FOUL RIDING AT MORRIS PARK

GUNFIRE WINS MUNICIPAL AFTER A ROUGH JOURNEY.

Glorifier and Von Tromp Nearly Knocked Down in the Nursery, Which Is Won by Pasadena—Royelle Takes October Steeplechase—Three Favorites Win.

H. B. Duryea's Gunfire, with 6 to 1 about her, won the Municipal Handicap, at a mile and three-quarters over the hill, yesterday afternoon, while a majority of the 25,000 spectators expected to see her disqualified by the stewards for what appeared to be a clean case of fouling all the way down the stretch. But no official action was taken after Crimmins, Odom and Willie Davis had been questioned prior to a statement of the case by Patrol Judge Hall. Gunfire moved up on the outside as soon as the long run down the hill was reached. Shaw had the mount and made no attempt to keep the Hastings mare straight. As a result she crowded the others toward the rail to such a degree that it was a wonder nobody fell. Ostrich, 8 to 1, who had been the pacemaker from the very beginning of the spectacular affair, was a victim of the crowding, and so was Outcome, 5 to 1, who was making a bold bid for the leadership when the accident happened. At the wire Gunfire, under a vigorous, hard ride, won by a neck, Ostrich taking the place from Outcome a length and a half back, with The Southerner, who ruled favorite at threes, a head behind. Shorthose, backed down to 7 to 2, and Caughnawaga, the top weight, played steadily at fours, looked dangerous a furlong from home, but weakened under the weight. The race was run in 2:59¾.

Again in the Nursery Handicap, for two-year-olds, Eclipse course, there was so much rough riding and fouling that the crowd was willing to bet that Pasadena, 12 to 1, who was the winner, would be disqualified. But the stewards did not feel that there was sufficient ground for action of this kind. L. V. Bell's Glorifier, who gave weight to everything in the race, was a receding favorite, and with any kind of good racing luck would probably have won easily. But just as the field, stretched across the track on practically even terms, reached the Withers crossing, Agile, who was on the extreme outside, dashed in toward the middle of the course, bumping Belle Strome, Dandelion and Glorifier, the last coming within an ace of going to his knees. Even with this handicap Glorifier struggled gamely on, but the task was too great for him and he could not extend himself, even under the whip, to win. Meanwhile Martin had hustled Pasadena to the front and was sailing down to the wire under a fierce drive when Glorifier challenged. Pasadena then swerved over toward the rail; and just as the finish mark was reached pinched James R. Keene's Von Tromp, 15 to 1, so close to the fence that the latter almost went down, while Redfern, who was unseated, saved himself from a nasty fall by throwing his arms around the colt's neck. In the mix-up some of the spectators thought that Dandelion was third, but the official placing gave the race to Pasadena by a nose, with Glorifier finishing second, three lengths in front of Von Tromp, who beat Dandelion a half length. Redfern went before the stewards and claimed a foul against Pasadena, but nothing came of it. The time was 1:12.

A gentleman rider, Mr. Stone, made some of the professionals who rode in the October Steeplechase look rather cheap. He had the leg up on Mr Chamblet's Royelle, who closed second choice, coupled with Zinziber, at 11 to 5. With consummate skill Mr. Stone took his horse over the difficult jumps without the slightest sign of a fall and then with plenty of reserve power drove Royelle home to a sterling victory by a length and a half over Lavator, the top weight and 8 to 5 favorite. At that, Lavator would possibly have carried the day had it not been for a stumble at the second jump going through the middle of the field, which threw the crack chaser back for the loss of much ground. He took second money from Ivan, a 10 to 1 shot, by six lengths. Flying Buttress fell on the backstretch, and his rider, Mr. R. M. Taylor of Baltimore, was knocked senseless. He did not revive until he reached the paddock in the police patrol wagon.

Sir Brillar, a 7 to 5 favorite, had the first race, for all ages, seven furlongs, Withers course, at his mercy. Hildebrand kept him in hand while H. B. Duryea's Heart's Desire was making the pace for a half mile. Then Sir Brillar went to the front and galloped home an easy winner by two lengths in 1:26⅗, only half a second slower than the track record, hung up by Chuctanunda in 1901 and equalled by Stalwart last fall. James R. Keene's Israelite, 6 to 1, closed in the stretch and finished in the place, four lengths before L. V. Bell's Crown Prince, 7 to 1, with Heart's Desire three parts of a length behind.

From a field of fifteen rivals, S. S. Brown's Thirty Third, 15 to 5 favorite, won the fourth event, at five and a half furlongs, Eclipse course, without being extended. She wasi in front from the raising of the barrier, and Crimmins had a hold on her head when she won by a length and a half from Fred Calhoun's Consuelo II., 6 to 1, who in turn was three lengths before the Goughacres Stable's Delphie, a 30 to 1 shot. Bank, 5 to 1, was less than a length away. The time was 1:05.

H. T. Griffin's Canteen, 7 to 5 favorite, was the winner of the last race, for platers, at a mile. Willie Davis, after trailing with her to the stretch, had to drive her to the wire to beat Pronta, 6 to 1, who led for seven furlongs, by a length in 1:39¾. Pronta was three parts of a length before Glisten, 15 to 1, who had a similar margin over Garnish. Three favorites were successful over a fast track.

FIRST RACE.

For all ages; $1,000 added; special weights, with penalties and allowances; last seven furlongs, Withers course.

Horse and Age.	*Wt.*	*Jockey.*	*Betting.*	*Fin.*
Sir Brillar, 3	95	Hildebrand	7-5	1-2 1ᵗ
Israelite, 3	107	Redfern	6-1	2-1 2ⁿᵈ
Crown Prince, 3	107	Gannon	7-1	5-2 3ʳᵈ
Heart's Desire, 2	89	Leung	40-1	10-1 4
Memoirs, 3	104	W. Davis	16-5	6-5 5
Navajo, 2	92	Crimmins	8-1	3-1 6
Aurumaster, 3	104	Travers	40-1	10-1 7
Buckleya, 3	107	Martin	50-1	12-1 8

Time, 1:26⅗.

Fair start; won easily. Sir Brillar, ch. c., 2, by Sir Modred—Brillar; owned by R. A. Rainey; trained by E. Wright.

SECOND RACE.

October Steeplechase Handicap; for three-year-olds and upward; $1,500 added; about two miles and a half.

Horse and Age.	*Wt.*	*Jockey.*	*Betting.*	*Fin.*
*Royelle, 6	154	Mr. Stone	11-5	4-5 1ⁿᵈ
Lavator, aged	162	Finnegan	8-5	7-10 2ⁿᵈ
Ivan, aged	159	Tuckey	60-1	20-1 3ʳᵈ
Bonfire, 4	144	O'Donnell	9-2	8-5 4
*Zinziber, aged	152	Veitch	11-5	4-5 5
Cheiro, 5	147	Condon	60-1	20-1 6
Mystic Shriner, ag	145	Graham	20-1	7-1 7
Flying Buttress, 5	148	Mr. Taylor	6-1	2-1

*Chamblet entry. *Fell.

Time, 4:20¼.

Good start; won driving; Royelle, br. g., 6, by Hermence—Vis a Vis; owned by Mr. Chamblet; trained by S. Veitch.

THIRD RACE.

Nursery Handicap for two-year-olds; $3,000 added; Eclipse course.

Horse and Age.	*Wt.*	*Jockey.*	*Betting.*	*Fin.*
Pasadena, 2	108	Martin	12-1	5-1 1ⁿᵈ
Glorifier, 2	121	Gannon	13-5 even	2ⁿᵈ
Van Tromp, 2	108	Redfern	15-1	5-1 3ʳᵈ
Dandelion, 2	104	W. Davis	6-1	2-1 4
Burnt Hills, 2	112	Hildebrand	8-1	3-1 5
Agile, 2	111	O'Neill	8-1	6-5 6
Rosbourne, 2	92	Crimmins	100-1	30-1 7
Belle Strome, 2	113	Lyne	11-2	2-1 8

Time, 1:12.

Poor start; won driving; Pasadena, b. c., 2, by Ben Strome—Blue Bells; owned and trained by James McLaughlin.

FOURTH RACE.

Selling; for two-year-olds; $1,000 added; allowances; five and a half furlongs, Eclipse course.

Horse and Age.	*Wt.*	*Jockey.*	*Betting.*	*Fin.*
Thirty Third, 2	98	Crimmins	13-5 even	1ˢᵗ
Consuelo II., 2	89	Miller	6-1	2-1 2ⁿᵈ
Delphie, 2	89	Goodebtid	30-1	10-1 3ʳᵈ
Bank, 2	97	W. Davis	5-1	2-1 4
Supreme Court, 2	96	Travers	20-1	8-1 5
The Claimant, 2	106	O'Neill	4-1	8-5 6
Calugess, 2	90	Sperling	20-1	8-1 7
Blue Coat, 2	104	Hildebrand	8-1	3-1 8
Critical, 2	94	J. Callhan	20-1	8-1 9
Bert Arthur, 2	97	H. Cochran	15-1	6-1 10
Priority, 2	101	B. O'Connor	500-1	60-1 11
Prank, 2	102	H. Callahan	300-1	100-1 12
Miller's Daughter, 2	99	M'Cafferty	100-1	40-1 13
Bob Mossom, 2	100	Perry	200-1	100-1 14
Clover Hampton, 2	91	Schilling	30-1	10-1 15
Sweet Pepper, 2	108	Martin	15-1	6-1 16

Time, 1:05.

Fair start; won easily. Thirty Third, br. f., 2, by Sir Dixon—High Degree; owned by S. S. Brown; trained by R. Tucker.

FIFTH RACE.

The Municipal Handicap; for three-year-olds and upward; $2,500 added; one mile and three quarters, over the hill.

Horse and Age.	*Wt.*	*Jockey.*	*Betting.*	*Fin.*
Gunfire, 5	113	Shaw	6-1	2-1 1ⁿᵈ
Ostrich, 3	95	Crimmins	8-1	3-1 2ⁿᵈ
Outcome, 3	97	W. Davis	5-1	2-1 3ʳᵈ
Caughnawaga, 5	126	Lyne	4-1	8-5 4
Shorthose, 4	119	Odom	7-2	6-5 5
The Southerner, 3	96	Hildebrand	3-1	even 6
Carbuncle, aged	105	Redfern	10-1	4-1 7

Time, 2:59¾.

Good start; won driving; Gunfire, br. m., 5, by Hastings—Royal Gun; owned by H. B. Duryea; trained by J. W. Rogers.

SIXTH RACE.

Selling; for three-year-olds and upward; $1,000 added; allowances; the Withers mile.

Horse and Age.	*Wt.*	*Jockey.*	*Betting.*	*Fin.*
Canteen, 3	105	W. Davis	7-5	3-5 1ˢᵗ
Pronta, 5	107	Redfern	6-1	2-1 2ⁿᵈ
Glisten, 3	97	Hildebrand	15-1	6-1 3ʳᵈ
Garnish, 3	98	Sperling	12-1	5-1 4
Hatchet, 3	106	Martin	30-1	12-1 5
Ed Tierney, 3	109	O'Neill	11-5	even 6
Daisy Green, 4	105	Travers	12-1	5-1 7
Midshipman, 3	97	Crimmins	30-1	10-1 8
Reticent, 3	106	Perry	100-1	60-1 9
Locket, 5	104	Creamer	300-1	100-1 10
Briarthorpe, 3	99	H. Cochran	25-1	10-1 11
Atwood, 3	102	E. Walsh	30-1	10-1 *

*Pulled up.

Time, 1:49¼.

Good start; won driving; Canteen, br. f., 3, by Mirthful—Partridge; owned and trained by H. T. Griffin.

NASSAU BOAT CLUB REGATTA.

Keen Competition at the Annual "Ladies' Day" Fixture.

The Nassau Boat Club held its annual regatta and "ladies' day" on the Harlem River yesterday, and no more appropriate finale could be offered to the rowing season of 1904. The programme consisted of six events and in each instance the competition was keen and there was a spirit of sportsmanship rarely seen at club affairs of the kind. It is years since the Nassaus essayed a club regatta, but the oarsmen of the neighboring clubs who were present yesterday were fervent in their hope that the men with the "blue sash" would be on deck for all time with their club fixture.

The course was a half mile straightaway from a point on the Speedway to a line in front of the boathouse. The regatta was followed by a full dress reception and dance. The officials of the regatta were: Fred Vilmar, referee. John E. Nagle, starter; E. W. Seidler, timekeeper; J. F. Mulcahy and J. P. Instone, judges at the finish.

DOUBLE GIGS.

Crew 1—R. H. Stettig, bow; David A. Clary, stroke.

Crew 2—A. J. Fraser, bow; Jesse W. Powers, stroke.

Crew 3—Charles A. Schneider, bow; Stephen G. Carr, stroke.

Crew 4—William Mehrhoof, bow; F. Hyde Barbarin, stroke.

Crew 5—Charles T. Pfaffman, bow; Howard C. Nixon, stroke.

Crew 6—A. C. Wiechers, bow; William F. Quigley, stroke.

Crew 7—E. W. Stettig, bow; R. Fensterer, stroke.

Crew 8—R. Pinkham, bow; Otto H. Osenkop, Jr., stroke.

Crew 9—C. K. McGuire, bow; William P. O'Connor, stroke.

There were two heats. In the first heat Crew 1, won, with No. 4 second, the time of the winner being 2 minutes 55 seconds. The second heat was won by Crew 7, with No. 6 second, and the time was 2 minutes 43 seconds. Crew 4 did not go to the post in the final. At the crack of the pistol Crew 7 caught the water first and was in the van for a while and soon No. 6 challenged, but Crew 1 also spurted and took the lead. From that to the finish No. 1 was never in danger and won by a length from Crew 7. Crew 6 was half a length behind No. 7. Winner's time, 2 minutes 22 3-5 seconds. Time of the second crew, 2 minutes, 24 4-5 seconds.

NOVICE SINGLE SCULLS.

Simeon S. De Pew, Howard C. Nixon, T. Hyde Barbarin.

Barbarin shot ahead for the first half a dozen strokes. Then he caught a crab and lost the lead. For about a couple of hundred yards De Pew and Nixon rowed level and a little further on De Pew drew away gradually and was never headed to the finish. He beat Nixon about a length and a half, and Barbarin was in third place by a quarter of a length. Winner's time, 3 minutes 18 seconds. Nixon's time, 3 minutes 22 seconds.

JUNIOR SINGLE SCULLS.

William F. Quigley, George B. Hayward, Charles T. Pfaffman, A. C. Wiechers and Joseph Thompson.

Thompson got away with the lead, but after about a dozen strokes Wiechers drew level and the pair raced together for awhile. Then Hayward spurted and pulled abreast of Wiechers and Thompson dropped back. Haywood and Wiechers rowed blade for blade until passing under the bridge 100 yards from the line, when Haywood drew out and won by two lengths of open water. Wiechers was three lengths ahead of Quigley. Winner's time, 2 minutes 56 1-5 seconds. Time of second, 3 minutes 1 2-5 seconds.

SENIOR SINGLE SCULLS.

William Mehrhoff, A. J. Fraser and E. W. Stettig.

The trio got away on even terms, but Stettig drove in some wonderfully quick strokes and gained a slight lead after about 50 yards. A couple of hundred yards further on Mehrhoff opened his shoulders a bit and drew past Stettig. The result was never in doubt, as Mehrhoff won by two lengths and a half from Stettig, who was four lengths ahead of Fraser. Winner's time, 2 minutes 28 1-5 seconds. Stettig's time, 2 minutes 33 1-5 seconds.

FOUR OARED GIGS.

Crew No. 1—E. W. Stettig, bow; William F. Quigley 2; T. Hyde Barbarin, 3; Howard C. Nixon, stroke; H. O. Burrows, coxswain.

Crew No. 2—Otto H. Osenkof, Jr., bow; A. C. Wiechers, 2; Horace H. Reddy 3; Simeon S. De Pew, stroke; Arthur J. Gullman, coxswain.

Crew No. 3—R. H. Stettig, bow; William P. O'Connor, 2; H. S. Johnson, 3; Clarence K. McGuire, stroke; Francis D. Clark, coxswain.

Crew No. 4—William Mehrhoff, bow; Jesse W. Powers, Jr., 2; E. Desvernine, 3; John W. Moore, stroke; O. E. Anderson, coxswain.

Crew No. 5—A. J. Fraser, bow; Stephen G. Carr, 2; A. N. Wood, Jr., 3; R. Stephens, stroke; D. A. Clary, coxswain.

Crew No. 6—Lester N. Mackey, bow; R. Fensterer, 2; Frank Smith, 3; George F. Wlemann, Jr., stroke; Richard H. Pinkham, coxswain.

The six crews went away to a splendid start, but No. 6 was the first to show in front, and pulling a rattling stroke kept in the lead for 300 yards. Just then the coxswain steered badly and No. 2, seeing the mistake, put on steam and began to look for the race. Crew No. 6, however, was not to be shaken off so easily. The men got together and soon were level with No. 2. The other crews, Nos. 1, 3, 4 and 5, were only a length away and pulling about level. Two hundred yards from the line No. 6 led, but No. 2 by a supreme effort overhauled them and won by a quarter of a length. Crew No. 5 was third. Winner's time, 2 minutes 19 2-5 seconds. Time of the second crew, 2 minutes 20 seconds.

EIGHT OARED BARGES.

Crew No. 1—William Mehrhoff, bow; E. W. Stettig, 2; O. E. Anderson, 3; William B. O'Connor, 4; A. C. Wiechers, 5; Howard C. Nixon, 6; Richard H. Pinkham, 7; A. N. Wood, Jr., stroke; Francis D. Clark, coxswain.

Crew No. 2—Lester N. Mackey, bow; R. H. Stettig, 2; Charles T. Pfaffman, 3; William F. Quigley, 4; Clarence K. McGuire, 5; I. L. Carbonell, 6; F. Hyde Barbarin, 7; George F. Wlemann, Jr., stroke; Simeon S. De Pew, coxswain.

Crew No. 3—C. M. De La Vergne, bow; Richard Fensterer, 2; Otto H. Osenkop, Jr., 3; Horace H. Reddy, 4; George B. Hayward, 5; Stephen G. Carr, 6; Roderick Stephens, 7; Arthur J. Gullmann, stroke; H. V. Burrows, coxswain.

When the pistol cracked, crew No. 2 was the first to get in motion, and kept a slight advantage to the halfway mark with Nos. 1 and 3 pulling with might and main in the order named. At the three-quarter mark No. 1 pulled up on even terms with No. 2, and they rowed blade for blade until fifty yards from the finish, when No. 2 ripped in some hard work and took the lead, winning by a quarter of a length from No. 1. Crew No. 3 was third, ten feet behind Crew No. 1. Winner's time, 2 minutes 19 2-5 seconds. Time of second crew, 2 minutes 20 seconds.

Staten Island Rowing Club Four Beats Clifton Crew.

The Staten Island Rowing Club and the Clifton Boat Club rowed their annual four oared shell race for the championship of Staten Island yesterday on the Kill van Kull. The course was a mile straightaway and against a tide and rough water. When Starter Fortmeyer gave the word, the crews caught the water together, and honors were even to the half mile post, when the Staten Islands forged ahead. At the three-quarters they were leading by a length, but the Cliftons put on steam and closed on their opponents. The Cliftons could not stand the pace, however, and toward the finish the Staten Islands drew away and won by two lengths. No time taken.

Jack O'Brien Wins Another Mill.

Jack O'Brien of Philadelphia added to his bank account by defeating Tommy Burns (Noah Brusso) of Chicago in a six round bout before the Badger Athletic Club, Milwaukee, on Friday night. The bout was not as lively as expected. O'Brien held back and did not punch as hard as he might have. O'Brien had the better of the mill in every round save the fourth, and had no trouble in earning the decision.

GOSSIP OF THE RACETRACK.

TWO-YEAR-OLD MATCH RACE LOOKS A CERTAINTY.

Sysonby, Oiseau and Tradition to Meet Next Saturday—Saratoga Derby to Be Known as the Whitney Stakes in Future—Drake Loses on Ed Tierney.

Unless Carroll B. Reid advised J. G. Greener not to start his great two-year-old Oiseau, a match race in which Oiseau will meet Sysonby, the pride of the Keene stable, and Sydney Paget's Tradition, the champion filly of the year, will be formally arranged to-morrow to take place next Saturday afternoon at Morris Park. It was stated yesterday that James R. Keene had finally agreed to the suggestion of Messrs. Paget and Greener that the distance for this great race shall be seven furlongs. Mr. Keene had been holding out for three-quarters of a mile, but rather than lose a chance to match his famous Melton colt against Oiseau and Tradition he decided to accept all conditions made by the opposition.

Trainer Reid arrived at Morris Park yesterday, but he was so busy that he did not have time to talk the matter over with Mr. Greener, who is very anxious to start the Ornus colt, but has refrained from placing himself on record in the matter without first consulting Reid, who has developed the colt into one of the star two-year-olds of the year. Mr. Paget and Trainer Joyner said yesterday that Tradition is ready to race at a day's notice, and that she will surely start if the match is clinched. The Westchester Racing Association has virtually agreed to hang up $5,000 in added money, and each subscription will be $1,000. The race will be run around a turn on the Withers course. One of those directly interested said last night that the match may be regarded as a certainty and that there will be no hitch.

The directors of the Saratoga Racing Association have decided to perpetuate the name of their late president, William C. Whitney. Accordingly they have voted to change the name of the $10,000 Saratoga Derby to Whitney Stakes and announced the matter officially yesterday.

While Joe Yeager went the rounds betting on Sir Brillar other big plungers lost thousands on Memories, who was hammered down from 4 to 1 to 16 to 5.

Fred Johnson's Bonfire, who won a steeplechase on Thursday in spreadeagle style, was well backed by the public in yesterday's affair. He led right up to the last jump and then blew up.

It is not often that the Keene colors are seen in steeplechases these days, but Cheiro ran in Foxhall Keene's name yesterday.

The Nursery Handicap is an oldtime event, being run for the first time in 1866. The winners have been as follows: Ruthless, La Polka, Bonnie Lass, Remorseless, Harry Bassett, Joe Daniels, Wildidle, Rutherford, Olitipa, Patience, Leonard, Duke of Magenta, Report, Sensation, Brambaletta, Wyoming, Kinglike, Himalaya, Hopeful, Dew Drop, Firenze, Fordham, Stately, King Eric, Nellie Bly, Yorkville, Belle Runyon, Patrician, Brandywine, Ben Brush, Celoso, Plaudit, Ethelbert, King's Courier, Bellario, King Hanover, Eugenia Burch and Race King.

H. Egbert has been appointed handicapper of the California Jockey Club.

Previous winners of the Municipal Handicap were Henry of Navarre, Sir Walter, Ben Holladay (three times), Ethelbert, Latson, Advance Guard and Major Daingerfield. The last named holds the record for the race, 2:57.

There was a wild plunge on Ed Tierney in the last race. The clockers said that it was one of the best things of the year, and a load of money served to knock the figures down from 4 to 1 to 11 to 5, John A. Drake being among those who fell for the colt, it was said. But O'Neill could not finish better than sixth with him.

R. A. Rainey and his Western friends cleaned up nicely with Sir Brillar, and with Pronta, who was backed across the board in the last race.

Robert Pinkerton sailed for Europe on the Campania yesterday. He needs a rest and takes the sea voyage on the advice of his physician. William Pinkerton went along, too.

Although August Belmont and James R. Keene are named as stewards of the meeting at Westchester, neither was in the stand all the afternoon. H. K. Knapp and W. S. Vosburgh officiated in their absence.

James McLaughlin has the distinction of training the last three winners of the Nursery Handicap, Eugenia Burch, Race King and Pasadena.

Pittsburg Phil played Consuelo II. all three ways in the fourth event. Bob Tucker had $5,000 on Thirty Third, the winner. Pittsburg Phil also played Gunfire for a good bet, it was said. The wise men of the paddock went to Shorthose in a body, but as usual the Atheling colt disappointed them. Mattie Corbett and his followers were burned up by The Southerner.

PAGET WINS THE MATCH RACE,

But Tom Williams's Horse Bolts at the Start.

In the presence of a handful of horsemen Sydney Paget and Thomas H. Williams, president of the California Jockey Club, decided their much talked of match race at Morris Park yesterday morning at half past 11 o'clock. While Mr. Paget, mounted on his two-year-old Ralbert, by Albert—Emily R., won by twenty lengths over the three furlong course in 38 seconds, the contest was farcical inasmuch as Mr. Williams's horse, the four-year-old maiden Frank L. Perley, by Himyar—Ida Pickwick, bolted as Mars Cassidy gave the signal to go and never had a fair chance.

According to the conditions of the race Mr. Paget won not only $2,000 of Mr. Williams's money in the shape of a side wager, but also took the latter's horse, the Californian having an option of thirty days in which to buy him back for $1,000.

Mr. Paget rode in full jockey regalia, but his rival was content with putting elastic bands around the bottom of his trousers and getting astride of his horse in shirt sleeves. While it was rumored that $30,000 was wagered on the result of the race, about one-tenth of this amount would be nearer the correct figures. The match was the outcome of a friendly argument at luncheon recently, in which Mr. Williams contended that a four-year-old that had never raced was the superior of a horse that had been overworked in his two-year-old form. P. J. Dwyer, who was present at the time, suggested a race, and both sides agreed. Mr. Williams gave a dinner to Mr. Paget and his friends in the clubhouse after the race.

The McGovern-Hanlon Fight.

A special train over the Pennsylvania Railroad has been chartered to carry the local sports to witness the six round bout between Terry McGovern and Eddie Hanlon, which is to be decided before the Industrial A. C., Philadelphia, to-morrow night. Joe Humphreys will have charge of the train, and from present indications a large crowd will go over to see the mill. The train will leave Cortlandt street ferry at 7:30 o'clock Monday night and bring the sports to Philadelphia in time to see the main contest.

Yachting Notes.

Two new boats have been ordered by the members of the Atlantic Yacht Club for next year's racing. One is to be built from designs by Henry J. Gielow and the other from designs by Charles D. Mower. Both boats are to race in class Q and the Mower boat is for W. H. Childs, who owns the Maydie. These two boats will compete for the Havens Challenge Cup, and the races next season promise to be even more interesting than those sailed during the season just closed. This cup is to become the property of the owner of the yacht that wins it three times. The record to date is Bobtail, two wins; Red Wing, Era and Lizana, one win each.

Charles W. Lee of the New York Yacht Club is having a cruising power launch built at Jacob's City Island Yard from designs by Henry J. Gielow. This boat is to be 50 feet over all, 53 feet on the water line, 10 feet 6 inches beam and 3 feet 9 inches draught. She is to be fitted with a 25 horse-power. Standard engine and will make 10½ miles an hour.

The Royal Canadian Yacht Club has offered a prize of $1,500 to induce yachtsmen to build boats to compete in the trials that are to be held to select the challenger for the Canada Cup.

Mayor George Grime of Fall River has purchased the auxiliary yawl Marguerite from D. A. Richardson, Hartford, Conn., through the agency of Stanley M. Seaman, New York. She is 45 feet over all, 31 feet water line, 14 feet beam, 4 feet draught, was built in 1902 by Higgins & Gifford, Gloucester, from designs of W. Starling Burgess. Extensive alterations will be made in her for next season.

TUXEDO HORSE SHOW.

William Pierson Hamilton Takes Two Championship Events.

TUXEDO PARK, Oct. 8.—The second day of the annual horse show held by the Tuxedo Park Horse Show Association was favored with delightful autumn weather, which attracted a very large crowd of well known society people, who came from New York on a special train. Special interest was taken in the ladies' pairs appointment class, which was won by Mrs. Jules Vatable's pair, driven by Miss Tilford, Mrs. Harris Fahnestock's pair taking the red.

In the afternoon a larger crowd had assembled than in the morning, and the championship classes in saddle singles and pairs were decided, in which William Pierson Hamilton came in for a majority of the blues, taking first prize both in single and pairs.

Among the distinguished visitors at the show were: Senator Thomas C. Platt, who occupied a box as guest of Mr. and Mrs. Robert C. Morris, Mr. and Mrs. E. H. Harriman, Robert L. Gerry and Senator Depew, Baron de Morogues, J. Hopkins Smith and all the Tuxedo colonists. Following are the awards:

Class 23—Children's saddle ponies, 14.2 or under, ridden by children not over 15 years old—Won by Warren D. Robbin's Dutchess; Miss Katherine Tilford's Carrie, second; Miss Janet Robb's Rufus, third.

Class 9—Combination horse, not under 14.3 hands—Won by John W. Minturn's Best Girl; Frank B. Keech's Musette, second; W. M. N. Rodewald's Sweet Marie, third.

Class 19—Single trotters shown to wagon—Won by William Robbin's b. s. Stamboul Beauty by Stamboul; Samuel Spencer's b. m. Katherine, second.

Class 20—Saddle horse, 15.2 hands or over—Won by Miss Cornelia Harriman's Hats Off; John W. Minturn's Best Girl, second; F. B. Keech's Musette, third.

Class 31—Ladies' pairs and carriage, lady to drive—Won by Mrs. Jules J. Vatable's Folette and Watchim, driven by Miss Tilford; Harris Fahnestock's Bayard and Roland, driven by Mrs. Fahnestock, second; Mrs. W. M. V. Hoffman's Paul and Snapshot, driven by Miss Stoddard, third.

Class 3—Single horses in harness—Won by Richard Trimble's Yellow Label; W. M. V. Hoffman's Bonnie Style, second; Miss Alexander's Magic, third.

Class 11—Tandems, over 14.2 hands—Won by W. M. V. Hoffman's Breeze and Champagne; Mrs. Henry S. Redmond's Rainbow and Adonis, second; Mrs. Jules J. Vatable's Folette and Watchim, third.

Class 18—Speed competition, trotters, mile dash—Won by Robert Johnson's Eclipse; J. B. Finch's Modern Lord, second; L. L. Gillette's Dr. Bill, third.

Class 37—Local pairs, 15 hands or over—Won by W. M. V. Hoffman's Paul and Snapshot; Mrs. Jules J. Vatable's Watchim and Folette, second; F. B. Keech's Musette and Piquette, third.

Class 27—Ladies' hunters, ridden by ladies—Won by Miss Cornelia Harriman's Medina; Miss Mary Harriman's Columbine, second.

Class 5—Pairs 15.2 hands or over—Won by William Pierson Hamilton's Barrow and Walleye; Mrs. C. B. Alxander's Chester and Peacock, second; F. B. Keech's Musette and Piquette, third.

Class 35—Single runabout—Won by Richard Trimble's Yellow Label; Miss Harriet Alexander's Magic, second; J. Henry Smith's Elsie, third.

Class 11—Fours—Won by W. M. V. Hoffman's four; Mrs. Henry S. Redmond's four, second; Harris Fahenstock's four, third.

Class 4—Singles in harness, championship—Won by William Pierson Hamilton's br. g., Walleye; W. M. V. Hoffman's Snapshot, second.

Class 24—Saddle horse, championship—Won by Miss Cornelia Harriman s b. g., Hats Off; John W. Minturn s Best Girl, second.

Class 7—Pairs, championship—Won by William Pierson Hamilton's Walleye and Barrow; W. M. V. Hoffman's Snapshot and Paul, second.

Class 14—Tandems, neither pony over 14.2—Won by the Misses Harriman's Peggy and Lulu; W. D. Robbin's Countess and Dutchess, second.

KID CARTER WHIPPED.

Police Save Game Brooklyn Fighter From a Clean Knock-out at Philadelphia.

Kid Carter of Brooklyn, who was compelled to retire from the ring some time ago through illness, returned to the arena again on Friday night at Philadelphia. There he met Jack Williams, the crack Philadelphia middleweight, in a six round bout at the Manhattan A. C. Carter had a good chance to show what he could do, but he was found wanting and was easily whipped. In fact, he was in such a bad way that the police were compelled to step in in the third round and stop hostilities. Williams was in his usual good shape and immediately started out to annihilate Carter. The Kid showed flashes of his old time form, but lacked strength. Williams, in the opening round, staggered Carter with the right, and a couple of more punches in the body had Carter very weak. It was easily seen that the Kid was all in, for he started in to bleed in the second and was floundering all over the ring. Here Carter's wonderful stamina asserted itself, and although Williams reached his jaw often, he refused to go down. But Carter's finish was in sight in the third. He went to the floor twice. The last time he tried to arise, the authorities called a halt and ended the go. Carter was a sight, and when he left the ring he was cheered. But it was evident that his days of usefulness as a pugilist are about over.

Aurelia Herrera Whips Kid Tracey of Butte.

One of the best bouts decided in Helena, Mon., for the time it lasted, took place on Friday night. The principals were Aurelia Herrera, the hard hitting "Mexican," and Kid Tracey of Butte. They were to have fought twenty rounds, but Tracey was clearly out of it by the time the fifth round arrived. Herrera easily outclassed Tracey from the beginning. The latter simply served as a punching bag for Herrera, who hit him when and where he liked.

Herrera began to gauge his rival in the second. He knocked him down and kept on doing so until the fifth round, when Tracey, badly punished and having no chance to win, began to stagger all over the ring. Tracey's seconds threw up the sponge. Herrera did not receive a scratch during the entire struggle.

NOTES OF THE TRADE.

What's Going On in Automobile Circles.

The rapid and enormous development of industry and commerce at the close of the nineteenth century has given rise to inventions and appliances of which our forefathers never dreamed. Whereas formerly the value of individual labor was not very highly estimated, the business man of the twentieth century who wishes to see his efforts crowned with success must make the greatest exertions to reach his goal. In particular, every expense which is connected with the carrying on of a large business must be carefully watched and controlled. Without any reflection on the working classes, it has proved itself that the more exact the supervision the greater the performance of the individual. The well known time clocks have trained the workman to great punctuality, and the employee himself takes great pride that his time card shows no late marks. The Velograph renders possible for the employer a reliable, graphic control of the men employed with vans outside his premises, and he is in a position to overlook their movements just as accurately as those of his indoor staff.

The Velograph consists of (1) clockwork in a wrought iron casing; (2) clamping frame; (3) flexible transmitter; (4) pinion with bracket; (5) two screw clamps for above; (6) hub ring with spiral; (7) 100 recording discs. Certain prescribed rules must be followed for fixing the instrument. The disc is subdivided into hours and minutes, corresponding exactly to a clock dial, and it is easy to read off the time taken to cover a given distance, together with the stoppages; and any irregularity in the day's work, such as driving too fast or too slow or prolonged stoppage, is immediately apparent. The Velograph is of particular importance in its application to automobile carriages, as every manufacturer of automobiles can furnish an indisputable testimonial as to the performance of his machines. Mr. Miller has some very interesting illustrations and data regarding the Velograph which are well worth knowing.

A chain is as strong as its weakest link. An automobile is no stronger than its weakest part. Manufacturing a good car is not only a matter of brain, but of conscience as well. C. C. Worthington thinks so well of the Worthington Meteor that he calls it such. This carries considerable weight when one takes into consideration how long this same Worthington had been identified with the mechanical world. The pump that bears his name was invented by him and is known over the world. Incorporated in the Meteor will be found whatever is best in American and foreign automobile practice. It possesses every mechanical feature which is found in higher priced cars. It is bevel gear driven with direct drive on high speed and has mechanically operated inlet and exhaust valves.

The Columbia 35-40 horse-power touring car which started from Chicago to New York at 2 P. M. Tuesday, accomplished the purpose for which it set out in a handsome manner, adding new laurels to those already held by the Electric Vehicle Company of Hartford. The car chopped 18 hours and 58 minutes off the best previous record, and the record bids fair to stand some little time.

Adolf Morris, general manger of the Manhattan Storage Company, had a few interesting remarks to make regarding the bringing the automobile within the reach of persons of moderate means. The Manhattan Storage Company, with their big warerooms at 254-340 West Forty-fourth street, have done much to bring the automobile within the reach of persons of moderate means. Their large sales are due to low prices.

HORSES AND CARRIAGES. HORSES AND CARRIAGES.

THE GREAT

WHITNEY SALE

TO-MORROW EVENING

AT

MADISON SQUARE GARDEN,

Beginning at Eight.

Hamburg. Meddler

And 90 Other Thoroughbreds.

FASIG-TIPTON CO.,

Madison Square Garden, New York.

WM. EASTON, AUCTIONEER.

R. H. MACY & CO.,

B'way at 6th ave. 34th to 35th st.

For the Horseman or Automobilist

Typical Macy Economies.
5th Floor.

Our aim in establishing this Harness store was to give faultless qualities in Riding and Driving Requisites for less money than others ask. The fact that we sell for cash, never pay commissions and never give discounts, makes it quite easy for us to undersell all other stores that owe their existence to commissions, discounts and credit systems. Proof a-plenty:

Men's Riding Saddles, complete with stirrups, leathers and girths, $8.12, $11.49, $16.61 up to $46.68.
Polo Saddles, complete, $32.64, $38.99 and up to $44.46.
Women's Saddles, $12.17, $13.84, $20.28 and up to $99.24.
Single Rein Bridles, complete, $1.98, $3.96, $4.96 and up to $9.96.
Riding Whips, 33c.,