GOSSIP OF THE RUNNERS.

GOOD FIELD EXPECTED FOR THE BRIGHTON DERBY.

Major Daingerfield, Hyphen and Old England to Meet in the Race—Needed Stable-room at the Beach—Probable Starters and Weights for Saratoga Handicap.

The most successful meeting in point of patronage that the Brighton Beach Racing Association has ever held will end next Saturday. Then comes the sport at Saratoga for nearly a month. The meeting at Brighton will wind up with the running of the $10,000 Brighton Derby at a mile and a quarter for three-year-olds, and at this writing it looks as if a good-sized field would be drawn to the post. Gen. F. C. McLewee's Major Daingerfield, winner of the Brooklyn Derby, the Lawrence Realization and other rich stakes, is a sure starter and has already been made the favorite. He will carry 126 pounds and will probably give away from ten to fifteen pounds to all of the others. The black son of Handspring—Mon Droit pulled up lame after the Realization, but he soon walked out of it and is now as sound as a new gold dollar. The performance of S. S. Brown's Hyphen on Saturday, when he ran a mile and a sixteenth in 1:44 4-5, established a new record for the Brighton track, entitles him to a high place in the figures of the handicappers. He will take up only 111 pounds on Saturday, by virtue of a fifteen-pound allowance for not winning $1,000 this year, and if the track is fast he will probably be royally supported to defeat Major Daingerfield. Incidentally Green B. Morris's sterling pair, Old England and Homestead, will be sent to the post, the former packing 123 pounds. August Belmont's Nantor is a possible starter, and so is Frank Farrell's De Lesseps. Jere Dunn is sure to let his game filly Sun Shower run, especially in view of her exhibition of pluck in the Brighton Cup race on Saturday.

The Derby, however, will not be the sole attraction on Saturday, as the $10,000 Brighton Junior Stakes for two-year-olds at three-quarters of a mile will be decided on that day. Among the eligibles are Mizzen, Hurstbourne, Sir Voorhies, Rigodon, Proclation, Whitechapel, Palamon, Mexican, Irish Lad, Artvis, Janeway, Dauphin and others of merit. The second half of the $10,000 Produce Stakes, for two-year-old fillies at three-quarters of a mile will be run on Thursday. A high-class field is looked for in this, one of the events for the week are the Wheatley Foot Handicap for two-year-olds at five and a half furlongs to-morrow and the Step Handicap for three-year-olds and up, world at a mile and a furlong on Wednesday.

The liberality of the Brighton Beach management in giving the racing from stop to stop has added many for overnight races that are been generally appreciated by horse owners. Just why this is the case appears to be a puzzle to some people, although a logical explanation was made the other day by a well-known horseman who said to THE SUN reporter:

"If there was more and better stable room at Brighton, the Western horsemen would flock there. As a matter of fact the Eastern horses will be the mean in time of breaking up racing in the West. If they have not begun to do so already. The liberality of the Brighton management is appreciated by the thousands of men who are responsible for the accommodation of the people and of the horse owners have seemingly been confined in the way of having provided for them comfortable quarters for their horses. The fact that many owners stable at Gravesend and Sheepshead Bay, while others finding no accommodations at all are forced to make the long journey to the Brighton Beach racetrack, which owns as much land and event to the track, as common report has it, there should be no reason why more stables could not be constructed before another season. If such a move is made, I believe there will are better horses and more of them racing for Brighton's stakes and purses.

Horsemen, who were there yesterday the perfect home of Gold Heels in the Brighton Cup, and were also wondering how much longer these high-priced long-stakes races which practically end in fizzles will be continued. At present there is no way to compel an owner to run a horse in any of these events if he does not care to do so, but a suggestion has been made that a rule should be passed by the Jockey Club compelling an owner to pay a very forfeit unless he notifies the information not returning his Forfeits at least a week before the event. Up to Saturday morning the public was led to believe, for information to the contrary was not to be had, that there would be at least six or eight starters in the Brighton Cup race, including Gold Heels, Bonnibert, Herbert, Argregor and others of the kind. But when Saturday arrived it was found out that Gold Heels stood alone, his only rivals being a couple of selling platers. Naturally this was a source of bitter disappointment, not only to the racing public but also to the Brighton officials, who had done their best to induce owners to send their stars of the turf for the good of the sport. But owners, new days, are governed with selfish motives and fearful of defeat, are willing to let rich stakes events dwindle to nothing. The public supports racing liberally. If it was not for the flood of money poured into the box offices during the stakes would be out of sight. It would seem to refer, as a matter of good policy to cater to the public by providing racing that will entrance, not disgust the army of patrons who have helped to make the sport what it is.

The need of an emergency flag to be used in conjunction with the starting barrier appears to be apparent. A serious accident happened on Saturday in the last race for a barrier. It was released by an error and all but two of the field went away. The starter cried "Pull up," and was obeyed. If a larger field had been in the race, however, there might have been serious trouble. It was as Aqueduct last fall that the barrier was set up by mistake for a race of nine horses, including the favorite, ran the distance only to be ordered to run over by the stewards. At that time there was talk of an emergency recall flag. The point raised is that if a favorite should get away with a false start and pull the distance, it would not be fair to the public, which would have run over to win completely tired out. Bets of course would not be paid on the result of a false break. With an emergency flag there would be no alternative but to pull up. The releasing of the barrier, according to the rules, means a start and those left at the post have no redress. But according to starter Pettingill, a start like that is "very rare." and lets the barrier go at the same time. Mr. Fitzgerald has placed the blame for releasing the barrier by mistake upon himself, but so far there have been no serious results. Some day, however, there will be trouble unless a provision is made for just such a mistake.

J. B. Haggin expects to win the Futurity with dark horse. At Mr. Haggin's Elmendorf Farm in Kentucky Teddy Mack, a fine two-year-old colt, has shown wonderful speed in trials.

The weights for the Saratoga Handicap of the one at one mile and three-eighths have been made public. Those of the probable starters are as follows:

Blues	124	Pentecost	106
Advance Guard	120	Hyphen	104
Artfulate	119	Dixiline	104
Herbert	118	Roxano	103
Tom Candles	115	Kamara	100
Major Daingerfield	112	Carbuncle	98
Nones	110	Ethics	95
Irritable	109	Wealth	90
Beina	108	Northern Star	89
Hetoa	107	John Barleycorn	85

Brighton Beach Entries for To-day.

First Race—For two-year-olds; five furlongs.

Sovereign	112	Dark Planet	112
Mount Elsco	112	Michaelmas	112
Fresno	112	Tom Lawson	112
Embarrassment	112	Rosetint	109
Knocknagow	112	Alice Bon	109
Sender	112	Intervention	109
Damon	112	Clothe d'Or	109
President	112	Queen Boula	109
Kim	112	Iconclast	109

Second Race—Selling; one mile and a sixteenth.

Hindale	111	Past	103
Caliness	109	Bessie McCarthy	103
Loose	108	Animosity	101
Merrymaker	108	Gertrude Lodge	101
Masketo	108	Choate	99
Vesuvia	106	Frank McKee	99
Lone Fisherman	92	Golden Cottage	99
Edwin Kenton	105	Lord Badnor	97
Illum	103	Worry	91
Alsike	103		

Third Race—Highweight handicap; six furlongs.

Ben Mac Dhui	133	Isa	125
Saddlore	130	Belle of Lexington	125
Clonmel	128	Meistersinger	114
St. Finnan	127	Illum	114

Fourth Race—Handicap; one mile and a furlong.

Advance Guard	129	Par Excellence	98
Francesco	112	Bluff	97
Etalon	107	Knight	92
Chapinar	100	St. Finnan	90
Ben Mac Dhui	100	Sadie S.	87

Fifth Race—For three-year-olds and upward; six furlongs.

Candling	117	Lady Badnor	107
Locust	113	Bellflite	107
Jim Howard	112	Cheat 'Em	107
Choate	112	Illum	105
Clonmel	112	Jim Tully	103
Anecdote	112	Neither One	102
Spark	110	Cornwall	102
Maiden	110	Meistersinger	102
Songster	110	Fred Ackerman	100
Rosegnol	109	Oelawaha	99
The Pride of Surrey	109	Macha	99
Anne Grace	108	Athonia	97
Onduridis	108	Tebula	96

Sixth Race—Selling; one mile and a furlong.

Half	109	Pearl Finder	99
Black Dick	104	Justice	98
Peninsula	101	Early Eve	97
Prince Richard	102	Fair Knight	96
Dunbonnet	100	Leonid	94

GOLD HEELS OUT OF RACES.

Injury Received on Saturday Necessitates His Retiring for the Season.

Gold Heels, the horse of the year and winner of the Suburban and Brighton handicaps and Brighton Cup, has broken down and will not fulfil the remainder of his engagements this season. After his easy win in the Brighton Cup race on Saturday the great horse pulled up very lame. It was thought at the time by his trainer, Matt Allen, that this was due to a kick received in the race through Jockey Odom checking his stride in the early part of the race. Allen thought then that the injury might not be serious. An examination was made yesterday, but the exact location of the trouble could not be found, though it is still thought by the trainer that Gold Heels is simply suffering from a bruise.

After the examination Gen. McLewee and James Brady, the owners of the horse, decided that it would be better to allow the great colt a rest so that he may have every chance to recover. The horse will therefore be scratched from his future engagements, which include the Saratoga Handicap.

LARCHMONT'S BIG RACE WEEK.

Most Successful Yacht Racing in the History of the Club—The Winners.

The race week of the Larchmont Yacht Club which has just come to a close has been the most successful in the history of the club not only from a yacht racing standpoint, but as regards the patronage at the clubhouse. The attendance of members and friends was so large that the accommodations of the house were taxed to their utmost and the trustees of the club are now considering plans for the enlargement of the house which will give more bedrooms, more room on the piazza and a swimming pool in the basement. Since the Government finished the eastern breakwater the harbor has been made much better protected and the fleet of yachts at anchor off the house last week was the largest ever seen there. All the racing yachts will now go to the shipyards and haul out to clean for the cruise of the New York Yacht Club, which will begin at New London next Monday.

In addition to the regattas the Regatta Committee arranged a series of races for the best racing classes. In the series races the club offered a first and a second prize for the two leading boats in Class D of schooners, Commodore Frederick T. Adams offered first prizes for the series sailed by sloops of Classes H, I, K and racebloats and the club offered the second prizes. No yacht in Class K started in any of the regattas. In Class H there was a protest which the Regatta Committee will have to decide. The Yankee and Mineola fouled in the race sailed on Wednesday and the decision will make a difference in the standing of the two yachts. If the Mineola was at fault and is disqualified it will make the standing of points a tie between these two boats. If the Yankee was at fault then the Mineola will win the trophy. In the racebout series there is a protest against the Whistlewing, but this will not change the order of the leading boats. The standing of the yachts in these series without the protests being taken into consideration follows:

Schooners, Class D—Elmina, 22 points; Muriel, 14; Quisetta, 3.

Sloops, Class H—Mineola, 19 points; Yankee, 13; Rainbow, 9. A disqualification of the Mineola will make the standing: Mineola and Yankee 18 each. If the protest is sustained the Yankee and Rainbow will be tied for second prize.

Sloops, Class I—Westamoe, 7 points; Neola, 4.

Racebloops, Class K—Points: Hobo, 616; Whistlewing, 488; Ada, 699; Indian, 756; Samp, 212; Rogue, 140; Tomphilis, 128; Jolly Roger, 94.

During the week six regattas were sailed and there were races in eighty-three classes and for these there were 273 starters. The Nonquitt gave a first prize when two or more yachts started, a second prize when three or more started and a third prize when five or more started. The winners of prizes in the different classes follow:

Schooners, Class D—Elmina, 5 firsts, 1 seconds; Muriel, 1 first, 2 seconds.

Schooners, Class F—Miladi, 1 first.

Special Class, Sloops—Katrina, 1 first.

Sloops, Class H—Mineola, 4 firsts; Yankee, 1 first, 4 seconds; Rainbow, 1 second.

Sloops, Class I—Westamoe, 3 firsts; Neola, 1 first.

Sloops, Class L—Hiawa, 3 firsts, 2 seconds; Mira, 2 firsts; Challenger, 1 first; Dorwina, 2 seconds.

Sloops, Class M—Spasm, 2 firsts, 2 seconds; Leda, 2 firsts.

Sloops, Class N—Tern, 1 first.

Sloops, Class N—Mimosa, 2 firsts, 1 second; Alerion, 2 firsts; Marguerite, 1 first, 2 thirds.

Sloops, Class P—Chingachgook, 1 first, 2 second; Pixie, 1 first, 1 second; Snapper, 1 first, 1 third; Rochelle, 1 first; Trysta, 1 second; Oilbway, 1 third.

Sloops, Class Q—Gazabo, 2 firsts, 2 seconds; Neola, 2 firsts; Cricket, 1 first, 1 second; Montauk, 1 first.

Sloops, Class R—Neola, Cricket and Nike, 1 first each; Pilot Plan, 1 second.

Manhasset Raceboats—Lamkin, 5 firsts; Fireflu, 2 firsts; 4 seconds; Mist, 3 seconds.

New Rochelle Raceboats—Knave, 4 firsts; Ace, 1 first, 3 seconds; Caper, 1 first, 2 seconds; Dewey, 1 second.

American Yacht Club, 21 Footers—Jolly Tar, Rascal and Howdy, 2 firsts and 1 second each; The Kid, 1 third.

Ardsley One Design Class—Ping Pong, 1 first, 2 seconds; Mary Baker, Scout and Midget, 1 first each.

Catboats, Class W—Wif Waf, 1 first.

THE NEW SLOOP TRIVIA.

She Is for Harold Vanderbilt, Who Is Much Pleased With the Craft.

BRISTOL, R. I., July 27.—The new sloop yacht Trivia, built at the Herreshoff shops for Harold Vanderbilt, sailed from this port for Newport last Friday afternoon to prepare for a cruise to Bar Harbor. The Trivia is an all-round handsome looking craft, and from the showing she made in Bristol Harbor the latter part of the week, cruiser though she is, she has a measure of speed said to be equal to that of the Beverly class of 85-footers. The model is one that will attract the eye of any yachtsman, and a good feature about the boat is that she is not in the least overrigged. The stern is wide, and the bow rather full with a high freeboard. Like the new class of 30-footers she has a centreboard that houses under the cabin floor.

Young Vanderbilt was much pleased with the craft the first time he laid eyes on her in Bristol Harbor last Friday, not taking long to decide on accepting her from H. B. Herreshoff after he had looked her over. The dimensions of the Trivia are: Over-all length, 64 feet, water line, 34 feet, beam, 8 feet, and draught of 5 feet 6 inches. She has a snubbed-up bow with an after overhang nearly twice the length of the forward one.

The season so far in these waters has been somewhat remarkable for small racing crafts spinning and carrying away their masts. A number of the new ones have been at Bristol since the first of the season to fit out with new sticks, among them being the Wahtawah and Gamecock of the Beverly class of 30-footers.

The 21-footer Arethusa, owned in Buzzards Bay, is at the same shop having her keel enlarged and a change in the lead ballast.

The cruising yawl Spelmen, owned by R. M. Riddell, of Philadelphia, went into commission last Thursday after a partial reconstruction at the Herreshoffs, and sailed away on Friday afternoon to join the New York Yacht Club fleet on its cruise.

Clara Wins Fast Race From Ostend to Dover.

Special Cable Despatch to THE SUN.

LONDON, July 27.—The annual yacht race from Ostend to Dover was sailed yesterday in record time, the winner, the schooner Clara, covering the distance, seventy miles, in 4 hours 54 minutes, which is nearly an hour better than was ever done before over this course. There was a strong south-southeast wind throughout the race.

Women Sail Yachts in This Regatta.

Women manned sheet and tiller in the "ladies' day" regatta of the Williamsburg Yacht Club yesterday off the clubhouse at North Beach, L. I. The course was about ten miles in extent, a triangular route covered twice. The wind was good, blowing from the southeast. The rule provided by the Regatta Committee called for at least three women on each craft. The start was a flying one and the boats got over the line in very good order.

The excitement was tremendous as the sheets were eased off for the first leg of the journey, which was a broad reach on the starboard tack with booms to port. The second leg was a free run with eased sheets and the third a beat to the mark. The first boat to finish, the Pearl, William E. Long, owner, also made the fastest time over the course. Her sailors were Miss E. and Miss M. Long, Miss Nagle and Miss J. Weiler. The Pearl won in Class C sloops. In Class B sloops the Sorence, A. Munroe, won, and had as crew Miss E. M. Presley, Miss A. Drinker and Miss A. E. Knaffnen. On the Eagle, which won in Class D, were Miss A. H. Horton, Miss Ethel Gable and Miss L. Happy. In Class E sloops the Imp, Daniel Reynolds, won. In Class F, cabin catboats, the Ethel, G. Schwartz, was handled by Mrs. G. Harkey, Mrs. and Miss Verwert. The winners in their respective classes were the Sorence, Pearl, Eagle, Imp, Ethel, Venus and Little Dean.

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in the land that gathers the news of the world through its own agents. That's why "if you see it in THE SUN it's so."—*Adv.*

GLENMERE BOY SWEEPS ROAD.

MR. WEILAND DRIVES VETERAN TO VICTORY FIVE TIMES.

Lord Derby-Boralma Match at Hartford This Week—Local Horses Have a Good Week Away From Home—Report That E. E. Smathers Is to Manage The Abbot.

It was dull on the Speedway yesterday, only one topliner showing—Glenmere Boy, 2:14¾—and he, driven by Charles Weiland, swept the drive at least five times. He did not meet any of the pronounced stars of the road, however, as they are at the track, seaside or elsewhere for the heated term. Frank Darrien's big trotter Mosul, 2:06¾, and Thomas F. Russell's matinée winner, Princess Sprague, 2:22¼, were the best picked up by the jaunty little gray veteran, and well did he handle himself with the experienced Weiland at the lines. Princess Sprague showed 2:20 at the Empire City track one day last week but is not so good at the brush game on the road where it is one whirl from the first turn of the wheels. A newcomer, Speedway Chief, driven by George McBride, tried out the Glenmere horse, but fell short several lengths.

McBride tried Marchwood, the fast chestnut pacer so well known in Speedway circles, with Speedway Chief, but got the small end, as his horse was a little unsteady. You May, 2:23¾, with Charles Jarvis up, had Don Cesar as his opponent and won nicely. Ethel B., 2:20¼, had several trials with Glenmere Boy, Mosul, Speedway Chief and others, but Mr. Phillips having indulged her of late, she had little of her gilt-edged speed and was unreliable throughout. There were few brushes and little excitement and rarely has there been such a dearth of local interest.

On the verandas every one was discussing the match race next Saturday at Hartford between Boralma, 2:07, and Lord Derby, 2:08¾, and it is almost assured the local horses, The Abbot, 2:05¼, and The Monk, 2:07, will meet that day in a special at two in three. A great card has been arranged—a 2:09 pace at two in three, a 2:11 trot, 2:14 trot, 2:18 pace, all at two in three and for good money. No one knows how fast Lord Derby can trot a mile if he but goes steadily, he having been driven the last half at Cleveland last week in 1:00¾, while Boralma's worst was to date been an open book. Marsh sent him a trial at Cleveland in 2:08, last half :32, last quarter :30½ seconds. And it is said that he can do so will after going Monday with a fair chance for victory over the long-legged bay gelding.

The meeting of The Monk and The Abbot consummated will be the most intensely interesting event possible to schedule for metropolitan devotees. Few have yet realized that The Monk is a 2:04 trotter, yet Goers always has had the speed, and if he is driven a trial to win and not to merely accompany The Abbot a work-out mile it may be trotted in 2:04 to 2:06 and thus place him second among Village Farm-bred trotters. Should this special be arranged Goers would doubtless pilot The Abbot and Ben Walters, his regular study, do the driving behind Mr. Geraen's great trotter.

Our local horses did well away from home last week although Fred S. Wedgewood and Sphinx S. cost a lot of money and Anzetella could not get up. Fred Noble won a grand race with Martha Marshall, lowering her record to 2:08¼, and is easily the best pacer Charles Doble has had a trial at. Noble has been moving hard luck till now and his bit to victory placed all McCarthy finally won with William Kelly's Axtell mare, Betsy Tell, marking her at 2:15. Three seasons he has carried her, waiting to win without taking a fast record. Some day the same old tail, Aggie Medium, 2:12¼, will win, but not till she can take the money and yet save her records.

This week the Grand Circuit shifts to Columbus, but the Eastern match and absence of the Village Farm stars will render it rather dull, as Goers racing one, Fred S. Wedgewood. His horses have had two terrific weeks at the game and are sensational. Jacob Ruppert, question not judge, and The Hudson-Gatewood-Hibinger combination should have the meeting to themselves. In the East there will be racing at Saugus Mass., Albany, and Erie, Pa., and other points Mendota, Ill., Mount Vernon, Ind., Bay City, Mich., Mount Vernon, Ohio, and Kokomo, Ind.

It is now reported that E. E. Smathers is to manage The Abbot this season, and that he has not purchased the Fasig-Tipton Lexington track. Boralma, 2:07, worked in 2:06¼ on Friday at Cleveland, the last half in 1:00, last quarter :30, seconds. Anbidego has worked in 2:09 flat, last half in 1:02, last quarter :31 seconds. Anbidego is the wonder of the road. Marsh sent him a trial at Cleveland in 2:08¼, last half :32, last quarter :30½ seconds, and it is said that he will go