VARIED SORTS OF GOLF.

HANDICAPS AND TEAM MATCHES ON LINKS FAR APART.

Mrs. E. A. Manice Wins the Women's Prize at Pittsfield—Wilson Beats Low at Deal Beach—Harbor Hill Team Smothers the Crescents—A Record for A. P. Clapp.

DEAL BEACH, Aug. 26.—There was much interest shown in the match between George Low of Dyker Meadow and R. B. Wilson of the home club, at Deal Beach to-day. James Laing, the Crescent A. C. professional, caddied for Low. After the hottest sort of a contest Wilson finished 1 up on the 36 holes. The second half of the match will be at Dyker Meadow on Thursday.

BENNINGTON, Vt., Aug. 26.—The match to-day for the Green Mountain Association Cup, at this place, between the Tacomic Golf Club, of Williamstown, Mass., and the Mount Anthony Golf Club, of Bennington Centre, was won by the home club by 25 to 7. The score:

MOUNT ANTHONY.		TACONIC.	
N. H. Cole	2	H. Doughty	0
G. B. Wellington	3	H. Doughty	0
Barre M. Lee	0	W. S. Cox	3
Geo. Washington	2	George Phelps	0
T. S. Wellington	0	M. M. Alden	0
A. S. Chisholm	1	Julian Curtiss	0
R. Washington	0	W. H. Hoyt	0
H. Kellogg	1	R. B. Perkins	0
Total	25	Total	7

NEWPORT, Aug. 26.—There was a small number of players on the links of the Newport Golf Club to-day owing to the counter attractions. The usual weekly handicap for two cups offered for the club was held, however. The winners in the two classes were F. F. Phifer and Lispenard Stewart. The scores turned were:

CLASS A.	Gross.	H'cap.	Net.
F. F. Phifer	88	10	78
F. C. Havemeyer	83	3	80
Lewis White	93	12	81
CLASS B.			
Lispenard Stewart	109	23	86

GLEN COVE, Aug. 26.—On the Nassau Country Club links to-day the members played the usual Saturday handicap competition for the Adams Cup, turning in the following cards:

	Gross.	H'cap.	Net.
B. P. Tailer	86	8	78
H. F. Noyes	123	45	78
W. L. Hoxie	91	4	87
S. E. Hopkins	108	11	87
W. V. Hester	112	23	89
H. L. Pratt	100	10	90
W. H. Cox	113	22	91
A. C. Hommedieu	117	18	99

Tailer played an exceptionally strong game, his gross figure being but three above bogie.

G. Fox Tiffany, the Westchester Golf Club Captain, is in the White Mountains and on Thursday took part in a team match, with five women and five men on each side, the players representing respectively the Profile and Sunset Hill hotel guests. The score was:

PROFILE.	S. H.	SUNSET.	S. H.
Mrs. Darrow	105	0 Miss Taylor	105 3
Miss Tiffany	100	8 Mrs. Gibbs	122 0
Mrs. J. R. Pangs	103	3 Miss M. Taylor	112 6
Mrs. J. H. Rhodes, Jr.	112	1 Miss Easton	111 0
Miss Waldo	105	5 Miss Hungerford	125 0
G. Fox Tiffany	76	3 Mr. Sprague	79 0
L. H. Francke	84	0 Mr. Milne	82 3
W. N. Darrow	86	0 Mr. Haldon	74 6
J. H. Rhodes, Jr.	83	3 Mr. Taintor	96 0
Milton Cornell	78	0 Mr. Davenport	76 2
Total holes	27	Total holes	14

The visitors were beaten in decisive style on Staten Island yesterday in the team match between the Harbor Hill and Crescent A. C. teams. The score:

HARBOR HILL.		CRESCENT A. C.	
Otto H. Kahn	5	C. V. Mesereole	0
W. A. Humphreys	8	W. M. Campbell	0
J. A. Janin, Jr.	9	W. R. Thompson	0
C. V. Wemple	0	C. J. Cassell	0
Total	20	Total	0

Charles A. Sykes, the noted amateur trap shooter and all round sportsman, captured the Class B handicap over the full eighteen-hole course of the Crescent Athletic Club, at Bay Ridge, yesterday. The winner's score was:

Out.....5 7 6 6 4 6 4 6 5—52
In.....5 5 6 5 4 5 6 5 7—48 100 0 100

The summary:

	Gross.	H'cap.	Net.
Charles A. Sykes	100	0	100
R. W. Thayer	109	5	104
H. Thornton	119	9	110
W. B. Smith	115	1	114

In the third open handicap at the Long Beach Golf Club yesterday the scores were as follows:

	Gross.	H'cap.	Net.
C. A. Nesmith	106	36	70
E. A. Sumner	115	36	79
G. F. Warren, Jr.	116	36	80
E. F. Edwards	87	0	87
J. Temple Gwathmey	88	0	88
J. S. Fairclough	89	0	89
A. E. Dick	109	20	89
A. Embury, Jr.	103	9	94
F. Bucklaw	100	6	94
C. B. Wodsey	112	9	103
Luther B. Hyde	140	36	104
A. R. Parsons	124	20	104

No cards from A. F. Jennings or K. T. Barnaby. Edwards, who made the best gross score, is the Texan golfer who has recently been playing on the Equinox links.

NARRAGANSETT PIER, Aug. 26.—In the women's handicap tournament on the Point Judith Country Club links this afternoon the first prize, a silver cup offered by P. S. P. Randolph, for the best net score, was won by Miss Louise Jenkins of Baltimore, who made a score of 97. Miss Emma Kirk, of Chicago, and Miss Berwind, of New York, were tied for the second prize, offered by C. S. Garrett, for the next best score, at 99. The third prize, offered for the best gross score, by Grenville Kane, was won by Miss Emma Kirk. The scores:

	Gross.	H'cap.	Net.
Miss Louise Jenkins	105	8	97
Miss Emma Kirk	101	2	99
Miss Berwind	111	12	99
Miss Elizabeth Goffe	102	scratch	102
Miss Sybil Kane	112	10	102
Miss G. Du Coppet	120	10	110
Miss Todd	123	8	115
Mrs. Frazier	131	14	117
Mrs. L. H. Chase	155	25	130

CAPE MAY, Aug. 26.—Many new players entered into the contest for the season's golf cup at the beach golf links this afternoon, the most noted one being ex-Governor William R. Merriam, of Minnesota, Director of the Census. The contest was an eighteen-hole handicap. The scores made by classes were:

CLASS A.	Gross.	H'cap.	Net.
D. B. Martin	87	5	82
J. C. Nagle	92	10	82
J. M. E. Hildreth	92	9	83
F. J. Graves	84	0	84
T. K. Bishpham	92	8	84
Jam s W. Mills, Jr.	87	2	85
R. W. Harvey	87	0	87
J. Ernest Smith	87	0	87
Elliott Rogers	92	5	87
Thomas W. Bastwick	97	10	87
L. A. Shattuck	90	2	88
J. B. Callahan, 3d	96	8	88
A. C. Grey	99	9	90
CLASS B.			
J. B. Kelsher	96	17	79
G. B. Lundenberg	100	17	83
Dr. Charles H. Reed	104	20	84
W. R. Ferguson	101	14	87
E. C. Fant	101	14	87
John L. Rogers, Jr.	104	16	88
W. S. Clawson	111	20	91
G. W. Hall	109	15	94
C. L. Matthews	109	14	95
G. W. Lucas	122	17	105
Joseph Rhoads	129	14	108
CLASS C.			
Samuel Bispham	103	21	82
Dr. G. B. Jameson	105	21	84
W. V. Bennett	106	21	85
J. L. Shoemaker	119	27	92
H. Wright	123	27	96
John L. Rogers	126	24	102

JEFFERSON, N. H., Aug. 26.—The Waumbek Golf Club had thirty competitors cards in an ingeniously planned "kicker's handicap" to-day. The match was open to women, and each player gave one golf ball as entry fee. Players posted their own handicap with their names and the winners were those whose cards came nearest to a certain score, arbitrarily fixed by the green committee. It was announced that that score was between 85 and 90, and all scores below the limit were dropped. First, second and third winners took 50, 30 and 20 per cent. of the balls in the pool. The cards came in as follows:

	Gross.	H'cap.	Net.
Miss Barrett, Waumbek	140	55	85
C. W. Fisk, Hillside	96	10	86
A. M. Dallett, St. David's Golf	110	22	88
J. W. Beltz, Waumbek	103	14	89
N. T. Porter, Jr., Essex Co., N. J.	120	30	90
L. K. Curtis, Waumbek	103	11	92
F. C. Robertson, Morristown	90	5	94
Ledyard Swanning, Waumbek	144	50	94
L. L. Schoonmaker, Waumbek	104	10	94
M. T. Kaufman, Hillside	106	12	94
A. E. Newbold, Phila Cricket	99	5	94
Miss Dallett, St. David's Golf	131	36	95
J. W. Pepper, Phila Country	109	10	99
R. F. Manning, Crescent Athletic	103	10	93
A. M. Reed, Waumbek	99	2	97
S. O. Prentice, Hartford Golf	121	24	97
E. Holmes, Waumbek	122	24	98
J. G. Young, Waumbek	104	5	99
A. R. Fisk, Hillside	105	5	100
M. M. Dwyer, Waumbek	106	5	101
R. E. Widener, Waumbek	142	40	102
R. C. Finch, Waumbek	118	16	102
W. M. Elkins, Phila Country	123	20	103
J. L. Adrance, Dutchess Co.	125	22	103
J. P. Foley, Waumbek	124	18	106
G. T. Chamberlain, Waumbek	134	28	107
G. W. Elkins, Phila Country	137	30	107
R. B. Banks, Seabright Golf	137	30	107
M. S. Davis, Lakewood	130	22	108
S. S. Thaller, Hillside	141	33	108
J. R. Finch, Waumbek	125	17	108
H. M. Stockton, Hillside	140	30	110
J. P. Keating, Phila Country	150	30	120
T. H. Silkman, Waumbek	171	36	135

When the cards had all been turned in, the secret scratch score was taken out and proved to be 95, thus making Miss Dallett first winner and dividing second and third equally between J. W. Pepper and R. F. Manning.

PLAINFIELD, Aug. 26.—There is a revival of interest in the competition for the Mrs. C. W. McCutchen cup on the links of the Park Golf Club and a goodly number of the leaders contested this afternoon. Gifford W. Cooley, W. de la R. Anderson and Meredith Dryden are now in the first rank within one point of each other. To-day's scores:

	Gross.	H'cap.	Net.
Meredith Dryden	108	17	91
W. de la R. Anderson	98	0	98
H. D. Hibbard	119	18	101
W. R. Faber	127	26	101
C. F. Faber	131	24	107
G. W. Cooley	127	9	108

STAMFORD, Aug. 26.—The monthly Club Medal competition for men was played on the links of the WeeBurn Golf Club this afternoon with this result:

CLASS A.	Gross.	H'cap.	Net.
George A. Jenkins	98	12	86
George Hecker	105	18	87
Fred Hecker	108	16	92
W. D. Philips	110	18	92
A. C. Howes	108	16	92
A. S. Pitt	104	10	94
H. L. Williams	104	8	96
M. R. Pitt	115	14	101
CLASS B.			
L. C. Cisco Smith	122	36	88
D. T. Woodbury	124	36	88
C. J. Hoyt	112	20	92
W. N. Capen	128	36	92
A. Leland Brown	130	36	94
W. D. Diskam	135	36	99
F. E. Bruggerhof	126	27	99

PITTSFIELD, Aug. 26.—The finals for the Managers' Cups in the August Tournament were won to-day on the course of the Pittsfield Country Club by Harry W. Allen, of Harvard, and by Mrs. Edward A. Manice, of Pittsfield. The men's match was very close and exciting, the lead fluctuating throughout the eighteen holes. Ernest Thomson, of New York, was matched against Allen, and they battled to the last stroke for the cup. Allen won the first and halved the second and third. Thomson won the fourth and Allen the seventh. Thomson won the eighth, and the men were even up at the end of the ninth hole. Thomson won the next three and Allen the next four. The last two were halved, Allen winning the match by 1 up. In the finals for the women's cup, Mrs. E. A. Manice beat Miss Juliana Cutting, 9 up and 8 to play.

A "Kicker's Handicap" was the feature at the Marine and Field links at Bath Beach yesterday. The members made mental estimates of the score that Arthur P. Clapp would turn in and then handicapped themselves to come as near to it as possible. Clapp made the first round in 39, making a new members' record, and finished in 85. Less his handicap, Clapp was 78 net. Lockwood, at 80 net, won the first prize, while Boody, at 87 net, captured the second. The summary:

	Gross.	H'cap.	Net.
A. P. Clapp	85	7	78
E. C. Lockwood	110	30	80
A. J. Boody	117	30	87
Wm. Darrow	116	28	88
W. N. Platt	120	31	89
H. B. Boyd	107	17	90
M. S. Garland	104	14	90
F. S. Mallett	116	24	92
W. H. Brown	132	40	92
F. N. Wilkins	105	13	92
H. C. Plympton	109	15	94
E. N. Kenny	118	21	97
D. R. Aldridge	98	35	63
L. S. Eadom	135	31	104

FLUSHING, Aug. 26.—The contest at medal play for the Flushing trophy was held on the links of the Flushing Golf Club this afternoon. The contest was very exciting and the best cards were handed in since the contest opened. As a result of the play three new men entered the merit class. Dr. W. Brown and P. V. Bunting tied for first place. The tie will be played off to-morrow. The score:

	Gross.	H'cap.	Net.
W. S. Brown	88	16	72
P. V. Bunting	89	17	72
C. M. Fairchild	97	22	75
G. P. Leslie	92	14	78
F. L. Murray	97	18	79
W. B. Harrison	101	22	79
Gordon Gordon	96	16	80
J. H. Gordon	105	17	88

An interesting two-ball foursome of nine holes was played between Gordon Gordon, J. H. Gordon, C. L. Murray and C. A. Faircild The first named pair won by 1 up.

MANCHESTER, Aug. 26.—Harry Rawlins, professional, beat Walter J. Travis, by one up, in nineteen holes to-day. Travis was dormie one, but Rawlins took the eighteenth and nineteenth holes in one under bogie each. The medal scores, Rawlins 80 and Travis 81, beat the amateur record by three. Bogie for the course is 80. James L. Taylor, scratch, won the silver cup for the weekly handicap. Dr. Burnham, plus one, was runner up. Forty entries, sixteen qualifying for play for the Henry W. Brown cup on Tuesday.

The weekly handicap and a putting match were the events at the Ardsley Club yesterday. The events were:

CLASS A.	Gross.	H'cap.	Net.
J. S. Barnes	93	6	87
H. M. Billings	88	0	88
Frank L. Eldridge	99	6	93
A. D. Compethwait	112	15	97
CLASS B.			
Edward Griffin	108	18	90
Arthur F. Barnes	110	17	93
E. C. Beardman	115	22	94

WOMEN'S PUTTING MATCH.

Miss J. Williams, 42; Mrs. F. L. Eldridge, 43 Miss G. Fraser, 43.

Gossip of the Ring.

Charles Folks, New York—He only got the referee's verdict.

Austin Rice and Tommy Sullivan are matched to box twenty rounds at Waterbury on Sept. 14.

Dave Sullivan and Joe Fairburn are to meet after all. They have signed to box twenty-five rounds at the Greenwood A. C. on Sept. 9.

Jack Bonner and Yank Kenny will appear in the principal bout at Coney Island to-morrow night. They are slated to go twenty-five rounds.

The Coney Island Sporting Club states that Eddie Santry will be Ben Jordan's first opponent in this country when the English boxer arrives next month.

Jack Fox is to replace Frank Casey at the National Athletic Club to-morrow night. Fox is to meet Billy Ernst for twenty-five rounds. There will be no preliminary bouts.

A challenge has been received at this office from Johnny Byrnes to meet Eddie Lenny again. Byrnes says that the last time he met Lenny he was handicapped by poor hands.

Joe Gans's next fight will be at the Broadway A. C. on Friday night. He will meet Eugene Bezenah, of Cincinnati, in a twenty-five round bout. This will be Bezenah's first appearance in New York.

Part of Dan Creedon's winnings were attached by Martin Dowling at the Broadway A. C. on Friday night. Dowling had a lawyer in waiting, and secured $125. Dowling says that the money is due him for board, etc.

Steve O'Donnell has two good matches on hand. On Sept. 14, at Yonkers, he is to box "Soldier" Wilson for twenty rounds, and at Coney Island on Sept. 30 he is to face "Stocking" Conroy for twenty-five rounds.

W. A. Brady received a cable message yesterday to the effect that Frank Craig, the "Harlem Coffee Cooler," sailed from Liverpool yesterday on the steamship City of Rome. He will meet Tommy Ryan at Coney Island next month.

Henry Padden still has confidence in the ability of Fred Moms, the "Black Cyclone" who was whipped by Dave Creedon on Friday night and offers to match him against any of the middleweights at some of the small local clubs.

W. A. Brady said yesterday in regard to Bobby Dobbs's future plans: "I have him under contract to appear exclusively at Coney Island for one year, and he will not be allowed to fight elsewhere. I secured his signature in England."

Frank Morley writes from Atlantic City that Jerome Quigley, who was unable to box at Coney Island last week, will give $5,000 in bonds if he (Quigley) fails to subdue Jack Downey in ten rounds, in or outside of Greater New York.

Mike Padden had a talk with Kid McCoy on Friday night, and as a result the match between the Kid and Jeffry Thorne of England was clinched. The pair are to box on Sept. 5, at the Broadway A. C. The bout will be for twenty-five rounds at 158 pounds.

Immediately after his victory over Peter Jackson, Jim Jeffords announced his intention of fighting Gus Ruhlin. He wired this fact to the officials of the Glenoak A. C., who promptly matched him against Ruhlin. The affair will probably be held the latter part of next month.

Tim Kearns, besides his contest with Jack O'Brien on Sept. 29, has two other encounters on his list. His manager, Al. McMurray, yesterday matched him to box Martin Flaherty at Lowell on October 13. On October 15 he is to have it out with Joe Mullins at the Greenwood A. C. Both battles are for twenty rounds.

Joe Choynski and "Australian" Jimmy Ryan will figure in the three days festic carnival of the Dubuque Athletic Assocint on which begins next Tuesday. Choynski and Ryan are to box twenty rounds on the opening night. Tommy Ryan and Jack Moffatt will come together on the final night. The carnival up-to-date will cost the club upwards of $17,000 in purses.

The match between Billy Rotchford and Oscar Gardner, which was to have been decided at the Broadway A. C. on Sept. 22, has been declared off. Mike Padden is afraid that Rotchford, who has the reputation of being a foul fighter, may lose to Gardner by unfair tactics. In his place Padden has signed Martin Flaherty. They will box twenty-five rounds at 126 pounds on the same date.

Jimmie Dime, who has a good fighter in Jack Hamilton, has a grievance against the referee of the Greenwood A. C. Dime writes from Troy that Hamilton beat Dave Sullivan clearly last Saturday night. In order to convince the public that Hamilton is a champion Dime offers to match his protégé against either Sullivan or Joe Bernstein. Failing in this, Hamilton will tackle any other 124 pounder.

CHALLENGER'S SPARS IN.

THEY MAKE A PROFOUND IMPRESSION ON THE ERIE BASIN CROWD.

Taller and More Powerful Than Columbia's and Indicate a Great Spread of Sail—Plans for Keeping the Course Clear Are Well Under Way at the N. Y. Y. C.

The Shamrock looks like a yacht now. Her spars are all on board and in a few days more she will be ready to stretch her sails. The crew worked like beavers all day yesterday and by sunset had her mast stepped, her topmast set up, her bowsprit outboard and her boom slung. The size of these different spars made those who were near the basin open their eyes and the stock of the Shamrock went up a point or two. It was 7 o'clock in the morning when the Reliance, the big derrick which took the spars out of the German-American Store House on Friday afternoon, steamed into the slip in which the Shamrock was moored. As the Reliance steamed in the yacht was pushed out and the derrick took a position next to the pier. The Shamrock was moored to her port side. The crew at once went to work on the spars and very soon stripped the canvas covering off and had them ready to put on board the yacht. Then breakfast was announced and for an hour there was nothing doing.

After breakfast the men prepared to put the bowsprit in position. This spar is about forty feet in length. The slings on the Reliance were fastened to the spar and when all was ready the derrick slowly hoisted it from the deck. It was slung over to the Shamrock and placed in position. It only took a few minutes to slip it through the gammon iron and fix it in the step. The bowsprit is a wooden spar and when in place was just thirty-three feet outboard. This makes it about six feet longer than the bowsprit of the Columbia and will greatly add to the base of the forward triangle.

The next spar to be moved was the steel mast. It is called steel, but it is thought to be made of the same metal with which the hull of the yacht is constructed, which is said to be nickel steel, an alloy of steel and nickel, which is very strong and very light. The mast is a huge spar. It measured from end to end 111 feet, which is 3 feet 6 inches longer than the spar used in the Columbia, according to all reports. The slings were made fast to the mast, which was raised from the deck of the Reliance, and then the crew put on the spreader and attached the halliard blocks and the standing rigging which was to hold the spar in place when it was in position. This all took some time, and it was after 11 o'clock when the signal was given to hoist. Guys were attached to each end of the mast in order to keep it from swinging too much and to guide it into place. When it was swung over the Shamrock the crew took a pull on the lower end and gradually brought the foot over the step. At 11:30 the order was given to lower away, and very slowly it was let down. Inch by inch it slipped into the place made for it, and by noon the slings were cast off.

The mast buries 10 feet in the yacht, and there are 22 feet in the masthead. The distance from neck to hounds is 78 feet. The mast is 5 feet 9 inches in circumference and 23 inches in diameter. This is a little larger than the mast of the Columbia, and it is also a heavier spar. The spreaders are very light. They stretch 29 feet 6 inches from end to end and are strengthened around the mast by pieces of steel on the forward side of the mast. The mast is stayed by six shrouds on each side. Three shrouds on each side lead from the masthead, two from the spreaders, and one from the masthead stretches over the spreader. The topmast shrouds will also pass over the end of the spreader when that spar is set on end. Only three of the shrouds on each side were set up. The forestay was set up and reaches from the masthead to the stem.

The topmast was next taken off the Reliance and sent up but it was not set on end and is now resting on a strut at the forward side of the mast, the top reaching a few feet above the masthead. This spar is of wood and seems to be very light and thin. It is 62 feet 4 inches in length and when set on end will reach 145 feet above the water or 141 feet above the deck. When the club topsail is set the top of the sail will be about 175 feet above the water and the yacht could not pass under the Brooklyn Bridge with this piece of canvas set.

The boom was the next spar to be lifted on the yacht. The goosenock was attached to one steel band that went around the mast and the spar was then placed in a crutch. It is exactly 111 feet in length, the same length as the mast and the total distance from the tip of the bowsprit to the end of the boom is 194 feet.

This ended the work on the yacht for the day and then the crew rested. They had done a good day's work under the superintendence of Mr. Crawford, of Fairlie. The work of rigging the yacht will be continued on Monday, and it is possible that she will be able to take her first sail in American waters during the week if Capt. Hogarth so desires. The spars greatly improve the looks of the yacht and she appears every inch a racer with immense power and an enormous sail spread to drive her. Old sailors in the basin shook their heads when they noticed the size of the spars and one said "if she can carry sails on them sticks and not lose anything she will give the Columbia all the racing she wants." What excited the most comment was the size of her head rig. The mast is stepped so far back that it is eighty-two feet from the tip of the bowsprit to the forward side of the mast and the balloon jib topsail, or bowsprit spinnaker as the English call it, will be an enormous piece of canvas which will help wonderfully when reaching. The spinnaker will also be a very large sail and the Shamrock should be wonderfully fast when sailing by or off the wind. Some who noticed this large head rig thought that it would hurt when turning to windward but all connected with the yacht claim that she points high and foots fast at the same time.

Now that the Shamrock has her spars on board and some of their dimensions are known a comparison can be made with the sail spread of the Columbia. The two yachts are about the same length on the water line, 90 feet. They must not exceed that length and are probably a few inches under that length. Over all the Columbia is 3 feet longer than the Shamrock. Herreshoff has carried out the lines of the yacht to a finer ending than Fife. The Columbia has 20 feet overhang forward, a foot more than the Shamrock and she has 23 feet aft or 2 feet more than the challenging yacht. The draught of the Columbia is 19 feet 10 inches and that of the Shamrock can be set down as 22 feet; it is rather over than under this figure. At the bottom of her keel the Columbia carries 95 tons of lead. The Shamrock makes a big gain on the Columbia here. Her lead only weighs 80 tons. It is less than 25 feet long on the bottom, is 4 feet 6 inches deep at the forward end and only two feet deep at the heel. If these reports are true—and they come from a reliable source—the Shamrock carries 15 tons of lead less than the Columbia and has this lead considerably lower so that she gets stability from the depth which the lead is placed rather than from the weight itself. In beam the Columbia gains an advantage. Her beam is 24.2 feet and the Shamrock's 23.50 feet. This extra beam will tell against the Shamrock when sailing in a seaway. So much for the hull. Now for the spars.

The Columbia's mast is 107 feet 6 inches over all. It is a light steel spar, and is not so big in diameter as that of the Shamrock by 1 inch. The Shamrock's mast is 111 feet over all. There are 22 feet in the mast head on each boat, and the Shamrock's spar buries in the hull 10 feet, or 2 feet more than the Columbia's. From deck to hounds the mast of the Shamrock is 78 feet and the Columbia 77 feet. The boom of the Shamrock is 111 feet and Columbia's 109 feet 8 inches. The gaff of the Shamrock is 68 feet in length, and that of the Columbia 64 feet. The topmast of the Shamrock is 62 feet 4 inches, and that of the Columbia 64 feet. This excess of length in the Shamrock's gaff over the topmast will be penalized when Measurer Hyslop gets his tape on the two yachts. From the deck to the topmast head the Shamrock measures 145 feet and the Columbia 141 feet 6 inches.

The bowsprit of the Shamrock extends 33 feet outboard. The mast is stepped 30 feet aft of the forward end of the water line. The forward overhang is 19 feet, so that from the tip of the bowsprit on the challenger to the forward side of the mast is 82 feet. On the Columbia the bowsprit is 27 feet outboard. The mast is stepped 27 feet aft of the forward end of the water line and the overhang forward is 20 feet, so that from the tip of the bowsprit on the Columbia to the forward side of the mast is 73 feet. This shows a difference in favor of the Shamrock of 9 feet. The Shamrock's spinnaker pole is 85 feet in length and for this she will be penalized unless it is cut down before the race. The Columbia's spinnaker pole is 75 feet in length.

All these figures tend to show that the Shamrock's sail spread is larger than that of the Columbia, and if her hull is of lighter construction than the defending yacht theoretically the challenger should win. She should be a very fast boat in light weather, but the question is can she carry all this canvas in a blow. It will be seen by looking at the figures that her great gains are made on the basis of the triangle, or from the bowsprit to the end of the boom, and not so much on height. This would help her in heavy weather. The following table shows in concise form the dimensions as accurately as they have been obtainable:

	Shamrock.	Columbia.
Length over all	130 feet	133 feet
Length on the water line	90 "	90 "
Beam	23.50 "	24.2 "
Draught	22 "	19.10 "
Forward overhang	19 "	20 "
After overhang	21 "	23 "
Mast, over all	111 "	107.6 "
Mast, deck to hounds	78 "	77 "
Diameter of mast	23 inches	22 inches
Mast, below deck	10 feet	8 feet
Masthead	22 "	22 "
Boom	111 "	109.8 "
Gaff	68 "	64 "
Topmast	62.4 "	64 "
Deck to topmast head	145 "	141.6 "
Bowsprit, outboard	33 "	27 "
Mast, to end of bowsprit	82 "	73 "
Spinnaker pole	85 "	75 "
Free board, aft	4.6 "	4 "
Lead in keel	80 tons.	95 tons.

Three steamers arrived from England yesterday with men and sails, spars and rigging for Sir Thomas Lipton's yacht. The Etruria from Liverpool had on board some carpenters from Fife's yard at Fairlie who are to help fit the yacht for her races. They were transferred at once to the Nonowantoc at the Erie Basin. The St. Louis from Southampton had six sailmakers from the lofts of Thomas Batsey of Cowes. There were also on board, consigned to David Barrie, twelve bales of sails, one steel backstay runner, one gaff saddle, one throat bolt, one brass sheave, two galvanized iron sheaves, three steel and aluminum spans, two wooden spans and fore-plates. These are the way the different items appeared on the manifest, the metal the plates were made of being left blank. The Atlantic Transport Liner, Mesava, from London, had on board one mast, one topmast, one spinnaker pole, one topsail club, one club topsail sprit, two spreaders and two cases of brass and steel fittings. All these will be transferred to the Erie Basin at once and be ready for use as soon as wanted.

Sir Thomas Lipton in an interview in London on Friday stated that the first attempt at interference on the part of the excursion steamers he would abandon the race and lodge a protest. He said that Mr. Iselin as well as he would insist on the excursion steamers being kept clear of the racing yachts. A member of the New York Yacht Club was asked yesterday if there had been any correspondence on this question, and he replied that there had. He said: "Both sides are determined that there must be no obstructing the yachts during the race. It will have to be a fair race. Sir Thomas Lipton and Mr. Iselin have corresponded on the subject and both agree that they will restart a hundred times if necessary to get a clear course. In addition to this the Treasury Department, through Collector Bidwell, has decided to send four revenue cutters over the course to do patrol duty. Their authority may be only nominal, but they must be obeyed. The pilot who insists upon being refractory may find he will have trouble when he wants his license renewed. This may as well be said now as a few days before the race."

For some time the Cup Committee has been considering what it will do to keep the course clear. The yachts want at least a mile of open water around the starting line in which to manœuvre, and then, while beating to windward, the fleet of vessels that follow the racers must keep a mile on the windward side and at least half a mile to leeward. There must be plenty of room at the turning marks and when running or reaching the steamers must keep so far away that their wash will not hurt the racing yachts. Several plans have been suggested, but the one that will be decided on is not matured. It has been proposed that buoys be put down around the Sandy Hook Lightship, from which point the start will be made, and that all the excursion boats and yachts be made to keep outside that line of buoys. Rear Admiral Higginson has been in consultation with the committee on this matter. In 1889 a law was passed which gives the Secretary of the Treasury control of courses. This law reads as follows:

Amendment to section 4.487 of the revised statutes Navigation Laws, U. S. Approved May 19, 1898.

In order to provide for the safety of passengers on excursion steamers, yachts, oarsmen and all craft, whether as observers or participants taking part in the regattas, amateur or professional that may hereafter be held on navigable waters, the Secretary of the Treasury be, and he is hereby authorized and empowered in his discretion to detail revenue cutters to enforce such rules and regulations as may be adopted to insure the safety of passengers on said excursion steamers, yachts, oarsmen and all craft, whether as observers or participants taking part in such regattas.

Collector Bidwell has sent to David Barrie the representative of Sir Thomas Lipton, assurances that he will do all in his power to keep the course clear for the Cup races, and he will work with the cup committee. He says he has already notified the pilots that they must observe the rules laid down by the Cup committee. In addition to the revenue cutters several of the fastest steam yachts will be formed into a fleet to do patrol duty. These will fly a big flag to indicate what they are doing, and it is proposed that they form a line and so keep all the following fleet well away from the racing yachts. The members of the club are satisfied that Sir Thomas Lipton will have a fair race, and if he does not it will not be the fault of the club.

One club member said recently that if the steamers bothered the yachts this time the club would have to adopt harsh measures. He suggested that the club should keep the date of the contest a secret and that it should only be announced to the members of the club at the last moment and so preclude the possibility of excursion parties being made up. The idea has found favor with some members of the club but it will only be resorted to as a last measure.

Mr. Iselin is just as anxious to have a clear course as Sir Thomas Lipton. Some time ago he said: "I want to see this series of races decided on a perfectly fair basis. If there is just cause for complaint on the score of interference I will be the first to declare it and to request that the race be called off. This race must be decided on sportsmanlike principles and if any chance of suspicion arises the race must be declared off and sailed again even if it takes all the winter to determine the real winner."

Swimming.

STAMFORD, Aug. 26.—Interesting swimming races were held here this afternoon. The weather was inclined to be stormy although it did not rain, and the sea was very rough, putting fast time out of the question. The 100-yard race was won by Charles Fred Moores, who had a handicap of 12 seconds. Nomandie Murray, of New York A. C., a scratch man was second; and Harris Washburn, of Sippan Point, third. Moore's time was 1 minute, 29 seconds.

A fifty-yard race for women was won by Miss Moran, of Stamford in 1 minute. Miss May Heather, of New York, was second, and Miss Ada Podjay, third.

A one mile handicap was won in clever style by Harris Washburn in 22 minutes and 24 seconds. Sydney Wilson, of Stamford, was second, and Moran, of Stamford, was third.

ATHLETES IN RECORD FORM

NATIONAL MEET SIGNALIZED BY GRAND PERFORMANCES.

Duffey Ties the Amateur Sprinting Standard and Dick Sheldon Throws the Discus Away Beyond the Previous Mark. Kraenzlein Prominent in Several Events.

BOSTON, Aug. 26.—One world's record was broken and one equalled at the National amateur athletic games at Riverside to-day. Dick Sheldon, of the New York A. C., threw the discus 122 feet 3 5-8 inches, which is nearly four feet over the previous record. A. F. Duffy, the young sprinter from Worcester Academy, equalled Wefer's record of 9 4-5 seconds in the 100 yard dash when pushed by Stevens of Halifax in his trial heat.

Outside of these features Kraenzlein was the bright particular star of the meet. He finished a close second to Duffey in the final of the 100 yard dash in 10 seconds; was also second in the high jump with a jump of 6 feet, Baxter jumping 6 feet 1 inch, and had a walkover in the high and low hurdles and the broad jump.

John Bray forced Manvel to sprint very fast in the half-mile run, finishing second by three yards, Manvel's time for the distance being 1:58 1-5. Alexander Grant and A. L. Wright had a great race in the mile, Grant winning by four yards in 4 minutes 28 3-5 seconds. The Grant brothers, Alexander and Dick, had the five-mile run all to themselves, and made a killing race. Alexander led all the way to within 30 yards of the finish, when Dick made a game finish and caught Alexander at the tape.

Maxey Long won the one-quarter mile dash very easily in 50 4-5 seconds. The games as a whole were very high class and were witnessed by 4,000 persons. Summary:

100-Yard Dash—Won by A. F. Duffy, East Boston A. A.; A. C. Kraenzlein, N. Y. A. C., second; Frank L. Stevens, Wanderers A. C., Halifax, third. Time, 10 seconds