YACHTING ALL THE GO.

BUSY TIMES AHEAD FOR OUR CORINTHIAN SAILORMEN.

Any Number of Regattas Arranged—What Watson's Latest Five-rater Looks Like—Opinion of the Niagara in England—Brooklyn Yachtsmen Ready for To-day.

The twenty-eighth annual regatta of the Columbia Yacht Club will be sailed on the Hudson River on Tuesday, when the yachts will race over a triangular course, sailed over twice, as follows: Starting from an imaginary line between the club house at the foot of West Eighty-sixth street and a stake boat, to and around a stake boat anchored off the Jersey shore opposite 145th street, to and around a stake boat anchored off the brewery at Guttenberg, back to the starting line. The starting signal will be given at 10:30 o'clock in the morning, and a prize will be awarded to the successful yachts in each class, and a second prize in class four yachts start. Among the yachts entered are:

Class A—Cabin sloops, 85 feet and under: Daphne and Kelpie.

Class B—Cabin sloops, under 35 and over 30 feet: Eustis, Agnes S., Cygnet, Ramona, Tally Ho, Henry Karl Beecher, Rob Roy, and Falka.

Class C—Cabin sloops, 30 feet and under: Vera, Camilla, Venture, Imp, Mabel, Lurline, and Lorna.

Class D—Cabin cats: Carita, Rosa Fide, Zamiel, Carrie, Surf, Emma S., and Frankie A.

Class E—Open cats: Tomboy, Truant, C. T. Wills, Bassan, Gertrude, Cricket, and Lily.

The twenty-sixth annual open regatta of the Pavonia Yacht Club of Jersey City will be sailed on the lower bay on Monday, June 24. The steamboat Bay Queen has been chartered for the accommodation of members and their guests, and will make the following landings: Morris street, Jersey City, 9:00 o'clock in the morning; Pier 8, North River, 10 o'clock. Prizes are offered in the following classes:

A—Schooners; B—Cabin sloops and cutters over 38 feet; C—Cabin sloops and cutters, 35 to 38 feet; D—Cabin sloops and cutters, 30 to 35 feet; E—Cabin sloops and cutters, 32 to 38 feet; F—Cabin sloops and cutters, 27 to 32 feet; G—Cabin sloops and cutters under 27 feet; I—Open sloops over 27 feet; 2—Open sloops 24 to 27 feet; 3—Open sloops under 24 feet; 4—Cabin catboats over 23 feet; 5—Cabin catboats under 23 feet; 6—Cat-rigged boats over 25 feet; 7—Cat-rigged boats 20 to 25 feet; 8—Cat-rigged boats 15 to 20 feet; 8A—Cat-rigged boats 15 feet and under.

The yachts will sail over the following courses:

Course 1—From an imaginary line between Oyster Island Buoy and a stake boat anchored to the eastward of the buoy, to and around Buoy No. 10, located to the westward of S. W. Spit, and return over the same course to the starting point. Distance, twenty-eight miles.

Course 2—From the same starting point, to and around Buoy No. 11, located to the eastward of Swinburne Island, thence to and around Buoy No. 10, located at the entrance to Swash Channel, thence to and around Buoy No. 12, located S. by W. of Coney Island point, to the starting point. Distance, twenty miles.

Course 3—From the same starting point to and around Buoy No. 11, off Swinburne Island, thence to and around Buoy No. 12, south by west of Coney Island, and to the starting point. Distance, eighteen miles.

Course 4—From the same starting point to and around Fort Lafayette. Distance, ten miles.

Classes A, B, C, D, E and F will sail over Course 1; classes G, I, and 4 will sail over Course 2, classes 2, 3, 4, 5, 6, 7, and 8A will sail over Course 3.

Entries will close on Thursday, June 20, with R. H. McClain, 169 Spring street, New York city.

The secretary of the Yorkville Yacht Club denies that the organization will hold a regatta on Sunday and says that as yet no date has been set for its fall or spring regatta.

W. K. Vanderbilt's steam yacht Valiant is having her white hull painted black at the foot of Fifty-fifth street and the North River.

Lord Dunraven's new Valkyrie is expected to be ready to take part in the regatta on the Sunday and Monday, June 20 and 21.

Capt. Henry McCalmont is having some alterations made in the interior arrangements of his steam yacht Giralda, and proposes crossing the Atlantic in her to witness the cup races immediately after Cowes week.

"It is now practically settled," says the London *Yachting World*, "that A. Barclay Walker's Fife cutter Ailsa will go across the Atlantic for some trials with the new Valkyrie in American waters before the great race."

Henry Allen's famous Herreshoff 10-rater Dacotah is undergoing a general overhaul, and will be fitted with a new and larger suit of sails, which will bring her in the 12-rating class and allow her to compete against the 20-raters.

The *Yachting World* says: "E. S. Parker's new five-rater, built by D. & W. Henderson from G. L. Watson's design, though 30 feet over all, is only 28 feet 6 inches on the water line. The fore stem is carried up to a razor blade ending in a sharp point, and her counter, Clyde men state, would have never ended, but that it was wanted for the 'look of the thing.' The keel is 8 feet 4 inches inside of the stem head, while the boom is 2 feet 6 inches inside of the taffrail, which makes her look as if she was a ketch which had lost its bowsprit and mizzen. Her draught is abnormal, and she carries, it is stated, ten tons of lead. In spite of this, it is said, she is quick in stays and easy to steer."

The German Emperor's new twenty-rater, built at Kiel from designs of G. L. Watson, has given satisfaction since she was launched three weeks ago. She is said to resemble the English yacht Carina, and her behavior during the Kiel regatta, after the canal festivities, will be watched with interest by English yachtsmen.

Much interest is being evinced by English yachtsmen in the building of two aluminum racing yachts. They are being constructed by Director Barg at Rostock, and are expected to revolutionize naval architecture. In view of the failure of a similar experiment in France, it will certainly be interesting to watch the performances of these new creations.

Viscount Peel, Thomas F. Bayard, the American Ambassador, and Lord Charles Beresford will be included in a small party accompanying Sir John Pender in his yacht on a trip to the Baltic, to be present at the opening of the Kiel Canal.

ENGLISH TWENTY-RATERS.

Something About the Boats in the Class with the Niagara.

In speaking of the 20-rating class, in which Howard Gould has just made his début with the Niagara, the *Yachting World* of May 1 says:

As far as the "20's" are concerned, the only new craft, Lord Dunraven's Audrey, designed by her owner, has shown herself a very slippery customer indeed, in the fleet home on Friday, and handily beating last year's champion, Lord Lonsdale's Dragonet, on Saturday. The new Audrey, some two feet longer than her predecessor of the same name, seems to have less freeboard than Lord Dunraven's 1894 design, and will in all probability prove a powerful rival to the recently imported Herreshoff "20," and the new craft building for Lord Lonsdale on the Clyde, from designs by Mr. Fife. Inyoni, never of much use in strong winds, shows no improvement upon last season's form. In the case of Mr. Bentley-Stratmann's blue-hulled stephanie, no recent alterations have, so far, not proved advantageous. With reduced ballast from copper, 2 feet of her mast, and well-shaped and nicely rounded off as she might to have done better. However, in the hands of a crack skipper as Captain and an Essex crew, it is quite within the realm of possibility that she may perhaps considerably better as the season advances.

The twenty-rating class has found great favor in Germany, and the fleet for the forthcoming regattas at Kiel, which follow immediately on the opening of the Baltic canal, quite a fleet of new craft will come to the start. From the diversity of designers and builders, this will prove a truly international fleet. The new racer for the German Emperor, Vista, designed by Mr. G. L. Watson, and built at the Crichton yard at Kiel, has been floated. She will be under the command of Capt. Arnefeld, I. and R. N. At the same yard, from German designs, another new five-rater has been constructed for a syndicate of members of the Imperial Yacht Club. The yacht, which will be named Hertha, will be commanded by Admiral von Diedrichs.

Great hopes are expected of Baron von Zedwitz's new "20," Isolde, designed and built by Herreshoff at Bristol, R. I. The vessel, which belongs to the fin-cum-fairy type, was launched on April 18 and has left for Kiel, to join the steamship Rhenania. The fourth new racer is building at Hamburg, at Mr. Stücken's yard, from designs by Mr. W. Fife, Jr., to the order of Mr. Lossmann, one of the partners in the big shipping firm of Robert M. Sloman. Another competitor in the same class is Count Douglas's centreboard Ellen, designed by Mr. G. L. Watson and launched toward the close of last season from Adams's yard at Gourock.

NIAGARA'S FIRST RACE.

What English Yachtsmen Say About Howard Gould's Twenty-Rater.

Howard Gould's Herreshoff twenty-rater sailed her maiden race on Thursday, May 30, in the Norfolk and Suffolk Yacht Club's regatta on the Thames. The *Field* of June 1 in speaking of the Yankee boat's performance, says:

There was a distraction for the Norfolk and Suffolk Club in Mr. Howard Gould's new Herreshoff cutter sailed for the first time over their course. Their Lowestoft course was not sailed, be it said, before a limited audience, for the pier and the promenade were crowded with fashionable and critical onlookers. The very general opinion, after the start, was that the Yankee boat was returning over the Injoni, Lord Dudley's boat, in speed. It is fair to say that the Niagara will not be such a terror as Dakotah, and we do not think she will be in a breeze either.

As a yacht for the Injoni, the Niagara has quite a small fault, which, however, may be counted for by her extra length, she has somewhat a "boxy" look, with her sides straight and "sawn off" counter, and while she was quick in the starting off, she did not turn as quickly as Injoni. Her sails showed all the signs of being of the new fashioned malaisal nature, and she carried them well. There are twenty three sails in the Niagara, counting in the fresh sail, and the sail from the angle of the tack to the fore sail, which one up, counting from the clew. The rest of the sails are built on the same principle as the Britannia's.

Altogether, a notable, decisive, and honestly fine cutter, and it may be said that the boat was a fine sailer, for a light weather race for want of a better. She was sailed with great judgment, and she was handled in returning to the basin with the colors of victory flying.

The Brooklyn Regatta To-day.

The Brooklyn Yacht Club will have their thirty-fifth annual open regatta down the bay to-day, and some good sport is expected, as over fifty yachts have entered in the eleven classes. The skipper Laura M. Starin has been chartered for the use of the members, and will leave Starin's pier, foot of Cortlandt street, 9:15 o'clock this morning; Bridge Rock, Brooklyn, at 10 o'clock, and Culmer Park, Bensonhurst, at 11 o'clock. The steam yacht Venture will be the Regatta Committee's boat, and will leave Tebo's dock at 10 o'clock. Among the entries are:

Class A—Open mainsail boats 21 feet and under, Carrie, Edda D., Lizzie, Amaranth, Vigilancia, Ibis, Mercer, and Neredi.

Class B—Open mainsail boats 21 to 25 feet, Rosamond, Madge, Isabel, and Lester.

Class C—Open mainsail boats 25 to 30 feet, Dolphin and Mabel.

Class D—Cabin cats under 24 feet, Kittie, Elaine, and Allegro.

Class E—Cabin cats over 24 feet, Chief, Mary, Hector, Margaret, and Almira.

Class F—Jib and mainsail boats 25 feet and under, Faustina and Emmie.

Class 2—Jib and mainsail boats over 25 feet, Viola and Yara.

Class 3—Cabin sloops, 25-foot class, Adel, Arrow (yawl), Paula, and Grace.

Class 4—Thirty-foot sloops, Gael, Royal, Freydeh, Iroquois, Kestrel, Nomad, and Dorothy.

Class 5—Thirty-five-foot sloops, Alias, Dragoon, Forsyth, Headless, Wabasso, Pastime, and Mary A.

Special Class—Ists.

IS THE AIR DIFFERENT OVER HERE?

The Vigilant Is Said to Hold the Key to an Intricate Yachting Puzzle.

The reappearance of the Vigilant in American waters will probably do much to settle a long disputed and interesting point. It has for many years been claimed by English yachtsmen that racing yachts which were fully canvased for British winds and waters seemed insufficiently canvased as soon as they began racing in America. Among the uninitiated this assertion has generally created a smile. It seemed slightly humorous to hear the discomfited Briton say: "Oh, the air is different over here." It is generally supposed that summer air is pretty much the same everywhere. Nevertheless experienced yachtsmen on both sides of the water have considered the statement that the air of the British Isles varies from that of America in the way it affects a racing yacht. An American yachtsman who witnessed all the Vigilant's races here, and also her performance in English waters, has kept a record of careful observations that may assist in settling a point regarding which there is much curiosity. His report is as follows:

"During the trial and challenge races here the Vigilant was, for New York atmospheres, not overcanvased. But by the time she had finished with the Irish races and before she came to Cowes her canvas had to be cut down. Even after this was done she showed peculiar instability. This was very marked during her first race at Cowes. It rained a good deal during the day, and the air was heavily charged with moisture. As the puffs descended on both yachts from the high lands of the Isle of Wight there was a great difference between the angles at which they careened. The Britannia sailed on her keel, with no more than her lee rail occasionally awash. But novices, who did not know that the Vigilant was virtually a keel boat and non-capsizable, were really alarmed, and they could not be greatly blamed for their nervousness when they kept crying, 'She's over!' In the squalls she lay down till her mast seemed to be almost parallel with the water. As one of the spectators expressed it, she was 'sailing on her ear.'"

"There were no records published by which the wind velocity of this race could be compared with that of the third and final Vigilant-Valkyrie race in New York. But it was sufficiently apparent that the average wind velocity during the last New York race was greater. There were some very surprised men on the Solent that day. The Vigilant had shown no sign of such tenderness in New York. The inclination to believe the old statement about the difference of the atmospheres became almost irresistible. If the Vigilant again dons what may be called her New York sized canvas and carries it satisfactorily in breezes ascertained to be faster than those which were too much for this canvas in England, she will complete the proof as to the alleged difference between the two national atmospheres. It will then be clear that yachts may carry much greater area of canvas here than in English winds of the same registered velocity.

There is nothing new about the natural law involved in this question. Any experienced professional sailor will say that "there's more weight in the wind" during the heavy, sunless, damp days of the late autumn than in summer. And many amateur yachtsmen have here satisfied themselves that for apparently the same wind velocities, there is far more reefing in November than in August.

When the density of the air is particularly noticeable, owing to surcharge of moisture, the increase of its effects upon the sails of boats has been remarked by all professional sailors, doubtless from time immemorial. But the Vigilant has illustrated all this for the amateur yachtsman.

At the same time it must be borne in mind that in her races here with the Valkyrie the Vigilant carried from twenty to twenty-five more men than her adversary. Owing to variations in club rules, she was in England limited in this respect according to measurement. In the old days of the broad shallow centreboard yachts it was proved that in forty-foot craft of equal power a difference of eight extra men piled out on the weather gunwale would win the race.

It would be mere guesswork to try to estimate the difference which the absence of these extra men made to Vigilant's subsequent sailing. But while making due allowance for this item it is safe to say that it does not fully account for her tiptiltedness in English waters.

Regatta of the Hempstead Bay Yacht Club.

HEMPSTEAD, June 9.—The opening regatta of the Hempstead Bay Yacht Club was sailed yesterday. It was one of the greatest events socially in the history of the organization. The club house is located on Elder Island, Great South Bay, and two miles east of Long Beach. The house commands a southerly view of the Atlantic Ocean for miles, and is one of the most picturesque and handsome yacht club houses on the Long Island coast.

The regatta opened with a parade of thirty-five yachts and naphtha launches on the eight mile racing course of the club. Dancing and a collation followed at 12 o'clock. At 1:30 o'clock the races for beautiful silver cups were started. The wind blew hard from the northeast. Many yachts, brilliantly bedecked with streamers, flags, and bunting, followed the contesting boats over the course. Summary of the races:

FIRST CLASS.

Yacht.	Owner.	Actual Time. H. M. S.	Corrected Time. H. M. S.
Mystery	J. S. Snedeker	1 45 31	1 44 57
Sibyl	Rotino	1 51 16	1 51 16

SECOND CLASS.

Beatrix	C. H. Southard	1 43 02	1 42 36
Unit	Dr. Wilson	1 39 33	1 39 23

THIRD CLASS.

New York	T. Martin	1 55 26	1 55 26
Dream	E. T. Southard	...	Did not start.

Cruise of the Gravesend Bay Yacht Club.

The members of the Gravesend Bay Yacht Club had their first club cruise of the season yesterday. The start was made from the club's anchorage at the foot of twenty-second avenue, Bensonhurst. The following boats participated: Elaine, Commodore Morgan; Isabel, R. H. Sherwood; Ariel, Vice-Commodore H. B. Freeman; Gael, C. H. Stillman; Anzier, Adolf Lindman; Pup, C. Hallenbeck; Lester, Hugh Ferguson; Dorothy, C. N. Jordan. After an inspection of the very satisfactory progress that is being made on the new club house at Culmer Park, the fleet sailed to Gifford's, on the Great Kills, Staten Island, where a fish dinner was enjoyed. The return trip proved very enjoyable, there being plenty of breeze to send the boats along.

CENTURY RUNS ON SUNDAY.

Long Islanders Talk of Putting a Stop to the Sport.

The officers of the Long Island Century Run Association state that while the attendance upon their run from Sag Harbor to Jamaica on Saturday was below the average, they are much gratified over the result. They assert that century runs on Sundays through Long Island towns will have to be abandoned if the residents in the various towns are against them.

Aleck Schwalbach, who checked all the riders in Saturday's run, informed THE SUN reporter that at the various stopping places he was congratulated upon the action taken by the Long Island Association in holding the run on Saturday, and he asserts that the Long Island folks are in that frame of mind that they will likely take steps to stop Sunday century runs.

Chief Consul I. B. Potter of the New York State division of the L. A. W. states that the annual State meet, to be held at Brooklyn the latter part of this week, show severy evidence of being a big boom to the league and the racing interests. The visiting wheelmen will be royally entertained, and at the races on Saturday it is expected that some records will be lowered on the new track at Manhattan Beach.

The offer of the Driving Park Association of Grand Rapids to give a purse of $2,500 for a match race between A. A. Zimmerman and John S. Johnson, is regarded as likely that some other sport-promoting organization may decide to offer a larger purse for such a match. Johnson admits that he is unable to raise a $5,000 purse to meet Zimmerman.

Howard E. Raymond, chairman of the Rights and Privileges Committee of the L. A. W., is expected in town to-day from Chicago.

E. C. Bald, the Buffalo racer, will make an attempt next Saturday at the Manhattan Beach track to lower the one-mile competition record.

The annual run of the Harlem Wheelmen to Valley Stream will be held on July 4.

The Pequod Club Wheelmen of Brooklyn will hold a century run on July 21.

Some members of the Concord Cycle Club of Brooklyn will start on a tour through Pennsylvania the latter part of this month.

A five-mile match race between Andy Engbert and William Sanders of the Harlem Wheelmen will be held at City Island on June 30.

Messrs. Henshaw, Owen, Whepley, Lippman, Ford, Oldenstadt, Terr, and Kuhlke will represent the Greenwich Wheelmen in the bicycle races at Manhattan Beach next Saturday.

EXTREMES. Bad complexions, bad soap. Good complexions, Woodbury's Facial Soap. Take your choice. At any drug store. A book with every cake.

M. BLANC'S GRAND PRIX.

THE NOTED FRENCH TURFMAN WINS THE RACE WITH A FILLY.

Andree Was an Outsider in the Betting, but She Ran Heavily and Won a Great Race—The English Horses Were Nowhere—More Than 120,000 Spectators, Including President Faure and Many Americans—Over $80,000 Taken in at the Gate—Over a Million and a Half Francs Wagered in the Mutuals.

PARIS, June 9.—The race for the Grand Prix de Paris, the French Derby, was run to-day at Longchamps and was won by M. Edmond Blanc's bay filly Andrée.

The weather, which was splendid, tempted thousands of people to lunch at the course. All the popular river and rail routes to the track were crowded from early in the morning. The aristocrats did not start until noon or later, when they drove in carriages through the Bois de Boulogne. President Faure, accompanied by his wife and daughters and military household, left the Palace of the Élysée at 2:40 P. M. and arrived at the race course at 3:10. The President's turnout, with its gold and blue liveried postilions, excited admiring exclamations as it passed along the Avenue des Champs Élysées, and, in fact, throughout the whole trip to the course. As the carriage was entering the gates a slight accident occurred. The horse on the left of the pole stumbled and fell, the postilion falling beneath him. Neither man nor horse was hurt.

The appearance of M. Faure and his party in the President's tribune was the signal for some cheering. It was noticed that Mr. Eustis, the American Ambassador, was in the President's tribune. Other Americans present were ex-Mayor Grant of New York, George Munroe and wife, Consul Morse, Creighton Webb, ex-attaché of the American Embassy at St. Petersburg; Countess Divonne, Princess Caraman-Chimay, Count de Castellane and Countess de Castellane, Princess Polinac, Henry Ridgeway, Mrs. Hopkins, Miss Allen, Louis Lorillard, Clarence Mackay, and Countess Jacques Daragon.

During the afternoon the sky became a little overcast, and once or twice there were slight showers of rain. The air was very close. The first three events on the programme did not attract much attention. There were over 120,000 spectators present, a great number of whom were so engrossed in speculation on the Grand Prix that they had no time to devote to races of lesser importance.

At 3:45 o'clock President Faure went to the paddock and inspected the horses that were to start in the race of the day, especially noticing M. de Saint-Alary's chestnut colt Omnium II., which was a big favorite, but which, as it later proved, did not get a place.

At about 4 o'clock the horses had a trial gallop, in which Vicomte d'Harcourt's chestnut colt Cherbourg, which took second money, showed well. The brown colt Roitelet and the chestnut colt Arioviste, owned by Mr. Henry Ridgeway, an American, looked superb in the trial gallop. The course presented a magnificent appearance. From the tribunes could be seen the vast crowd, while the terrace was crowded with ladies attired in new and beautiful costumes. The jackets of the jockeys lent brilliant coloring to the paddock. The stakes in the mutual betting, apart from the book betting, amounted to 1,603,000 francs.

The sixteen starters were sent to the post shortly after 4 o'clock, and at 4:10 were sent away to a splendid start. Franco, Maugiron, Baita, and Le Justicier were first off, followed by the others close up. Maugiron soon showed well in front, and at the Cascade was fully a hundred yards ahead of the others, but in the descent the slope he was vanquished by Le Justicier, which went to the front, followed by Omnium II., Le Sagittaire, Cherbourg, Roitolet, and Andrée, in the order named. As they entered the straight Baron de Schickler's horses, Le Justicier and Le Sagittaire, were a little ahead of Cherbourg. Cherbourg, however, presently got the advantage, and it loooked as though he was going to win, when Barlan, Andrée's jockey, vigorously rushed up, surprising Bridgeland on Cherbourg, and, coming on, won easily by two lengths. Cherbourg was second, two lengths in front of Le Sagittaire. Roitelet, which finished fourth, ran a brave race. The English horses, Kirkconnel and Solaro, were nowhere.

The whole race was uncertain, and the public were nervous. The victory of Andrée, an outsider, was received with disapointment and in silence. President Faure left the course soon after the race was run. The gate money amounted to 300,000 francs.

Following is a summary:

Grand Prix de Paris of 200,000 francs, 150,000 francs given by the city of Paris and 50,000 francs by the five great railway companies; for entire colts and fillies foaled in 1892, of every description and country, added, with a sweepstakes of 1,000 francs each, 600 francs forfeit, and 300 francs only if declared by 10 P. M. on the Wednesday preceding the race, or 100 francs only if declared by 10 P. M. on the 1st of May, 1895; the second to receive 20,000 francs and the third 10,000 francs out of the stakes; weights, colts, 56 kilos (about 8 stone 11 pounds); fillies, 54½ kilos (about 8 stone 9 pounds); about 2,000 metres (grand Course, about one mile and seven furlongs; 428 subscribers.

M. Edmond Blanc's b. f. Andrée, by Retreat, out of Arlquee 1

Vicomte d'Harcourt's ch. c. Cherbourg, by Atlantic, out of Cherie 2

Baron A. de Schickler's ch. c. Le Sagittaire, by Le Nancy, out of La Dauphine 3

COMING EVENTS AT TENNIS.

A Strong List of Competitors for the Middle States Championships.

It is known definitely that Larned, Howland, Stevens, Millett, and Fischer will be entered in the singles of the Middle States tennis championships, which begins on June 12 at Orange. Chace, Foote, and Budlong have examinations to keep them busy, and cannot afford to do any more tennis playing until they are over. Parker is a doubtful starter. This makes five certain competitors from the expert class, and, of course, the entry list will be swelled to twenty-five or thirty by the numerous local cracks. Among the good ones to compete are Paret, Cragin, Thurber, Frazer, the Miles brothers, the Wards, Griffin, and a host of other well-known players.

The mixed doubles will be unusually interesting, such crack teams as Dr. Frazer and Miss Atkinson and Miss Hellwig and E. P. Fischer having already entered. Miss Hellwig and Miss Atkinson will keep out of the singles, and Miss Moore, who has already entered that contest, should win easily. Larned will play better on the Montrose turf courts than on the earth ones at New Haven, and if Howland should win the tournament, the Middle States champion will doubtless be able to reverse the decision of a week ago. Fischer may trouble all of the cracks, and it is by no means unprobable that he will win the championship.

The Kings County Tennis Club's handicap tournament, which was scheduled to begin last Saturday afternoon, fell through from lack of entries.

The courts vacated by the removal of the Irving Club from their old quarters at Fulton street and Verona place, Brooklyn, have been occupied by two tennis clubs, the Winthrop Tennis Club subletting part of the grounds to the newly organized Verona Tennis Club. The Winthrop Club has about forty members. The officers are: N. M. Ladd, President; Miss Clara Abeel, Vice-President; Miss Bella Redfield, Secretary; P. C. Ketcham, Treasurer. The Veronas hold together only during the tennis season. Their membership is about half that of the Winthrops. The officers are: A. E. Burns, President; P. C. Ketcham, Vice-President; N. M. Ladd, Secretary; W. H. Hinman, Treasurer.

George E. Moore, President of the Hohokus Valley Tennis Club, has made arrangements for holding the New Jersey State championships on the courts at Ridgewood, on June 17. Only bona fide residents of New Jersey will be allowed to compete, thus crushing the hopes of outside mug hunters. The cup was won last year by F. N. Jessup of the South Orange Field Club. A circular with full information will be issued this week to the various New Jersey clubs.

The State championships are now beginning to be heard from. Nearly a dozen will begin in various parts of the country on June 17, which seems to be a most popular tennis date. The Crescent A. C.'s tournament at Bay Ridge will stop some of them away from "the things," but Foote and Budlong have fixed their eagle eyes on the Connecticut and Rhode Island cups, respectively, and there does not seem to be much doubt that each one will land his prize.

The Brooklyn Tennis Club has a handicap scheduled for Saturday afternoon, June 15. The players will be divided into two classes, and the winners will play off for first prize. Class prizes will also be off red.

Reorganized West Sides in the Field.

The first of the monthly games for members of the reorganized West Side L. A. were held on the club grounds yesterday morning, and furnished some excellent sport for the 300 spectators present. Summaries:

Seventy-five-yard Dash—Final heat won by P. Cauley; P. Hagel, second; J. Macintosh, third. Time, 8 1-5 seconds.

Twenty-mile Run, Handicap—Won by M. Regan, 40 seconds; J. Layer, 30 seconds, second; J. Mumford, 20 seconds, third. Time, 11 minutes 54 seconds.

Four-hundred and forty-yard Run—Final heat won by T. Smalley; P. Cauley, second. Time, 60 seconds. J. Mumford, who finished first, was disqualified for fouling.

Half-mile Run, Handicap—Won by P. Cauley, 15 yards; M. Whersley, scratch, second; P. Tinkle, 25 yards, third. Time, 2 minutes 10 1-5 seconds.

Putting the Twelve-pound Shot, Handicap—Won by W. Oberteberson, 13 feet, with a put of 48 feet 9½ inches; J. Gross, 13 feet, second, with a put of 48 feet 2½ inches; J. Mumford, 10 feet, third, with a put of 47 feet 9 inches.

Running Broad Jump—Won by W. Oberteberson, with a jump of 19 feet 10 inches; A. Anderson second, with a jump of 19 feet 6½ inches; J. May third, with a jump of 19 feet 5½ inches.

HARLEM OARSMEN MAKE MERRY.

Excursions to College Point and Up the River the Order of the Day.

Pleasure rowing was again prevalent on the Harlem yesterday, oarsmen being inclined to take things easily with the next regatta a month away. Most of the crews went over to College Point, as there is little attraction for them now on the upper Harlem. The Atalanta, Wyanoke, and Lone Star Boat clubs and the Nonpareil and Harlem Rowing clubs were well represented.

The eight-oared barge of the Wyanoke Boat Club had the following crew: Bow, Coakley; 2, McIntyre; 3, Baiders; 4, Buckman; 5, Kimmelberg; 6, Steinman; 7, Buckley; stroke, Maher; coxswain, Shannon. The crew of the six-oared barge, taken to Point Breeze, was: Bow, W. Hertz; 2, Brode; 3, E. Meyer; 4, Sachs; 5, M. Hertz; stroke, Metzler; coxswain, Lowry. A number of smaller boats were out during the day.

The Harlem Rowing Club borrowed a six-oared barge from the First Bohemian Boat Club, and took both it and their own eight-oared barge to College Point. The crew of the latter boat was: Bow, McKeever; 2, Mase; 3, Smythe; 4, Banham; 5, Benta; 6, Heraty; 7, Nearing; stroke, J. Nagle; coxswain, J. Higgins. The crew of the six-oared barge was: Bow, Pike; 2, Trier; 3, Thompson; 4, G. Nagle; 5, D. Lyons; stroke, Kanter; coxswain, D. Kane. A game of baseball was played with a nine from the Nonpareil Rowing Club. It resulted in a victory for the Harlems by a score of 10 to 4. The club will probably enter Hawkins and Nagle in the senior double shell race at the Peoples' Regatta in Philadelphia on July 4.

Two match races were rowed by members of the Lone Star Boat Club. The first was a double gig race between Hofer and Cohen and Weissblatt and Mayer. It resulted in a dead heat. A race between Arthur Mayer and Al. Epstein resulted in favor of the latter by a length. Capt. Leon Mayer, in a single gig, rowed a dead heat with Epstein in a shell. A number of the members, headed by Henry Wolf, gave a large party Saturday evening, followed by a supper and dance, at the club house. Another will be held next Thursday evening, conducted by the Kellar brothers. The four-oared barge was damaged last saturday evening by a collision with a spile, which ripped off both the starboard outrigger, and it was not out yesterday. The eight-oared barge was taken to College Point.

The term of ex-Capt. Theodore Van Raden of the Atalanta Boat Club as a delegate to the National Association of Amateur Oarsmen expires next month, and he has decided to withdraw. Capt. Eddie Byrne of the same club is a candidate for the place. He has the endorsement of almost every club on the river. Capt. Byrne will enter a junior four-oared gig crew in the Long Island regatta and several smaller crews. The eight-oared barge was taken to College Point yesterday.

Lieut. Clarke and a party from the Empire Club took the big eight-oared barge up to Bronson's with the following crew: Bow, Davis; 2, Dillon; 3, Murphy; 4, Byrne; 5, McCabe; 6, Smith; 7, Mulhearn; stroke, Shea; coxswain, Clarke. The passenger seats were well filled. Mulhearn has ordered a new shell for the Long Island regatta.

The junior four-oared gig crew of the Dauntless Rowing Club, which is training for the Long Island regatta, was out as usual. Capt. Anderson has decided to send it to Philadelphia also. A second junior crew was also in evidence.

About fifty members of the Union Boat Club went over to Travers Island on a tug yesterday morning to spend the day there and to play a few games of baseball. In consequence the house was almost deserted and there were not as many boats out as usual. Wolf took the eight-oared barge up to Bronson's, and Barge and Hiertberg were out in a double gig.

Thirty members of the Nonpareil Rowing Club went over to College Point in the two club barges and spent the day there.

Work on the new house of the Crescent Rowing Club, near the Madison avenue bridge, is progressing rapidly, and the members expect to take possession within two weeks. It will be moved down to a place in "Scullers' Row," alongside the Wyanoke house. The Crescent barge was taken up to Bronson's with the following crew: Bow, Munson; 2, Luft; 3, Liechtenstadter; 4, O'Grady; 5, McKeon; 6, McGauley; 7, Kramer; stroke, Ernst; coxswain, Donley. President O'Grady was absent in a single gig. The International four-oared gig of the Metropolitan Rowing Club was out as usual, and the four-oared barge was taken up the river to Bronson's. The club will enter the following intermediate four-oared shell crew in the National regatta at Saratoga: Bow, Mahoney; 2, Ellis; 3, Rogers; stroke, Grant. A junior four-oared gig crew for the Long Island regatta has been made up as follows: Bow, Donovan; 2, Conlin; 3, Ruddy; stroke, Binzen; coxswain, Briggs. Russell will enter in the junior singles.

The Nassau Boat Club had out a number of boats, most of them going up the river to the country club house at Oakhurst. Among them was the six-oared barge, with the following crew: Bow, Shemr; 2, Moore; 3, Vilmar, 4; Haubold; 5, Deeley; stroke, Wells; coxswain, Brennan.

The first Bohemian Boat Club will send one of its eights to each of the four large regattas. The senior eight will be sent to the National, and perhaps to the People's regatta in Philadelphia. The junior eight will probably be sent to the Long Island and Middle States regattas.

CLUB RUNS ARE POPULAR.

Coney Island the Attractive Place for Many Wheelmen.

The first annual century run of the members of the cycling division of the New York A. C. was held yesterday. Seventeen riders started. The route was through Weehawken, Avondale, Paterson, Bellville, Orange, Springfield, and Elizabeth. At the latter place the centurions turned and came back over the same route to this city. Among the first men in were J. H. Hanson, Dr. Van Schaick, C. L. Jones, and J. B. Yates. The entire distance covered was 106 miles.

The turnout of wheelmen in this city and Brooklyn yesterday was very large. The unattached and new riders seemed to find the Boulevard and Central Park excellent places to ride, for crowds of cyclers were noticed there throughout the day. The road officers of the Excelsior Cycling Club led a run from their headquarters at 1,786 Broadway out to Valley Stream. Several women were in the party. Messrs. Albert Saffi, Joseph Bang, and Charles J. Stevens, with half a dozen members of the Select Cycle Club, visited Tarrytown.

The Amphion Wheelmen rode to Yonkers and the Metropolitan Wheelmen to Rye. New Rochelle was the destination of two new clubs from this city, the Howard Cycle Club and the Aschenbroedel Bicycle Club. The cycling members of the St. George A. C. held a run to Far Rockaway. The Central Wheelmen visited Flushing. Quite an aggregation of riders held runs to Tottenville, including the Manhattan Bicycle Club, Harlem Wheelmen, Lincoln Wheelmen, Faleoln Wheelmen, Castle Point Cyclers, Quill Club Wheelmen, and Greenwich Wheelmen.

Capt. South of the South Brooklyn Wheelmen took his clubmates on a run through Central Park and up as far as Grant's tomb. The Prospect Wheelmen rode up along the Palisades, stopping at Nyack. Members of the Long Island Wheelmen rode to Plainfield. The cycling division of the Twenty-third Regiment went to Coney Island. Other clubs represented there were the Union County Roadsters, Kings County Wheelmen, Liberty Wheelmen, Brooklyn Bicycle Club, Williamsburgh Wheelmen, and hundreds of unattached riders. Parties of members of the East Orange Cyclers and Atalanta Wheelmen of New York held runs to Greenwood Lake.

BOTH CREWS RESTING.

Columbia and Pennsylvania Men Relieved From Practice Yesterday.

POUGHKEEPSIE, June 9.—Peterson, the bow oar of the Pennsylvania 'varsity crew, had his hand lanced last night, and it is claimed that he will be ready to take his oar again on Tuesday, but this is doubted. He has an abscess in the centre of his right hand, and it is likely to remain sore for some time. As neither of the substitutes are here, Coach Woodruff will probably fill the gap in the shell until the subs arrive or Peterson is able to resume practice again.

This was an idle day at both the Columbia and Pennsylvania quarters. The Quakers intended to take a sail in their steam launch May, but it broke down and was laid up for repairs. They spent the day resting quietly. Some of the crew took a swim from the float, and in the morning all hands had their pictures taken. Coach Woodruff said that he did not believe in working on Sunday unless it was necessary. He thinks that the men ought to have one day to rest. Much curiosity is shown concerning the time made by the Quakers in their first spin over the course last night. The showing was a good one, and Coach Woodruff was beaming with good humor to-day.

Nearly all the Columbia oarsmen spent the day at their quarters. A few of them came down town. Their friends are much encouraged by their condition, and look for them to distinguish themselves here and at New London.

The 'varsity crew and the freshmen are both rowing finely. Quite a number of Columbia students went out to Vassar College this morning to hear President Taylor's baccalaureate sermon. The Columbia's launch has been taken to Newburgh and hauled out for repairs.

Mr. Frederick Vanderbilt and a party of friends came down on his yacht Conqueror this afternoon and steamed past the Columbia quarters. The yacht then turned below this city and came up near the Pennsylvania quarters.

A new boat house, runway, and float will be built this week for the Cornell crew, which are expected to arrive here next Saturday.

SUNDAY AT GALE'S FERRY.

The Harvard and Yale Eights Play Baseball and Enjoy Other Sports.

NEW LONDON, June 9.—All three of the college crews at Gale's Ferry were astir at an early hour this morning, notwithstanding the day was to be one of rest. Bob Cook and several of the 'varsity oarsmen came down the river in the launch to get the mail and Sunday papers. The new United States torpedo boat Ericsson, which is awaiting an official speed trial on Long Island Sound, was visited by the Elm City students in the launch. The intricate and novel mechanism of the little craft was explained to them by Lieut. Usher.

Fort Trumbull, near by, and the historical battlefield of Fort Griswold across the river were also visited. A high wind prevailed in the lower harbor, and the oarsmen found it quite difficult to keep their equilibrium when the launch crossed the river. They arrived at Capt. Latham's wharf at Gale's Ferry at noon, and were apparently much refreshed from their salt-water excursion. The afternoon was passed by some in reading under the canvas pitched upon the lawn, while others engaged in swimming, playing baseball, and similar sports. George Sheff