer might have made the mile in 2:01. Prince Alert's time for a mile was 2:02. He finished within a length of the winner.

Anaconda's previous record was 2:02½. He is a bay gelding, by Knight, son of Woodford Wilkes, by George Wilkes, and his dam is a full sister to the famous California pacer Flying Jib, 2:04. J. B. Haggin bred the horse at his Rancho del Paso, stud, near Sacramento, Cal. Thomas E. Keating brought Anaconda across the mountains and sold him to James Butler, who campaigned him last year. Mr. Butler sold him at auction at the end of the season, and he was bought by E. B. Rice, of Boston, who is said to be the youngest turfman in the United States. Mr. Rice is about twenty-one years old. He paid about $4,600 for Anaconda.

Before yesterday's race took place former State Senator John McCarty, who owns Joe Patchen, 2:01¼, authorized the announcement that he would match his black stallion against Anaconda in a series of races for $5,000 or $10,000 a side, the winner of four races out of seven to take all the money. Whether the Brooklyn horseman's opinion as to the merits of the crack pacers changed after Anaconda turned the Brighton track in 2:01¾ could not be learned.

ANACONDA.
The pacer who broke a record at Brighton yesterday.

Apart from Anaconda's great performance, yesterday's sport was without notable features, though "Jack" Curry won a fine race with Onota, a young pacing mare owned by Samuel McMillan, former president of the Driving Club of New-York. She paced her three winning heats in 2:10¼, 2:10¼ and 2:10½, very cleverly. Less than a month ago her mark was no faster than 2:20. Beauseant, the favorite in this race, was distanced in the first heat. J. C. McKinney, of Titusville, Penn., paid about $15,000 for him last winter.

The Brighton meeting was a big success, the gate receipts on Thursday alone having been upward of $19,000. W. A. Engeman, the owner of the track, said yesterday that he would resoil the track next winter, build new stables and make it the best trotting course in the country. That he can do it is the belief of all horsemen. James Butler, president of the New-York Trotting Association, under whose auspices the meeting was held, said that a two weeks' meeting would be held next year, and that an application would be made for dates in the Grand Circuit.

Cresceus, 2:02¼, and The Abbot, 2:03¼, were shipped to Boston yesterday. "Ed" Geers says his horse is ready to meet Mr. Ketcham's champion again in any kind of a race, from a dash to a contest of three in five heats. A. J. Welch will hang up a free purse of $10,000 for the rival champions to trot for at Hartford on Labor Day, but he is doubtful about obtaining the entry of Cresceus. Summaries:

PACING—2:08 CLASS—PURSE, $1,500.

Dan Patch, b. s., by Joe Patchen—Zelica, by Wilkesberry (McHenry)	4	1	1	1
Martha Marshall, b. m., by Grand Marshall—Abdallah Clay (McDowell)	1	3	4	2
Major Muscovite, b. s., by Billy Wilkes (McMahon)	3	4	2	ro
George, br. g., by Scarlet Wilkes (McKenny)	7	2	3	ro
The Bishop, b. g., by Argot Wilkes (Berry)	5	5	5	ro
Paul Revere, r. g., by Brandon (McDonald)	6	6	dr	
Patsy K., b. g., by Billy Sherman, jr. (Walker)	2	dis		

Time, 2:09, 2:04½, 2:07¼, 2:05¾.

TROTTING—2:16 CLASS—PURSE, $1,500.

Waubun, gr.