PROGRAMME OF SPORTS TO-DAY.

RACING.—Coney Island Jockey Club, Sheepshead Bay, 2:30 p. m.
LAWN TENNIS.—Invitation tournament, Crescent Athletic Club. Metropolitan championship, West Side Lawn Tennis Club.
BASEBALL.—New-York at Brooklyn, Philadelphia at Boston, Pittsburg at Chicago.

THE NEW-LONDON RACE.

EVERYTHING DONE TO PUT CREWS IN PINK OF CONDITION—RESULT WILL DECIDE YALE'S STYLE OF ROWING.

Gale's Ferry, Conn., June 22 (Special).—The hard work of the rowing season of 1902 is now over at both Red Top and Gale's Ferry, and all that remains at both crew quarters is the final polishing down of the crews as a whole. There will be light work this week, especially on Wednesday, and on Thursday will come the races. Individual faults have now been eliminated as far as they can be in both the 'varsity crews, and both boats are now being coached as units, both Higginson and Cammann giving the last few days to bringing their boats up to the highest point possible as racing machines.

Any forecast of what is likely to happen Thursday is, as usual, dangerous to attempt. There are those who have watched both crews all the season at Gale's Ferry who do not consider that there is much difference between the 'varsity shells. In general, however, the sentiment at both Red Top and Gale's Ferry seems to incline to the advantage of the Yale crew. Both 'varsity boats are heavy, Yale's more so than Harvard's, while there are equally inexperienced men in four-mile rowing in each boat. Taking the two 'varsity crews, it is not too much to say that Yale has had the advantage of having rowed now for three weeks in exactly the order that the boat will go into the Harvard race, while the Crimson boat has been slowly evolving itself, and as late as a week before the race a change was tried by seating a new man in the waist. Harvard also did not select her stroke until the last minute, while Yale knew the seating order fully six days before.

The weight in the Yale shell, however, may militate dangerously to her disadvantage in the coming struggle. One man, Johnson, who rowed No. 5 last year, and who has been regarded as the ablest oar in the Yale squad, was dropped simply because his weight was too much. Even this drastic measure has not brought the Yale shell down to the figures wanted. The crew is decidedly heavy, though powerful, and in a gruelling race the lighter Harvard shell may pull out a winner on this account.

In general Yale's 'varsity is rowing to-day a smoother, cleaner stroke than is Harvard's, is taking the catch harder, is rowing a more powerful pull, and shows greater dash in the water and more vim in the work. Harvard still shows a tendency to stop between strokes, and the catch is stronger than the finish of the stroke. The Harvard eight has been pushed hard in the two weeks they have been here, and have been sent over the course twice as often as Yale. Yale came to its highest point of efficiency by the middle of this week, and from then on has tried simply to hold the form gained. On the other hand, Coach Higginson, of Harvard, has not ceased experimenting, and has been forced to give his men much harder work than the Yale crew.

The strokes which the two crews are using this year are alike, except in one or two features. The Yale stroke gives the impression of being steady throughout, starting hard, but easily, pulling through without a break and finishing easily. The Harvard stroke has a hard, clean catch, and the pull through is powerful. The main difference between the strokes this year lies in the recovery. Where Yale's is even throughout, and is executed without the least jar or jerk, the Harvard men get back from the finish much faster, going through the first half of the recovery with great speed, and then slowing down gradually to another catch. The slowness of the latter part of the recovery is not regarded at Red Top as a fault, though to many experienced oars it seems to bring about a noticeable hang to the boat. This hang is more than anything else brought about by the exaggerated deliberateness which the Harvard crew has got in turning from the recovery into the catch. The men have been taught to feel their way out solidly on the slides and to take the catch hard. There is a perceptible fraction of a second that seems to be lost just at this point, and it is here that the boat stops. In the freshman boat this is even more noticeable; the oars seem to stand still above the water at the full reach before they are snapped in. This was, if anything, the main trouble with the '01 'varsity. It is capable of making a difference of half a minute on the four-mile course.

Both Yale and Harvard have better crews than they had last year on the Thames. Yale is rowing the same stroke, which is a trifle longer on the pull reach than last year, and is rowing a smoother stroke all through. Harvard is thus far ahead of what she was doing at this time last year, as far as style goes, so that the two boats will probably put up a stiff debate for the four mile on Thursday. The coaching this year at both quarters has been of the best. At Red Top Mr. Higginson, captain of the '00 boat, who broke his leg the day before the race, has had entire charge of the work. At Broadview Alexander Cameron and John A. Kennedy, Yale's rowing adviser, have been a unit in their plans. There has been no interference from outsiders. It is in one sense a crucial year for Yale rowing, as the success of the system adopted will have a good deal to do with future coaching methods. The first era in Yale boating ended when "Bob" Cook lost his two races in 1897. Since then a younger set of Yale oarsmen have been at the helm, and a new Yale stroke has been built up, following the "Bob" Cook model in general, but with a number of English ideas assimilated with it. The result thus far this year has been excellent, and it remains for the coming week to prove the ultimate wisdom of the methods adopted.

There is nothing of overconfidence at either quarters on the outcome of any of the three races. Yale knows that the 'varsity that will represent the Blue is a fast boat, trained to the edge and rowing a brilliant stroke. But it is also recognized that Harvard has an exceptionally strong line of oarsmen, better than last year's sturdy crew. At Harvard the sentiment is generally in favor of Yale, but does not go so far as discouragement. Old oarsmen who have seen both crews close at hand are inclined to think that the race will be a fierce one, and that it will be impossible to forecast which crew will win.

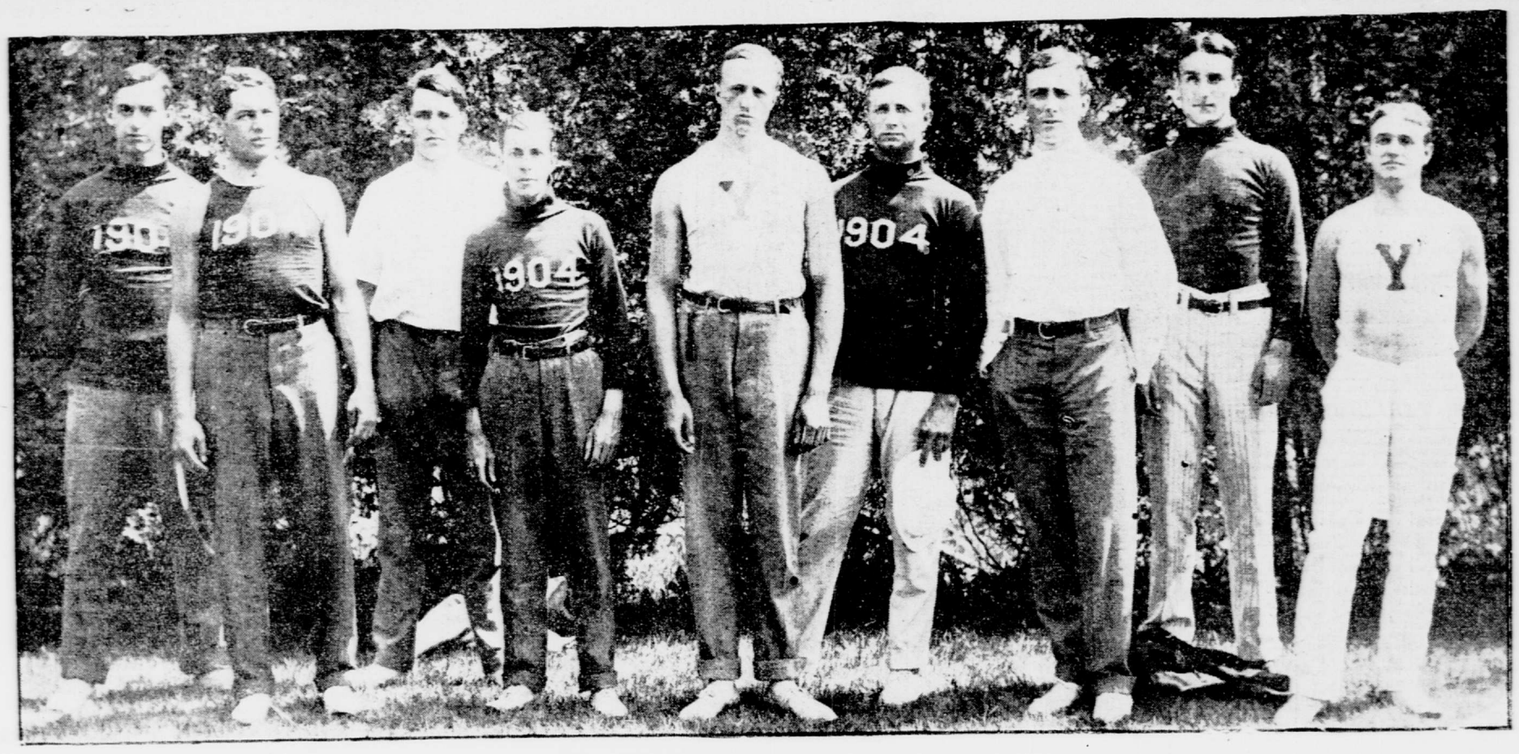
Of the Yale 'varsity crew this year but three men have ever rowed in a four-mile race before. Bogue, stroke; Captain Kunzig, No. 7, and Waterman, bow, rowed in last year's 'varsity, while of the remaining five men four come from last year's freshman boat, and one is a newcomer with no experience in Yale rowing. Yale's boat, therefore, is not in any sense a veteran one, nor experienced in four-mile racing.

Of the men who will sit in the Yale 'varsity, Stroke Russell Bogue, Captain Kunzig and Daly have had the greatest experience in oarsmanship. Bogue stroked his freshman boat two years ago and rowed 'varsity No. 4 last year, going to stroke this season. Cross, No. 7, and Judson, No. 4, have only had one year's work in their own freshman shells. Captain Kunzig, No. 6, is now rowing his fourth year at Yale. He rowed No. 4 in his freshman boat in 1899, and in sophomore year was sent into the 'varsity, rowing 'varsity No. 4 in 1900, No. 6 in 1901 and No. 6 again this year. Weymouth, at No. 5, was captain of last year's freshman shell, and has had a long athletic training. He played baseball and football at Bucknell College before entering Yale Law School, and was fullback on last year's Yale team. Coffin, at No. 3, rowed in Weymouth's boat, and two years before that rowed on the Columbia 'varsity. Daly, No. 2, is the best all around oar in the shell. From 1896 to 1899 he rowed on the Worcester High School eight and on the Wachusett eight and four, winning the nationals in 1897 and 1900, when Ten Eyck stroked the boat. He has rowed in a large number of two-mile races. Waterman, bow, occupied the same position last year, and rowed on his freshman crew in 1898.

The Yale 'varsity four-oar will contain experienced oarsmen. Adam, who will stroke, stroked his freshman crew last year. Laws, No. 3, rowed last year, and this if the second crew against Annapolis. Levering, No. 2, rowed on his class crew and against Annapolis, and Hewitt, captain and bow, rowed freshman No. 3 in 1900 and No. 2 on the four-oar last year.

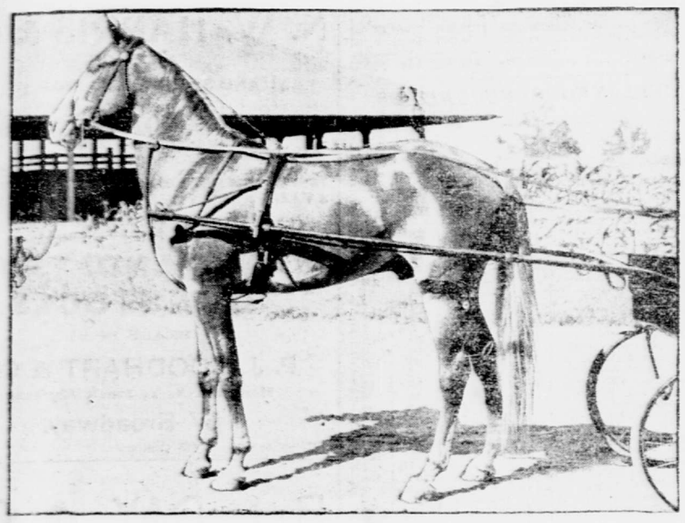
The Yale crews this year are distinctly heavier and more active than the ordinary college eight. While Columbia's 'varsity averaged 160 pounds at Poughkeepsie, Yale's freshman crew averaged four pounds more to the man, while the 'varsity averaged fourteen pounds more. The weight in the Yale boat has not seemed to stand in the way of fast travelling, and the 'varsity is to-day regarded as a much better boat than last year's.

Of the Harvard 'varsity squad four men have had previous experience in a four-mile row. McGrew, stroke; Shubruk, No. 6; Ayer, No. 5, and Captain Bullard, No. 3, rowed last year. McGrew rowed No. 4 on his freshman crew and No. 2 last year in the 'varsity; Bancroft, No. 7, was captain of the '02 freshman boat, and was a substitute 'varsity man last year. Shubruk, No. 6, rowed on his freshman boat at No. 6 in 1899, and for the last two seasons rowed No. 4 in the 'varsity. Ayer, No. 5, was on the '03 freshman boat at No. 7, and rowed No. 5 last year in the 'varsity. Francis, who has been tried out at No. 5, has rowed two years on the four. Foster, at No. 4, was on his '03 freshman boat. Captain Bullard, No. 3, was in the '02 freshman shell, and rowed two years at 'varsity No. 6. Swift, No. 2, was on the '99 freshman boat, and is the oldest man in the squad, while James, bow, was an '03 freshman oarsman.



YALE 'VARSITY EIGHT.

From left to right: Cross, No. 7; Judson, No. 4; Coffin, No. 3; Byers, coxswain; Kunzig, No. 6; Weymouth, No. 5; Bogue, stroke; Daly, No. 2; Wakeman, bow.



CHARLES C. LLOYD'S TROTTER, RICHARD B. (2:21¼).

Which is to start in the races at Empire City Track on Thursday.

GOLF.

GOLF PROGRAMME FOR THE WEEK.

MANY ENTRIES IN MORRIS COUNTY INVITATION TOURNAMENT THIS WEEK.

The chief golfing feature for the week will be the three days' invitation tournament of the Morris County Golf Club, on Thursday, Friday and Saturday. There will be about fifty starters, as over forty entries have already been received.

On Friday the final thirty-six holes, four ball match, will be played at Deal Beach, in which H. B. Billings and "Jack" Park, of the Essex County Country Club, will play John Moller, jr., and "Willie" Norton, Lakewood. The latter won the first match at Lakewood and the former the second match at Essex County.

The members of the Eastern Parkway Golf Club will compete in their first handicap on Saturday, for a cup presented by James R. Ross. The match was to have been played last Saturday, but the rain made the new course unplayable.

To-morrow the Morris County women play in their third handicap competition for the Captain's Cup; the Apawamis women will compete in a long driving contest for a cup presented by Mrs. Thomas H. Dimond, while the Marine and Field Club women play in an eighteen hole qualifying round for prizes presented by William C. Biddle, the lowest four scores to qualify to meet on Friday.

The Apawamis women will compete in a qualifying round on Thursday for a cup presented by Mrs. Edwin H. Weatherbee, and the best eight scores will continue on at match play, while the women of the Englewood Golf Club will compete on Friday in an eighteen hole handicap.

The team championship matches in Classes A and B of the Women's Metropolitan Golf Association are played in the spring and autumn. The first series of matches has been completed, and the second half will not be begun until October. Class B begins October 9 with Powelton at Apawamis. Class A begins on October 14, with Essex County and Morris County, at Morristown. The standing to date:

	Won.	Lost.	To play.	Per cent.
CLASS A.				
Baltusrol	2	0	1	1.000
Nassau	1	1	1	.500
Essex County	0	1	2	.000
Morris County	0	1	2	.000
CLASS B.				
Apawamis	2	0	3	1.000
Powelton	1	0	4	1.000
Hillside	1	1	3	.500
Harbor Hill	1	1	3	.500
Englewood	0	1	4	.000
Richmond County	0	1	4	.000

CYCLING.

HURLEY CREATES ANOTHER WORLD'S RECORD—MANY SMASHUPS IN CONSOLATION RACE.

About six thousand spectators witnessed the bicycle races at the Vailsburg track, near Newark, yesterday, and as usual another world's record was established. The weather was fine and the track in excellent condition. In the half mile amateur race M. L. Hurley, the champion, complained of not feeling at his best. He did not decide to start until the last minute. The long mark men had liberal allowances, but Billington cut down their lead; with the bell he seemed to have the race at his mercy. Hurley, however, came along with his remarkable sprint. He and Billington crossed the line so close together that only the judges could separate them. Hurley received the verdict of the officials, the time being 0:57 3-5. Hurley made the old amateur record of 0:58 last year.

The unusual number of fifty-three men started in the two mile amateur consolation race. All went well for the first mile, but in the second the tumbles began. At one point twelve riders went down at once with a crash, and as many wheels were smashed. While none of the men were internally injured, blood ran freely. The most severely injured was E. S. Collett, of New-Haven, who had his face torn into ribbons. He had to be carried from the track. Kramer made another sensational ride in the one mile professional race. Leander and Fenn formed one team and Kimble and Fisher another. Kramer rode alone. He managed to elude the traps set for him by the teams, and got through in time to win on the post by a few inches. The summaries:

Half mile (novice)—Won by John A. Topping, New-York; Otto Humbacher, Watsessing, second; J. Hurley, Brooklyn, third. Time, 1:12.

Half mile, handicap (amateur)—Won by M. L. Hurley, New-York A. C. (scratch); "Teddy" Billington, N. Y. A. C. (scratch), second; George Classon, Newark (thirty yards), third. Time, 0:57⅗. World's record.

One mile, open (professional)—Won by F. L. Kramer, East Orange; John Bedell, Lynbrook, second; W. S. Fenn, Waterbury, third; John T. Fisher, Chicago, fourth. Time, 2:10.

Five mile, handicap (professional)—Won by Menus Bedell, Lynbrook (300 yards); R. N. Carll, Worcester (300 yards), second; Jack Coburn, Newark (300 yards), third. Time, 10:19⅘.

Consolation two mile (amateur)—Won by E. Strander, Rochester; F. Ernst, Rochester, second; Elias Sindle, Dundee Lake, third; Oscar Goerke, New-York, fourth. Time, 4:29⅘.

MANY RIDERS FINISH CENTURY RUN.

The Century Road Club Association yesterday conducted a century run over the Long Island course. There were one hundred and eighty starters, and one hundred and sixty finished. Among the riders who made the century was William Gillett, of West Troy, sixty years old, who finished his fifteenth century of the year. Thirteen motor cycles were in the run. Of the five women who started two finished. Both were from Boston. Mr. and Mrs. Fred Shiebe, on a quadricycle, had a smashup at Valley Stream. Mrs. Shiebe was severely injured.

GEBHARDT WINS FIFTY MILE RACE.

MOCK CAPTURES TIME PRIZE—A CLOSE CONTEST ON LONG ISLAND ROADS.

Lively interest was felt yesterday on Long Island in the fifty mile road race, conducted by the Century Road Club of America. The course was between Springfield and Belmore, repeated twice, with the finish at Valley Stream. Fred B. Gebhardt, with a handicap of twenty-five minutes, won by a length, with Charles Lundberg second and George Kirner third. Charles Mock won the time prize. The race resulted as follows:

Name.	Handicap.	Finish.	Elapsed time.
Fred Gebhardt	25:00	4:48:30	2:30:30
Charles Lundberg	25:00	4:48:31	2:30:31
George Kirner	25:00	4:53:15	2:35:15
S. Hollet	30:00	4:55:20	2:42:20
A. H. Parry	25:00	4:57:00	2:39:00
H. E. Gust	30:00	4:59:00	2:46:00
E. Gundelich	30:00	5:03:25	2:50:25
J. B. Armstrong	40:00	5:03:25	3:00:25
E. A. Carr	20:00	5:04:10	2:41:10
Wilson Higinson	25:00	5:04:12	2:46:12
Charles Mock	Scratch.	5:07:41	2:24:41
Ernest Gillot	Scratch.	5:07:42	2:24:42
W. B. Ferguson	Scratch.	5:08:15	2:25:15

OF INTEREST TO WHEELMEN.

Cycling records for the last few weeks have been broken with a regularity that has astonished the cycling world. When Albert Champion, of France; "Harry" Elkes, of Glen Falls; Howard Freeman, of Portland, Ore., and "Tommy" Hall, the quartet who have been cutting into the old figures, come together in the twenty-mile motor paced race, to be held at Manhattan Beach track next Saturday, new figures for the distance may be made. Champion now holds the world's ten-mile record, Elkes the one-hour record, and Freeman the five-mile record. Since they will be paced in the race on Saturday by motors, there will be some speedy travelling.

About two hundred wheelmen took part in the outing of the Associated Cycling Clubs to College Point yesterday, where dancing, baseball and a good dinner awaited the riders. Among some of the clubs represented were the following: Century Wheelmen, Metropole Cycle Club, Royal Arcanum Wheelmen, Prospect Wheelmen, Ianthia Wheelmen, Greenwich Wheelmen, New-York Athletic Club, Knickerbocker Athletic Club and the New-York Motor Cycle Club.

WINNER OF GERMAN DERBY.

Hamburg, June 22.—The German Derby was won to-day by A. Abeille's bay colt Macdonald.

BASEBALL.

CHICAGO DEFEATS PITTSBURG IN NINETEEN INNING GAME.

THE RECORDS.

NATIONAL LEAGUE.

Clubs.	Won.	Lost.	P.c.	Clubs.	Won.	Lost.	P.c.
Pittsburg	37	12	.755	Philadelphia	22	30	.423
Chicago	28	21	.571	Cincinnati	21	30	.412
Brooklyn	29	23	.558	New-York	20	29	.408
Boston	23	24	.489	St. Louis	20	31	.392

AMERICAN LEAGUE.

Clubs.	Won.	Lost.	P.c.	Clubs.	Won.	Lost.	P.c.
Chicago	29	18	.617	Baltimore	24	26	.480
Boston	27	21	.563	Detroit	22	24	.478
Philadelphia	24	22	.522	Washington	23	25	.479
St. Louis	24	22	.522	Cleveland	18	30	.375

GAMES YESTERDAY.

NATIONAL LEAGUE.

Chicago, 3; Pittsburg, 2 (nineteen innings).
Cincinnati, 7; St. Louis, 2.

AMERICAN LEAGUE.

Baltimore, 3; Chicago, 2 (first game).
Baltimore, 2; Chicago, 1 (second game).
Boston, 7; Detroit, 5.
St. Louis, 7; Philadelphia, 4.

Chicago, June 22.—The Pittsburg and Chicago teams to-day played a record breaking game for extra innings this season. The game was full of pretty plays, remarkable catches and throws, and, considering its length, the errors were not many. Pittsburg batted Taylor hard in the second and third innings, but could do nothing more with him. Chicago bunched hits in the first inning, and tied the score in the ninth on a hit and two errors. From then on it was nearly one, two, three on both sides. In the nineteenth Kling singled, stole second, went to third on an out, and came home with the winning run when Captain Lowe placed a clean single in left. Attendance, 10,000. The score:

CHICAGO.	ab	r	1b	po	a	e	PITTSBURG.	ab	r	1b	po	a	e
Slagle, lf	8	0	0	3	1	0	Clarke, lf	8	1	5	1	0	0
Jones, cf	5	1	2	5	1	0	Beaumont, cf	6	0	1	4	0	0
Dexter, 1b	8	0	1	25	0	0	Wagner, rf	8	0	0	3	1	0
Congalt'n, rf	8	0	1	2	0	0	Bransfield, 1b	8	0	1	25	1	0
Kling, c	8	1	1	7	2	0	Ritchey, 2b	8	0	2	5	1	0
Tinker, ss	8	1	2	7	12	1	Leach, 3b	8	1	3	2	8	0
Lowe, 2b	8	0	3	6	8	1	Conroy, ss	8	0	1	8	10	3
Schaefer, 3b	6	0	2	1	3	3	Smith, c	8	0	0	8	6	1
Taylor, p	6	0	2	0	2	0	Philippi, p	8	0	1	0	1	0
Totals	65	3	14	56	29	5	Totals	70	2	14	56	28	4

*Two out when winning run was scored. †Ritchey out, hit by batted ball.

Chicago .....1 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1—3
Pittsburg .....0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0—2

Left on bases—Chicago, 11; Pittsburg, 10. Two base hits—Clarke, Conroy. Three base hit—Clarke. Sacrifice hits—Schaefer, Beaumont. Stolen bases—Slagle, Jones, Kling. Struck out—By Taylor, 6; by Philippi, 6. Base on balls—Off Taylor, 1; off Philippi, 3. Time, 3:10. Umpire—O'Day.

CINCINNATI, 7; ST. LOUIS, 2.

Cincinnati, June 22.—Thielman scored his sixth consecutive victory this afternoon. The game was well played. Crawford's and Hoy's batting was the feature, both having a 1,000 percentage at the end of the day. This is the first game the O'Neil brothers have lost for almost a month. The score:

										R.	H.	E.
Cincinnati	0	0	0	0	3	2	0	2	x	7	10	0
St. Louis	0	0	0	1	0	0	0	0	1	2	8	2

Batteries—Thielman and Peitz; O'Neil and O'Neil.

EASTERN LEAGUE.

JERSEY CITY DEFEATS MONTREAL.

Montreal, June 22.—Montreal tied the score in the eighth by hard hitting, but Jersey City won in the ninth on McCann's double, Oakes's out and Raub's fourth error. Raub's misplays were responsible for most of Jersey City's runs. Score:

JERSEY CITY.	ab	r	1b	po	a	e	MONTREAL.	ab	r	1b	po	a	e
Oakes, lf	4	0	0	3	0	0	Raub, 3b	5	2	2	1	2	4
Shindle, 3b	5	0	0	3	5	1	Shearon, rf	4	1	1	4	0	0
Halligan, cf	5	1	1	2	0	0	Kelly, lf	5	0	1	4	0	0
Carr, 1b	4	1	1	12	0	1	Odwell, cf	3	0	0	1	0	0
Shoch, 2b	4	2	3	0	1	0	Fuller, c	5	1	1	2	0	0
Butler, rf	3	0	0	1	0	0	Dooley, 1b	4	1	1	11	1	0
Mack, ss	4	0	1	3	1	2	Quinlan, ss	4	0	1	1	3	1
McManus, c	4	0	1	3	2	0	Johnson, 2b	4	0	2	2	4	0
McCann, p	4	2	2	0	5	0	Souders, p	4	0	0	1	3	0
Totals	37	6	9	27	14	4	Totals	38	5	9	27	13	5

Jersey City	0	1	0	0	0	3	1	0	1	0	—6
Montreal	0	0	0	0	0	1	0	4	0	0	—5

Sacrifice hits—Oakes, Shearon. Stolen bases—Halligan, Carr, Shoch, McManus 2, Johnson. Two base hits—McCann, 2. Home runs—Fuller, Dooley. First base on balls—Off McCann, 2; off Souders, 1. Struck out—By McCann, 3; by Souders, 2. Passed ball—Fuller. Double play—Souders, Quinlan and Dooley. Left on bases—Jersey City, 6; Montreal, 9. Time, 2:15. Umpire—Rinn. Attendance, 2,500.

AMERICAN LEAGUE.

AT ST. LOUIS.

										R.	H.	E.
St. Louis	0	0	5	0	1	1	0	0	x	7	7	1
Philadelphia	0	1	2	0	0	0	0	1	0	4	10	0

Batteries—Powell and Donohue; Mitchell, Husting and Schreck.

AT DETROIT.

										R.	H.	E.
Detroit	0	0	1	0	1	0	1	0	2	5	14	3
Boston	0	0	0	1	0	2	2	0	2	7	7	1

Batteries—Mullins and McGuire; Prentis and Warner.

AT CHICAGO.

FIRST GAME.

										R.	H.	E.
Chicago	0	0	0	2	0	0	0	0	0	2	5	2
Baltimore	0	1	0	0	1	0	0	1	0	3	9	2

Batteries—Patterson and Sullivan; McGinnity and Bresnahan.

SECOND GAME.

											R.	H.	E.
Chicago	0	0	0	1	0	0	0	0	0	0	1	6	2
Baltimore	0	0	1	0	0	0	0	0	0	1	2	7	3

Batteries—Garvin and Sullivan; Cronin and Bresnahan.

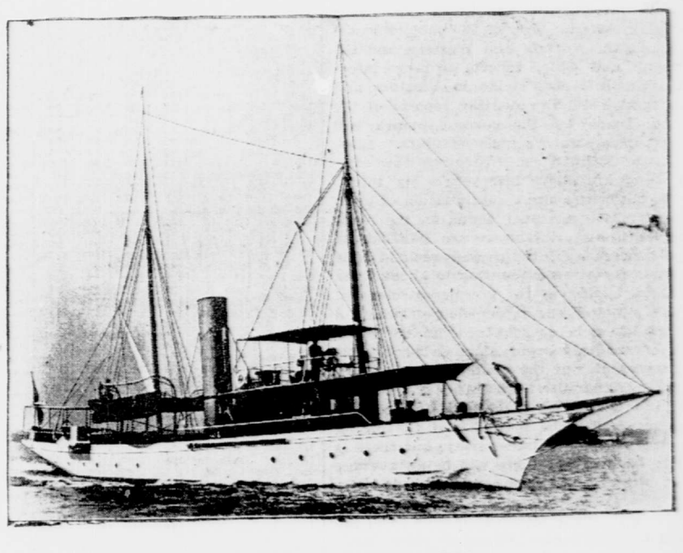
YACHTING.

THE VIOLA CHANGED TO THE DOLL.

RENAMED AFTER MR. CONVERSE'S DAUGHTER—MR. BAUDOUINE CHARTERS THE BUCCANEER.

E. C. Converse, a New-York steel merchant, who recently purchased A. Baudouine's fine steam yacht the Viola, has changed her name, and she will hereafter be known as the Doll, after Mr. Converse's daughter. Mr. Converse, with his family, is occupying his summer home at Belle Haven, on the Sound, and the yacht will be moored there this summer. He is a member of the New-York Yacht Club.

Mr. Baudouine has chartered the Buccaneer, formerly owned by W. R. Hearst. The yacht is to be brought to Larchmont, where he is spending the summer, by July 1. When asked by a Tribune reporter, Mr. Baudouine said that he did not care to say what price he received for the Viola. "All I care to say" said he, "is that she was a good boat and I received a fair price for her."



THE STEAM YACHT DOLL.

Formerly the Viola, which E. C. Converse, of Greenwich, has purchased and named for his daughter.

YACHTING NOTES OF INTEREST.

The steam yacht Golden Eagle, chartered by William Saloman, of the New-York Yacht Club, which recently arrived from British waters, will soon be in commission. She has just been lowered from the Downing & Lawrence drydock, in South Brooklyn, where she was cleaned and painted.

The only starters in the race for the Heligoland Cup, presented by the German Emperor, were the new schooner Cicely, owned by Cecil Quentin; J. Dempster's yawl Vol Au Vent, and the yawl Leander, owned by Rupert Guiness. The course was from Dover to Heligoland.

The owners of twelve American yachts have notified the harbormaster at Kiel of their intention of being present during regatta week, which begins on June 26.

C. G. Conn's steam yacht Speedy II, purchased by him in British waters, is being fitted out at Tebo's wharf, Brooklyn.

JUSTICE O'BRIEN GIVES A TROPHY.

Besides being a Justice of the Supreme Court Morgan J. O'Brien is commodore of the Shinnecock Bay Yacht Club. He has offered a trophy, to be known as the Queen of the Bay Cup, as a special prize to be sailed for in the association race on August 23. It will be awarded to the yacht making the best time over the course. This contest is open to all yachts belonging to regularly organized clubs on the south side of Long Island. The helmsmen in all boats that enter must be amateurs.

There will be silver prizes for the first and second boats in all classes, provided there are three entries in a class. The start will be made at 2 p. m. Entries should be sent to Vice-Commodore Charles De Hart Brower, West Hampton Beach.

The racing schedule of the Shinnecock Bay Yacht Club has just been issued by the regatta committee. It provides for club regattas on July 5 and 26, at 2 p. m., and the association race on August 23. Vice-Commodore Brower presents a cup to the sloop winning the greatest number of first prizes during the season. The classification is as follows: Sloops—Class Q, not over 21 feet racing length. Open cats—Class A, 19 feet racing length and over; Class B, 17.5 feet and under 19 feet; Class C, 15.5 feet and under 17.5 feet; Class D, special class.

The Moriches Yacht Club races are scheduled for August 12, August 16 and Labor Day (open race). The Pentaquit Yacht Club announces an open regatta for August 2, and the West Hampton Yacht Club racing dates are July 19, August 9 and August 30.

YACHT CHARTERED BY SCHWAB HERE.

Colonel Francis Leland's steam yacht Safa El Bahr, in which he has been cruising in British waters and the Mediterranean for several months, arrived yesterday from Europe in charge of Captain McIntyre. The yacht, which is 221 feet long, has been chartered to Charles M. Schwab for the season. She will be fitted out and put in commission at once.

THE SPEEDWAY.

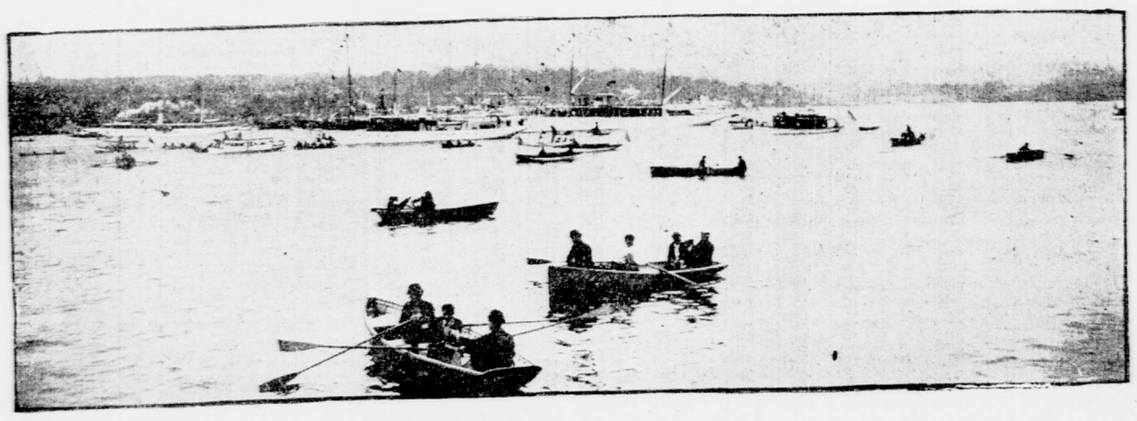
FEW TROTTERS ON THE SPEEDWAY.

DRIVERS STAY AWAY BECAUSE OF THE HEAVY, RAIN SOAKED TRACK.

Comparatively few road riders visited the Speedway yesterday. Not one in ten among the men who drive trotters believed it would be possible to put the road in condition for fast work, owing to the heavy rain on Saturday. Most of those who took their horses out kept to the macadamized driveways. With five harrows working, the mud on the Speedway quickly disappeared. There was good footing for the horses long before midday.

Of the few that were out, Lydell Whitehead's bay trotting mare, Saratoga Belle, 2:21¼, made the best performances, beating Hugh Reilly's Wilkes, 2:20, and A. R. Myers's Peter H., 2:26½, with ease. Captain B. H. Tuthill, of Goshen, had a fast trotter that was new to the Speedway, in the bay mare Ella Madison, 2:21¼. She drew a heavy runabout and held her own in a brush with Ed Lock, 2:12, losing by a break right at the finish.

Nathan Straus and E. E. Smathers yesterday arranged a brush between their well known trotters, Queen Wilkes and Alves, 2:09½, for this afternoon at 4 o'clock.



SCENE AT THE BOAT RACES AT POUGHKEEPSIE ON SATURDAY.

TOPICS OF THE TURF.

AN EASTERN "HOODOO" ON THE AMERICAN DERBY.

HORSES MUST BE ACCLIMATED IN ORDER TO WIN—FEARS THAT GOLDSMITH HAS NOT OUTGROWN HIS ILLNESS—HAGGIN'S REALIZATION CANDIDATE.

The overwhelming defeat of every Eastern horse in the American Derby at Chicago on Saturday—and there were several three-year-olds of high class to represent this section of the country—emphasizes anew the "hoodoo" that seems to have been placed upon all efforts of Eastern horsemen for success in the biggest race of the West. As far as class is concerned, it was generally admitted, even by the Westerners themselves, that the Eastern horses that started on Saturday were distinctly above their Western competitors. Arsenal had won the Metropolitan Handicap, Pentecost had run third in the Brooklyn and second in the Suburban, while Heno had repeatedly demonstrated his ability to show to advantage among horses of the best thoroughbred type. That not one of these three should have been able to finish in the money is a circumstance so unexpected and so difficult to comprehend that it deserves a little consideration.

The disasters that have attended Eastern horses in the Derby indicate strongly that if an Eastern horse is to do well in the West he must be acclimated. Heno was in Chicago nearly a fortnight before the Derby was run, but Pentecost and Arsenal were there only about forty-eight hours. Every possible precaution was taken to insure a safe and comfortable journey for all three, and, so far as appeared, none of the three sustained any injury. Yet not one of them was placed by the finish judges. It is more than likely that if any Eastern owner attempts in future to win the American Derby he will send his horse to Chicago at least one month before the race is run, to give him every chance to become acclimated and accustomed to the track on which he is to run and the climate in which he is to race. It is rather surprising, as it stands, that such a good horseman as John E. Madden should have delayed, so long after the Suburban, the shipping of Pentecost. But it is probable that he thought the colt would not become acclimated much better in a week than in two days; and if one may judge from Heno's case, he was in all probability correct in this surmise.

Arsenal's poor showing is explained to some degree by the start, which from all accounts appears to have been one of the worst on record. Hermis was practically left at the post, though he cannot be considered an Eastern horse, despite the fact that he was sent to Chicago from the East, and Arsenal got away so badly that he had no chance to win. There does not seem to be any valid excuse for Pentecost. As to Heno's poor showing, Bullman must answer for a part of it. This jockey, as has been said before in the racing column of The Tribune, has but one style of riding, which he applies to every horse he rides, regardless of the animal's temperament and record. He will take his mount out in front as soon as he can get him there, and keep him there as long as he will stay. This he did with Herbert in the Brooklyn. This, apparently, is what he did with Heno, allowing him to race his head off with Otis, who is well known to be a clever sprinter. Still, if Heno had been on Saturday the horse he has been in some of his races, it is likely that he would have been closer up at the end than he was. This view is borne out by the fact that even Otis, the sprinter, was in front of him at the end.

Goldsmith's defeat on Saturday at Sheepshead Bay in the $20,000 Tidal Stakes was a great disappointment to William C. Whitney and to the many racegoers who learned to admire this gallant son of Meddler when he was a two-year-old. He ran an excellent race, for a first appearance this season, when he finished third to Ten Candles and Keynote on Monday, and it was expected that on his next race he would be hard for the best to beat. But Major Daingerfield had no difficulty in losing him, winning by a big margin and in a gallop. Goldsmith had a severe attack of influenza last winter when so many of the thoroughbreds in Mr. Whitney's stable at Westbury were ill, and it begins to look as if he had sustained permanent damage at that time. His next appearance ought to decide this point definitely. It is greatly to be hoped that he will work into his two-year-old form again, for he promised to develop into a truly great racehorse.

J. B. Haggin, the millionaire turfman, whose vast breeding interests in California and in Kentucky overshadow those of all other breeders in any and every country whatsoever, must have been pleased to see the easy victory of his three-year-old colt Juvenalis on Friday, when he made the first start this season and the second of his career. Juvenalis will represent Mr. Haggin on July 4 in the running of the Lawrence Realization, and his owner makes no secret of the fact that he expects great things from the colt, which is by Juvenal out of Miss Maud.

The principal event of this week at Sheepshead Bay will be the running on Saturday of the Great Trial Stakes, for two-year-olds, in which the pick of the youngsters will be seen. The race will be at six furlongs, which is the longest distance two-year-olds have been asked to go this year, and it will not be surprising to see several slow beginners profit by the increased distance. August Belmont's unbeaten Mizzen will probably start, and among the other eligibles are Martie Lewis, Africander, Astarita, Acefull, Mexican, Irish Lad, Artvis and Miss Hamburg. The Advance will also be run the same day, and will involve Advance Guard, Blues, Heno, Pentecost, Gold Heels, the winner of the Suburban; Blue Girl, Goldsmith and Herbert.

SHEEPSHEAD ENTRIES FOR TO-DAY.

FIRST RACE—Maiden two-year-olds; selling. Five-eighths of Futurity Course.

Name.	Wt.	Name.	Wt.
Joe Cobb	112	Minotaur	102
War Cry	108	Chicle	102
Byronerdale	107	Ahumada	101
Brimstone	105	Irene Mac	99
Mary McCafferty	105	Sweet Jane	99
Sv ncali	103	Madame Du Barry	99
Squid	103	Nevermore	97
Ithan	103	Sabere	97
Fullback	102	Queen of the Ocean	94
Meinnefield	102	Wilhelmina	94
Earl of Warwick	102	Breaker	94
Royal Ensign	102	Stamping Ground	94

SECOND RACE—Apprentices' race; selling. One mile.

Gulden	113	Georzia Gardner	106
Military	111	Swamplands	96
Maximo Gomez	110	H. L. Coleman	96
Robert Metcalf	110	White Crest	93
Kalif	110	Gibson