AFTER THE GREAT VICTORY.

DUNRAVEN NOT CONVINCED THAT AMERICA HAS THE BETTER BOAT.

In English Waters the Earl Thinks that the Valkyrie Would Certainly Beat the Vigilant—A Report that the Cutter Will Be Sold—Comments on Friday's Gallant Struggle—An Ovation to the Vigilant as She Was Towed to New Rochelle.

Now that the Vigilant has finally defeated the Valkyrie, and the America's Cup is safe for another year, yachtsmen find plenty of reasons to extol the virtues of the American boat. Friday's contest, which was really the closest and best race ever sailed for the trophy, naturally comes in for the largest share of attention, and, yesterday, discussion waxed fast and furious as to the merits of the Vigilant and Valkyrie. It is now conceded that the Valkyrie was underrated, and one can hardly be found who will say that the Vigilant would have won the last contest but for the accidents to the Valkyrie's spinnaker. However, the general opinion seems to be that the American boat was not sailed as well as she might have been. A well-known yachtsman, in speaking of the Vigilant's handling on Friday, said:

"Nat Herreshoff knows how to design a boat, and is undoubtedly a man whom any one would like to have at his yacht's wheel, but in an international race I do not think he is the man for the place. He has had years of experience on the water, it is true, and a great many people will tell you that because he piloted the Gloriana and Wasp to victory against some of the smartest sailing masters in the country he is a wonder. Now that is all very well in its way, but they forget that he always had the fastest boat, and that when the Gloriana won her famous victories many of the other boats were in really no condition to race, which accounted for his successes.

"I think Mr. Iselin made a mistake in allowing Mr. Herreshoff to sail the boat; in my opinion, either Capt. Hanson or Capt. Terry would have done far better. If you take the whole series of races, flukes and all, you will find that many errors of judgment were committed in the handling of the Vigilant, which might have proved to be fatal against a faster boat than the Valkyrie. Take Friday's race, for instance. Herreshoff was completely outlockeyed by Capt. Cranfield at the start. Some people may say, 'Oh, the Vigilant was only twenty seconds behind;' that did not in a sense show what she really lost through her start. The Vigilant, you see, was behind and to leeward, and in a wind and sea like that on Friday her unfortunate position must have cost her at least three minutes in the beat to windward, even admitting that something was the matter with her centreboard. The Valkyrie had her completely at her mercy, and the English cutter used her position for all it was worth.

"Again, Herreshoff made a mistake in coming about on the port tack under Long Beach. The Vigilant at this time was outfooting the Valkyrie a little, although she was not pointing so high. If Herreshoff had kept her a little further in she might have been able to come about and cross the Valkyrie's bow; as it was, nine men out of ten who were watching the race at that time contended that the Vigilant would never be able to cross the cutter, and later events proved that they were right. Then what did Herreshoff do, when he found he could not weather the Valkyrie? Why, he made the almost inexcusable error of coming about under the Valkyrie's lee, when it would have been far better to have passed under the Englishman's stern, even if the Valkyrie had come about. Instead of being astern and to leeward as they were, they would have been on even terms with the Valkyrie. As it was, the Valkyrie practically had the Vigilant blanketed, and kept her just where she wanted for the remainder of the beat.

"Now I want to speak of a matter which handicaps the Vigilant considerably, although Herreshoff is in no way responsible for it. This is the manner in which she was steered. All of the English yachts use a tiller, which gives them a big advantage when quick handling is required. Now, all of the Cup defenders over here steer with a wheel, just why it is hard to say. On a cruising yacht, where space is valuable in a cockpit, a wheel is very handy. On big racing yachts, like the Vigilant, Colonia, Jubilee, and Pilgrim, there is plenty of deck room for a tiller, and next year they ought to use one. Even then, with the Vigilant's straight keel and board down, she would not come around on her keel like the Valkyrie does, but she would certainly act quicker in stays than she does now.

"Now, go back to Friday's race. Another important feature was the sails both boats carried. The Vigilant, for instance, had a single reefed mainsail, working topsail, and a medium-sized jib and forestaysail. The Valkyrie had what is known as a half reef in her mainsail, working topsail, and small jib and forestaysail. In my opinion both would have done better with under housed topmasts and full mainsails. The Vigilant, I think, suffered more through this error than the Valkyrie. If the American boat had shaken out her reef I am sure she would have pointed better, and it would certainly have helped her if she had used a little smaller head sails. They were too big for a reefed mainsail in that wind, and kept dragging her off to leeward all the time."

There was little to see down at Bay Ridge yesterday afternoon, the Vigilant having gone to New Rochelle early in the day. The Valkyrie, therefore, had all the honors to herself. Two anchors were down, and a spare one was bent ready to be put overboard in case there was any danger of her dragging in the gale. No one was on board but the mate and a few of the sailors. Capt. Cranfield and Sailmaker Ratsey went up to City Island early in the day to see about securing a berth for the Valkyrie at either Piepgras's or Hawkins's yard, where she will lay this winter. It is said that Lord Dunraven is anxious to sell her, and that she can be bought for a reasonable figure.

Mr. Kerr is the authority for the statement that the Valkyrie's mast was sprung in the race last Monday, and they were afraid of carrying the mast out coming back or they would have set their club topsail and balloon jib when the Vigilant did.

The tug Commander, with C. Oliver Iselin and a party of friends on board, came down to Bay Ridge shortly after 12 o'clock yesterday to tow the victorious Vigilant back to her anchorage off New Rochelle. Her anchors were hauled in, and, after her crew had saluted and cheered their defeated rival, the entire party started for New Rochelle.

The tug Commander, gayly decked with Mr. Iselin's red and black colors, led the way. The Vigilant was almost hidden in bunting, while her canvas-jacketed crew were lined up on either side of the boom ready to answer salutes. She was accompanied by her tender, Hattie Palmer, and at East Twenty-sixth street August Belmont's steam yacht Iturna joined in the triumphal procession.

As the flotilla passed by the Battery at 1:10 o'clock the cup defender was cheered by a large crowd, while all the tugs and ferryboats in the neighborhood gave her a noisy welcome. The news spread like wildfire that the Vigilant was coming up the East River, and soon every bierhead and housetop was thronged with spectators. Every boat and factory whistled a salute to such an extent that the Captains of the Palmer and Commander gave up trying to answer them.

The Vigilant arrived at New Rochelle shortly before 3 o'clock. Mr. Iselin said, in response to a query, that he had not decided just what would be done with the Vigilant, but would come to a decision in a few days. The members of the New Rochelle Yacht Club will give a reception to Mr. Iselin and his friends tomorrow night, and it is proposed to make it the liveliest affair ever known in the history of the village.

Latham A. Fish of the America's Cup Committee said yesterday that there was no doubt in his mind that the Valkyrie outpointed the Vigilant in Friday's race, but that he did not think the American boat had done herself justice. He claimed that her board was jammed, and that on the beat to windward it was down two feet more than it should have been to do its best work. He also thought that her head sails were too large, and that she could not keep her head up in the strong breeze. He further said that on the way home they could not get her board all the way up, and that over five feet of it was down all the way on the run in.

Some persons blamed Mr. Herreshoff for his slowness about getting up the Vigilant's spinnaker after she rounded." Mr. Fish considered that was not justified, as it was really a fine piece of seamanship. Mr. Herreshoff may have made mistakes before that, but he did not do so that time. He simply stood off until he was clear of the Valkyrie, and then squared away on his course. Had he rounded and followed behind the Valkyrie, he might have blanketed her and passed her, and then she would have fallen in behind the Vigilant and stuck to her like a leech all the way home. Mr. Herreshoff knew very well that such work would not do, for after he had passed the Valkyrie he would still have 1 minute and 14 seconds to make up, and could not have done it until he was absolutely clear of her. Such a piece of business, too, as making out the reef in the mainsail and hoisting the club topsail, which greatly helped to win the race." Mr. Fish would not express an opinion as to whether the Valkyrie would have won had her spinnaker held.

Charles Kerr, Lord Dunraven's brother-in-law, who represented him on the Vigilant, was seen at the Waldorf yesterday, and, speaking for Lord Dunraven, said: "The races are over now, and I can give his ideas about them and everything else connected with them.

"In the first place, we are not yet satisfied that the Vigilant is the better boat. We are satisfied, however, that she has beaten us in the races that have been sailed, and that she is a better boat for the conditions of American wind and water. On the other side I think the Valkyrie could beat her.

"Lord Dunraven's reasons for thinking that his boat is the better are plain ones. Let me take up each contest, whether it ended in a race or not, and explain. The two boats met five times. In the first race the Valkyrie certainly showed herself the Vigilant's equal.

"In the second the Vigilant had luck and won. In the third it was a fair test in a good breeze and the Vigilant won. Perhaps the wind was streaky. The fourth contest proved nothing, as both boats had the lead at times.

"The last one in a gale was the finest race he ever saw, Lord Dunraven says. I was on the Vigilant, and they all thought that the Valkyrie was the winner. Of course, Lord Dunraven thinks that the torn spinnaker lost him the race. As for the jam in the Vigilant's centreboard, it was nothing.

"They were able to hoist it with tackle. The Vigilant's spinnaker was torn a bit, too; but good luck saved it from getting blown to shreds. On Wednesday last Lord Dunraven knew that the Valkyrie's mast had been badly sprung, but he had to go in yesterday's race with it.

"Every one noticed that the Valkyrie didn't set her club topsail on the run home and criticised it. The reason was that Capt. Cranfield did not dare risk it.

"The mast would have gone sure. Besides, when he rounded the mark so far ahead of the Vigilant he thought he had the race sure, and wanted to let well enough alone. By the loss of his spinnaker, Lord Dunraven thinks he lost three minutes, and thus the race.

"Lord Dunraven still thinks that the keel boat is better than the centreboarder in English waters, and he isn't so sure but that it is here, too, especially in a heavy blow like yesterday's.

"The English build, Lord Dunraven thinks, makes the boat wetter and puts her nose through the seas, but it does not stop her. The American style of bow is bluffer and rides the seas better, but the boat loses headway."

At the New York Yacht Club, yesterday afternoon, quite a number of the members dropped in to talk over the victory. On the bulletin board was posted a cable despatch from Treasurer F. W. J. Hurst, which read: "Heartiest congratulations."

Herbert C. Leeds, who sailed on the Vigilant, said: "The Valkyrie is a very fast boat. She outgeneraled us on the way out, and the Vigilant outgeneraled her on the run in. It was a great race, and if the Valkyrie's spinnaker had not gone it would have been a matter of ten seconds either way at the finish. The accident to the Vigilant was that the winch of her centreboard broke, and we could not get it up or down until we had rigged a tackle on the spokes of the wheel, and even then we had to hoist it inch by inch. It was really very risky to sail a race in such a wind with the board out of order. If we had been able to hoist it we would have been able to have carried our first starboard tack far longer than we did; as it was, the Valkyrie had us under her lee all the while. Coming back our spinnaker was torn and balloon jib topsail fouled. This was not bad luck, but bad management.

"The tearing of the Valkyrie's spinnaker was also bad management. Going out we had a reef in our mainsail, and Valkyrie had half a reef. We were both banking on a storm coming. I think we would have both done better under full mainsails and housed topmasts."

Superintendent Olsen said: "It is all over. Our boat won. It was great racing, however, and the Valkyrie is very fast, but not quite fast enough. The English must try again."

PROVIDENCE, Oct. 14.—Nat Herreshoff, designer of the Vigilant, with the extreme modesty and abhorrence of personal glorification which are his marked characteristics, secretly slipped out of New York last night as soon as he could get off the Vigilant, and hastened to his home in Bristol. His coming was unexpected and not half a dozen knew of it, and thus he was able quietly and quickly to seclude himself from even his closest personal friends. If there is anything he dislikes it is newspaper notoriety, and his hasty departure from New York was made to escape interviewers, as well as to avoid any possibility of his being lionized by the enthusiastic friends of the Vigilant.

In Bristol to-day he has successfully evaded every attempt to invade his privacy, and at the Herreshoff works this afternoon it was stated that no one knew where he was. Ever since the second race his friends in Bristol have been agitating the subject of giving a big reception to him on his return and of following this with some public demonstration which should fitly recognize his success with the Vigilant, and the agitation has spread throughout the State.

It is now proposed that the honor be has brought to the State shall be recognized by some appropriate public demonstration in Providence, in addition to the reception by his townsmen, and by the presentation of some suitable testimonial of lasting character, and in this movement the most influential men in the State are interested, including ex-Governors and many others not especially identified with yachting interests. It is expected that the movement will take definite form within a few days, and the only apparent obstacle, though one which has given those interested great concern, is the well-known indisposition of Mr. Herreshoff to figure before the public in any way, or to accept any public honors.

On several previous occasions he has actually run away and hidden when it was intended to honor him by even comparatively insignificant demonstrations, and it is feared that great difficulty may be experienced in getting his consent to make the present affair something different from "Hamlet" with *Hamlet* left out. Close personal friends, however, will at once, in fact they have already begun, to exert every possible influence upon him to induce him to accept the richly merited honor which his fellow citizens of the entire State wish to do him, and it is hoped that their efforts may be successful. If not, he will not altogether escape, for a testimonial of some kind will be given him, even though it has to be sent by express and delivered only by a messenger.

A MARVELLOUS YACHTING REPORT!

The Associated Press Cables Some Astonishing Information—No Such Blundering by the United Press, You May Be Sure.

The story of the first meeting of the yachts Valkyrie and Vigilant in their series of races for the America's Cup as it was furnished t English papers by a reporter of the Associated Press and was printed there has just reached New York. As the reader will recall, it is the story of the fluke race of Thursday, Oct. 5. Because of its entire novelty as a report of a yachting event, the story is in part worth reprinting.

After telling the expectant British reader that "an immense fleet of boats started down the bay early in the forenoon following in the rear of the competing yachts," the writer says that "the outlook, from a weather point of view, was discouraging. The atmosphere was heavy and the breeze was travelling at a rate of less than five miles an hour." However, "as soon as the Valkyrie arrived at Sandy Hook Lightship, the wind began to freshen from northeast, the haze gradually clearing away," and so "at five minutes past 11 a signal was hoisted from the committee boat that the course should be south, right down to New Jersey coast, a distance of fifteen miles."

That the New Jersey coast lies fifteen miles south of the Sandy Hook Lightship will be a somewhat startling bit of information to the geographers of this town, while the yachtsmen who thought the yachts were, by previous agreement, to sail away dead before the wind instead of with the wind over the port quarter will have to revise their notes.

Having in this fashion given the lay of the wind and the land, the writer sends the boats away, so to speak, by saying that "at twenty-five minutes past 11 the starting signal boomed," whereat "the American champion passed over just in time before the echo ceased." The unfortunate English skipper, being outside the echo limit by 47 seconds, "was therefore slightly handicapped." The Englishman will also be interested to learn that his boat—that is to say, that "both yachts set balloon jibtopsails before crossing the line," and then "shook out their spinnakers as they crossed;" after which, to return to the subject of the weather again, we learn that "the wind then freshened a little, just enough to cause a ripple on the water and partially lift the fog." The writer had disposed of the haze earlier in the story, but still it was not too late to get rid of the fog.

The next paragraph gives the yachtsmen something entirely new to think of it—a novelty in the causes of losses and gains during a race. It appears that "at a quarter past one" the Vigilant "was rocking badly" in that rippling sea, "and the Valkyrie began to gain."

"The distance between the boats became small" after the Valkyrie began to gain, and then "the wind shifted," and both "spinnakers were taken in." Then "the Valkyrie tacked inshore and the Vigilant offshore," and "a minute later [the English yachting reader must have gasped as he read it] the rivals appeared to be almost abreast."

There was life in the movements that followed. Although the Vigilant was heading off shore and the Valkyrie in shore, "the Valkyrie tried to get to windward of her opponent and nearly succeeded, but just then the American yacht caught a breeze and went off short on the starboard tack."

By putting this with what had been previously said about the lay of the land—that is to say, that the New Jersey coast lay south fifteen miles from Sandy Hook Lightship—the reader will understand readily just as much of the situation as the Associated Press reporter did, and will be able to follow him when he says that "the boats then encountered a southerly wind, which caused them to tack."

The excitement was apparently increasing out at sea, for the excursion steamers appeared now to be crowding the racers worse than ever." It was natural excitement for "by this time they [the racers] were very nearly abreast," and when "a few minutes later the Valkyrie while tacking got in front of the Vigilant and gained perceptibly," one can imagine that the situation was positively thrilling. If it wasn't, then it became so when "the Valkyrie kept down along the beach" (that New Jersey coast fifteen miles south of the lightship), "and the Vigilant tacked eastward."

Next we find that "the Vigilant straightened out her course," but "the Valkyrie had gained a distinct lead nevertheless."

"The Valkyrie maintained her lead" probably because, as we are told in the next sentence, "it was noticed that the Vigilant appeared to feel the effects of the ground swell more than the Valkyrie and was rolling much more."

Next we learn that the "yachtsmen were unable to understand the tack which the Vigilant made when she lost so much ground, but by means of a service of carrier pigeons sent off from time to time by a special representative of the Associated Press from a steamer following the racers, those who were anxiously watching the contest from shore"—presumably the New Jersey coast, fifteen miles south of the lightship—"learned that the wind, such as it was, had shifted to the southwest, that the yachts had hauled in their spinnakers, and set all their head sails."

The carrier pigeon service explained the situation to the yachtsmen as clearly as the writer in person could have done it, and if not to the yachtsmen, then to "those who were anxiously watching the contest from the shore." A distinct point in enterprise had been scored by the Associated Press.

When that tack had been properly explained to the yachtsmen and the anxious spectators on shore by the carrier pigeon service all hands turned to and watched the racers again. "The Valkyrie appeared to be fully two miles in front." Discouraging as that was to the patriots among "those anxiously watching the contest," worse was to come.

"Suddenly the Vigilant was seen to go off her course and lead to eastward. At the same moment a yawl was seen to pull off from her with two men in it pulling hard. It was evidently a case of man overboard, and to stop and pick him up cost the American champion the loss of at least a mile. The Valkyrie, meanwhile, caught a smart blow and went ahead."

That made the cutter at least three miles ahead of the Vigilant, and we read that "at this point the Valkyrie was further ahead of her opponent than any English boat has ever been;" in fact, as is asserted in the very next sentence, "at ten minutes past 3 the Valkyrie was leading by about a mile."

It must be admitted by every reporter who wrote about this contest for the papers who do not take the news of the Associated Press that they did not show anything like the form in their struggle for a "beat" or a "scoop" that was exhibited by the young man with the carrier pigeon service, explaining the knotty points of the race to those who were anxiously watching the contest from the shore fifteen miles south of the lightship.

GERMAN'S STEADY PITCHING

And the New York's Timely Batting Beat Brooklyn.

The New York-Brooklyn game yesterday at the Polo ground proved to be a spirited contest. The New Yorks won through the able pitching of German. After the third inning the Brooklynites could only make three safe hits. They came near scoring in the ninth, but German stopped a hot bounder, and retired the third man by a clever throw to third. Of the New York's four errors only one did any damage. Corcoran played a brilliant game for Brooklyn. Kinslow went behind the bat and backed up Daub in great style. According to an edict of Mr. Byrne, however, Kinslow will not be allowed to play in Brooklyn.

The Brooklyn's first run was made in the first inning on a three-base hit by Tom Daly and a single by Foutz. In the second inning Kinslow singled, Daub got to first on an error by Wilson, and Daly singled. Kinslow succeeded in scoring. The Brooklyns made their last run in the third inning. Burns hit safely to left field, and reached second on a wild pitch. Griffin scored on Burns's two-base hit to centre.

The New Yorks did not score until the fourth inning, when Connor made a three-bagger and was sent home on German's single. In the fifth inning Ward singled, Burke sacrificed, and Tiernan got a base on balls. Doyle sent Ward home by a single to centre. Tiernan reached third and Doyle second on a wild pitch. Connor's timely single sent both Tiernan and Doyle home. The team added another run in the seventh inning. Doyle forced out Tiernan, who had reached first on called balls. Doyle made a pretty steal of second with the ball in the infield. He scored on Burns's miss of Connor's fly. The score:

NEW YORK.	R.	B.	P.O.	A.	E.	BROOKLYN.	R.	B.	P.O.	A.	E.
Ward, 2d b	1	1	3	0	0	Daly, 2d b	1	2	2	2	0
Burke, l. f.	0	2	1	0	0	Corcoran, s. s.	0	0	4	4	0
Tiernan, r. f.	1	0	1	0	0	Foutz, 1st b.	0	1	8	0	0
Doyle, 3d b.	1	2	2	2	1	Shoch, l. f.	0	1	1	0	0
Connor, 1st b.	1	2	12	1	1	Burns, r. f.	1	1	0	0	1
Stafford, c. f.	0	1	3	1	1	Griffin, c. f.	1	0	1	1	0
Wilson, c.	0	1	8	0	2	Hatfield, 3d b.	0	0	1	4	0
German, p.	0	1	1	3	0	Kinslow, c.	1	2	4	1	0
Fuller, s. s.	0	0	1	3	0	Daub, p.	0	1	0	2	0
Totals	5	9	27	16	4	Totals	3	9	24	14	1

New York	0	0	0	1	3	0	1	0	..	5
Brooklyn	1	1	1	0	0	0	0	0	0	3

Earned runs—Brooklyn, 1; New York, 3. First base on errors—Brooklyn, 3; New York, 1. Left on bases—Brooklyn, 7; New York, 7. First base on balls—Off Daub, 3; off German, 2. Struck out—By Daub, 3; by German, 3. Three-base hits—Connor, Daly. Two-base hit—Griffin. Sacrifice hit—Burke. Stolen bases—Foutz, Doyle (2). Double plays—Fuller, Ward, and Connor (2); Burke, Doyle, and Wilson. Wild pitches—Daub, 1; German, 1. Passed ball—Kinslow. Umpire—Gaffney. Time—1:45. Attendance, 2,000.

Baseball Notes.

The New Yorks and Brooklyns have played five games in the local championship series, the Brooklyns being ahead by three games to two. The next game will be played to-morrow afternoon instead of Tuesday, as originally scheduled.

Annual Games of the White Plains A. C.

The second annual games of the White Plains A. C. were held yesterday afternoon at the Westchester County Fair grounds. The entry list was a good one, and showed the names of many athletes from this city. In the 440-yard run J. H. Still of the St. George A. C., and Wilbur Jarvis of the Overspeck B. C. ran a dead heat for first place. Still won the race on the toss. In the running high jump Thomas G. Shearman of the New York A. C. was heavily handicapped. He was the scratch man, and he only cleared the bar at 5 feet 4 inches. Shearman of the central branch of the Brooklyn Y. M. C. A., who had 5 inches handicap, made an actual jump of 5 feet 6 inches, thus beating out Shearman by 2 inches. The summary of events is as follows:

One-hundred-yard dash, Handicap—Won by Thomas F. Dansouley, New York, 4½ yards; J. H. Still, St. George A. C., 2½ yards, second; Thomas Fisher, Jr., N. Y. A. C., 2 yards, third. Time, 11 1-5 seconds.

Six-hundred-yard Novice Race—Won by E. B. McChain, white Plains A. C.; William Jarvis, Overspeck B. C., second; William Reed, N. Y. M. C. A., New York, third. Time, 1 minute 22 seconds.

Mile Bicycle Race, for Novices—Won by E. B. Williams, Leonia Wheelmen; A. F. Plumb, Triad A. C., second; C. Downing, Columbia Grammar school, third. Time, 3 minutes 1 3-5 seconds.

Four-hundred-and-forty-yard Run, Handicap—Dead heat between J. H. Still, St. George A. C., 12 yards, and Wilbur Jarvis, Overspeck B. C., 20 yards; F. L. Miller, Co. C, A. A. of Stamford, 20 yards, third. Time, 54 3-5 seconds.

Running High Jump, Handicap—Won by Ed Williamson, Brooklyn Y. M. C. A., 5 inches, with a jump of 5 feet 11 inches; Larry Beattie, Brooklyn Y. M. C. A., 2 inches, with a jump of 5 feet 8 inches; T. G. Shearman, New York A. C., scratch, 5 feet 4 inches, third.

Half-mile Run, Handicap—Won by G. G. Hollander, Pastime A. C., 18 yards; W. S. French, New York, 18 yards, second; L. D. Culver, St. Stephen's Association, 50 yards, third. Time, 2 minutes 11 seconds.

Twelve-lb Bicycle Race, Handicap—Won by F. F. Goodsell, 60 yards; F. G. Brown, 90 yards, second; Clifton Waterbury, 110 yards, third. Time, 5 minutes 35 seconds.

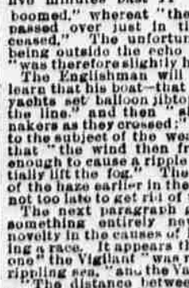
Two-hundred-and-twenty-yard Hurdle Race, Handicap—Won by J. F. Ryan, Pastime A. C., 6 yards; M. P. Halpin, New York A. C., 3 yards, second; T. F. Moynahan, Xavier A. C., 6 yards, third. Time, 29 4-5 seconds.

Mile Run, Handicap—Won by A. J. Walsh, Xavier A. C., 25 yards; J. H. Greene, New Jersey A. C., 155 yards, second; J. P. Shannon, Xavier A. C., 140 yards, third. Time, 4 minutes.

James E. Sullivan refereed the games.

News from the Horse World.

PHILADELPHIA, Oct. 14.—The balance of the programme at Point Breeze Park has been declared off. The horses could not compete to-day owing to a big washout on the backstretch.



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MEN'S SHOES AND SLIPPERS.

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LACE CURTAINS.

The Greatest "Cut" EVER MADE IN LACE CURTAINS.

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$3.00 CURTAINS FOR	$1.50
$4.50 CURTAINS FOR	$2.00
$6.00 CURTAINS FOR	$2.50

DRESS TRIMMINGS.

Unheard-of Bargains In DRESS, CAPE, AND CLOAK TRIMMINGS.

PRICES WILL ASTONISH YOU.

WE OFFER GOODS FROM 3c. TO $1.00. FORMER PRICES 10 CTS. TO $3.50, CONSISTING OF JET PLAIN SILK, COLORED BEADED AND TINSEL HEADINGS, FINE CUT JET, STEEL, CRYSTAL, PASSEMENTERIES, ORNAMENTS AND FRINGES; FANCY BRAID, BODICES, BOLERO, SETS, BEAD FRONTS, ASTRAKHAN AND BEADED TRIMMINGS.

BUTTONS.

DRESS AND CLOAK BUTTONS, IN WHITE, SMOKED PLAIN, AND ENGRAVED, PEARL, STEEL, JET, METAL, HORN, SILK, VELVET, CROCHET, AND IVORY.

THIRD ORIGINAL COST.

Special Sale.

MISSES' ENGLISH FELT HATS,

PRETTILY TRIMMED WITH LARGE BOW TO THE RIGHT, SMALLER BOW ON THE LEFT, WITH ROSETTE AT THE BACK OF FANCY SATIN RIBBON; NAVY, BROWN, CARDINAL, OLIVE, MYRTLE, AND TAN, TRIMMED, BROWN.

SALE $1.19 PRICE

Boys and Misses' Yacht Caps, IN BLUE CLOTH, BRAID ON BAND AND PEAK, WITH GOLD EMBROIDERED EAGLE,

VERY GOOD VALUE, SECOND FLOOR—REAR.

48c.;

DOLLS, NOW OPEN FOR INSPECTION. SECOND FLOOR.

EDW. RIDLEY & SONS, 309 TO 321 GRAND ST., NEW YORK.

OARSMEN IN SESSION.

The Executive Committee of the N. A. O. O. Hold an Important Meeting.

Several matters of interest to amateur oarsmen were discussed last night at the Gilsey House. The following members of the Executive Committee of the National Association of Amateur Oarsmen attended the conference: Henry Whiting Garfield, Albany, N. Y., Chairman; Fred R. Fortmeyer, Secretary; Harvey K. Hinchman, Philadelphia; Theodore Van Raden, New York; Walter Stimpson, North Cambridge, Mass.; James R. Doyle, Boston, Mass.; Oscar F. Schmidt, Washington, D. C.; George D. Phillips, New York A. C.; John F. Huneker, Philadelphia, Pa.; R. H. Pelton, Brooklyn.

Dr. Conrad Berens, Iona B. C., Philadelphia, was appointed to the Executive Committee to fill the vacancy caused by the resignation of John F. Huneker.

In response to a point raised by L. B. Quackenbush, Willamette R. C., Portland, Or., the committee ruled that "where no rowing clubs exist within fifty miles of an oarsman's residence, the fifty mile rule of the association does not apply."

W. S. McKean made application on behalf of Jamestown, N. Y., to have the national regatta held at Chautauqua Lake adjoining that town. The big event was held there in 1887, and the sporting residents are now prepared to offer additional facilities. The matter was placed on file until the January meeting.

W. J. Henly of Syracuse applied for reinstatement. He had entered for the People's Regatta at Philadelphia, but was protested for having won money at Syracuse in 1890. His request was rejected.

The standing of Curran and Gray of the Star club of Buffalo proved too difficult a question for the committee to dispose of. This pair won the double scull race at the last National Regatta, and were protested for having taken part in professional races in Canada. The matter was referred for investigation to a committee consisting of Fred R. Fortmeyer, Geo. D. Phillips and Walter Stimpson. The meeting then adjourned.

Montclair A. C., 18; Tenakyll Outing Club, 4.

ORANGE, Oct. 14.—The Montclair Athletic Club football team downed the eleven of the Tenakyll Outing Club this afternoon by a score of 12 to 4. The game was well played, and some good rushes were made on both sides, the home team being the superior in interference. There was considerable fumbling. Harrison and Place made touch downs for the home team, the latter kicking both goals. King touched down once for the Tenakylls.

Montclair.	Positions.	Tenakyll.
Russell	Right end	Dougherty.
Porrey	Right tackle	Hart.
Murray	Right guard	Clark.
Brady	Centre	Moore.
Carson	Left guard	Ackens.
Walker	Left tackle	Blancher.
Koehler	Left end	Vanbasein.
Williams	Quarter back	Hockley and Ward.
Harrison	Left half back	Coe.
Miller	Right half back	King.
Place	Full back	Brinkerhoff.

The Yacht Windward Badly Injured.

The schooner yacht Windward, Mr. E. M. Bell, while moored in Piepgras Beach, City Island, broke her cable during the heavy southerly gale of Friday night. She was dashed against the bank, and carried away bowsprit, jibboom, and all her head gear. She also stove in her starboard side and stern and suffered other slight damage.

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THE MOST EMINENT SPECIALIST IN AMERICA. Established in 1860. Chief consulting physician of the Peabody Medical Institute, to whom was awarded the gold medal by the National Medical Association for the PRIZE ESSAY on Shattered Vitality, Atrophy, Nervous and Physical Debility, and all Diseases and Weakness of *Man*. CURES the *young*, the *middle-aged* and the *old*. Consultation in person or by letter. Prospectus, with testimonials, FREE. Large book, The Science of Life; or, Self-Preservation, the prize essay, 370 pp., 125 invaluable prescriptions for acute and chronic diseases, full gilt, only $1.00, double sealed.

Dr. Parker's works are the best on the subjects treated, ever published, and have an enormous sale throughout this country and England. Read them now, and learn to be strong, vigorous and manly. Heal Thyself.—Medical Review.

Winners at Morris Park.

The meeting of the New York Jockey Club, which ended yesterday, continued fourteen days, during which 252 horses ran in eighty-seven races for a gross total of $157,200, of which $86,820 was added by the New York Jockey Club, the division of the gross total being divided among winning owners and those whose horses won second or third money, as follows:

Owners.	Times First.	Times Second.	Times Third.	Gross Winnings.
J. R. & F. P. Keene	3	1	1	$26,560
J. W. Rogers	2	1		13,400
R. Croker	5	3	1	10,600
Preakness Stable	2	1		7,855
Dwyer & Son	2		2	7,720
McCafferty & Wishard	3	6	2	5,640
J. McLaughlin	4	1	1	5,615
M. F. Dwyer	4	3	1	4,785
J. A., A. H. & D. H. Morris	3	10	9	4,820
J. E. McDonald	1		1	4,250
Gideon & Daly	2	1	1	4,015
Aetna Stable	2		1	3,800
J. E. Seagram	4	2		3,315
J. Ruppert, Jr.	1		1	3,200
Ontel Stable	2	3	3	2,985
W. Jennings	2	1	5	2,820
Boyle & Littlefield	1	1		2,640
W. M. Barrick	2	1		2,590
Brown & Rogers	3	1	2	2,530
G. Walbaum	1			2,145
W. C. Daly	1	6	6	2,112
Rogers & Young	1			1,895
Empire Stable	2	3	2	1,645
S. W. Street	2	1		1,610
G. W. Loft	2	1		1,340
M. J. Daly	1			1,330
J. A. Bennett	2			1,260
W. Donohue	1	1	1	1,260
J. T. Ferguson	1	2	2	1,217
L. Stuart	1	2	1	1,115
C. Fleischman & Son	1	2	1	1,095
W. J. Speirs	1	1	3	1,095
R. Metcalfe	1	3	2	1,010
Bleinton Stable		1	2	1,000
Madison Stable	1	1	2	950
J. H. Morris & Co.	1	4	1	800
Ramapo Stable	1	1	3	800
G. E. Smith		3	2	700
Charles Walker	1		3	700
Walcott & Campbell	1