FINAL STRIDES AT SARATOGA.

PRESENT MEETING IS A FINANCIAL SUCCESS AFTER ALL.

Local Tracks Will Continue the $3 Tariff, Though Jamaica and Aqueduct Have Not Yet Announced Their Plans—No Scandal Policy Exploded—Entries.

SARATOGA, Aug. 20.—While there are only a few more days left, interest in the present race meeting will probably continue at concert pitch to the end, when stakes are pulled up next Thursday and the move to Sheepshead Bay will begin in earnest. That the Saratoga Racing Association will make money after all can be stated without fear of contradiction. The attendance has been extraordinarily good, especially on Saturdays, while the revenue from the bookmakers in the shape of toll for information has helped materially. Before the meeting began and prior to the new arrangement with the bookmakers it was generally believed that the Saratoga Racing Association would sustain a loss, particularly for the reason that it would have to dig deep into the pocket to guarantee some of the most valuable stakes, but the unexpected prosperity has changed the complexion of affairs so completely that there is a feeling of intense satisfaction on the part of the stockholders.

But it is practically certain, nevertheless, that next year will see a reduction in the value of some of the most important stakes. The $50,000 Great Republic Stakes will not be renewed. That is certain. It was not worth such an outlay in either running, judging from the fields that went to the front. A reduction of the added money to several rich stakes, therefore, can be looked for, but the purses in the overnight events will doubtless retain the same.

As far as the new revenue from the books is concerned, it is safe to say that it will be placed in effect at all Jockey Club tracks. John Cavanagh, it is believed, has secured the special information privilege from all of the racing associations at a certain figure, so that the books will be asked to pay the same toll, $12 a day, at all tracks in future. If there should be a desire to raise this tariff there could be no logical objection, it would seem, for if it is legal to buy information from Cavanagh at $2 a race, there is nothing illegal in a charge of $5 or even $10 a race. But the old plan of buying $57 worth of badges each day for the privilege of entering the track to make book can never be revived, according to men of high legal status who have carefully looked into the matter.

That the local tracks will stick to the $3 admission tariff for the rest of the year, at least, is a generally accepted idea. It is the rate to be charged by the Coney Island Jockey Club beginning at Sheepshead Bay next Saturday, and it is understood that Gravesend, Brighton and Belmont Park will follow suit. While the Jamaica and Aqueduct tracks have not made known their plans as yet, it is believed that they will be in line, too, unless they feel that the present ring revenue will warrant a reduction to the old prices. The Jamaica track is at a particular disadvantage in this respect, for the reason that the field enclosure can accommodate probably more spectators than at any of the other New York tracks. The field stand is as large as the one at Belmont Park and is so situated that a splendid view of the races can be had. At $1 a head the Jamaica field stand therefore would be played off the boards to the detriment of the grand stand enclosure, and because of that it is said that the Metropolitan Jockey Club has been seriously thinking of throwing the entire track open to the public at a general rate of $2. The Aqueduct track has no field stand, so that the public cannot dodge a $3 tariff if it is charged.

The fact that several jockeys have been investigated here recently, with the end not yet, and that there has been much criticism of the practise of riders openly conferring with noted bookmakers and plungers in the paddock, has brought to light some of the suspicons that have been prevalent for a long time. It was during the Hickston meeting that two well known jockeys were accused in certain quarters of pulling horses, but no official action was taken because of a lack of conclusive evidence of wrongdoing.

A year ago one of these operators attracted much attention by his repeated conferences with jockeys in the paddock. He seemed to have something to say to all of the best known riders, and while there was no proof that there was anything wrong, it did not look well on the surface. Now the practise is attracting attention again, and it will not be at all surprising if the turf authorities another year put a stop to it by confining the jockeys to a special enclosure all the afternoon, except when it is time for them to climb into the saddle. Just why a leading bookmaker or a well known plunger should be permitted to talk with the jockeys before each race does not seem clear, particularly when the public is never let into the secrets, if there are any. The policy of "no scandal" has been exploded, and the sooner the turf authorities take the bull by the horns the better it will be for racing.

The failure of Sysonby and Artful to meet in the Saratoga Cup was a great disappointment. Sysonby was declared out of the event just at a time when it was thought that he had a royal chance to win it, while Artful scratched at the eleventh hour, after it has been positively announced several days before that she would not start at all. If these stars are to meet at all this year it will probably be in the Annual Champion, two miles and a quarter, to be run at Sheepshead Bay on Sept. 9. Sysonby's only other engagement at the Bay is the Century, one mile and a half, upon which it would seem that he has a mortgage. Artful is much more heavily engaged at the Bay, being eligible for the Fall Handicap, the Flying Handicap, the Dolphin Stakes, the Twin City Handicap, the Reapers, the Ocean Handicap, the September Stakes, the Flight Stakes, the Commium Handicap and the Annual Champion.

On Tuesday the $5,000 Saranac Handicap, for three-year-olds, one mile and a furlong, will be run. James B. Brady's Oiseau and Waterlight are both eligible, together with James R. Keene's Wild Mint, H. P. Whitney's Tanya, Sydney Paget's Cairngorm and Tradition, E. W. Jewett's Bedouin, Andrew Miller's Incantation and August Belmont's Blandy. On Wednesday the Adirondack Handicap, of $5,000, for two-year-olds, six furlongs, will be run. A great race would result if such eligibles as Burgomaster, First Water, George C. Bennett, Yankee Consul, Woolwich, Tangle, Voorhees, Oaklawn, Security, Israfel, Ironsides, Gallavant and Fearbyn could go to the post. As a wind up on Thursday the Champlain Handicap, at a mile and a furlong, ought to prove a feature with the field to be drawn from Lord of the Vale, Baldame, Ort Wells, Bedouin, Alan-a-Dale, Cairngorm, Molly Brant, Burleigh and Tanya.

The Sanford stable will be seen at the local tracks the rest of the season. At the Bay Mohawk II., in addition to being a starter in the Futurity, is also engaged in the Flatbush and the Waldorf Stakes. Caughnawaga's only engagement is the Twin City Handicap, while Molly Brant will be raced exclusively in overnight events.

To-morrow's card is a good one. The feature is the Amsterdam Selling Stakes, three-year-olds and upward, one mile, with Glenecho, Jacquin, Burleigh and St. Valentine possibly the best. In the handicap at a mile and a furlong Sonoma Belle, Oarsman, Red News and Monsieur Beaucaire may prove the factors. The first race is a seven furlong sprint for platers, in which King Pepper, Druid, By Ways and New Mown Hay may go well.

In the steeplechase Ruth's Rattler will be played to win from such jumpers as Woden, Cardigan and Knight of Harlem. James R. Keene's Kuroki must handle top weight in the handicap for two-year-olds, six furlongs, with Valagal, Veronese, Masterson and Speedway to beat. Maiden two-year-olds will run in the last race, five and a half furlongs, with Remington, Mintia and Dave Lewis having the best chances. The entries follow:

First Race—Selling; seven furlongs:

Elliott	127	By Ways	105
New Mown Hay	118	King Pepper	105
Col. White	114	Druid	104
The Musketeer	111	Flammula	101
Gay Lothario	111	Antimony	99
Old England	108	Good-Bye	97
Moorish Dance	106	Brilliant	94

Second Race—Steeplechase handicap; the short course:

Charswind	155	New York	140
Cardigan	150	Follow On	140
Ruth's Rattler	147	Knight of Harlem	138
Woden	147	George Keene	133
Valley Forge	147	Decimo	130

Third Race—Handicap; two-year-olds; six furlongs:

Kuroki	122	Masterson	114
Velours	116	Lady Navarre	113
Anodyne	115	Valagal	111
Speedway	115	College Girl	109
Sidney F	114	Veronese	106

Fourth Race—The Amsterdam; selling; one mile:

Judge Himes	109	Jacquin	99
St. Valentine	109	Canteen	98
Burleigh	107	Right Royal	97
Glenecho	107	Fustian	96
Norbury	104	The Gleam	94
Old England	101	D'Arkle	91
Fleur de Marie	90	Blucher	89

Fifth Race—Handicap; one mile and an eighth:

Monsieur Beaucaire	120	Humma	102
Red News	120	Judge Himes	100
Oarsman	115	New Mown Hay	97
Eugenia Burch	109	Workman	95
Von Tromp	107	Sonoma Belle	95
Tyron	106	Caronal	90
Wire In	105		

Sixth Race—Selling; for two-year-old maidens; five and a half furlongs:

Sir Caruthers	107	Genlian	100
High Brush	107	Merry Go Round	99
Remington	107	Cat's Eye	99
Winifred A	106	Paloro	98
Dave Lewis	105	Suds	97
Turkey Foot	104	Mintia	97
Top Sail	104	R. U. Arn	97
Greenland	102	Ingleside	97
Tavannes	102	Annie Oakley	94
Edward Russell	102		

JAMES SHEVLIN TROTS FAST.

Beats Sprightly on the Speedway—Itan a Newcomer on the Drive.

Cool weather served to bring a good sized crowd of spectators to Speedway Park yesterday morning. It also served to work marked changes in the speed of many of the horses, and some that had figured as prominent winners when the temperature was high dropped back in the beaten division.

James Shevlin, 2:13¼, a former star of the Grand Circuit and winner of many hard fought Speedway contests, won the fastest trotting brush of the morning. His competitor was the bay trotter Sprightly, ably handled by C. H. Lott. Sprightly had been carrying everything before him when he was sent to tackle the Baron Wilkes trotter. It was a pretty race from start to finish, with the horses scarcely more than heads apart until the final rally. Then James Shevlin seemed to have a trifle in reserve and won by three parts of a length.

Sprightly opened the morning's sport with an easy win over George Westerfelt's bay trotter Little Mike and L. E. Levy's chestnut pacer Barillia. The latter finished on a break. Later Sprightly met his former competitor, Gracie Pandit, 2:24¼, with the trainer, Rue Clark up. After the two horses had trotted like a team almost to the finish, Sprightly drew ahead, only to lose his balance and finish on run. In the second brush Sprightly got away with all sails set, and he made the pace so fast that near the end of the iron railing Gracie Pandit was taken in hand.

W. W. Cochrane introduced a new candidate for honors in the chestnut trotter Itan, a four cornered, slashing gaited fellow that bids fair to make his mark In a keen brush with James Shevlin, Itan finished in front. The newcomer also won a number of easy brushes from horses that he outclassed.

Col. Greene's big chestnut pacer Cobre Grande, with the trainer, George Klotzbach at the reins, won several easy victories. None of the topnotch pacers was sent to tackle the standard bearer of the Greene stable. The best competitor Cobre Grande met was the chestnut pacer Better Luck, driven by F. W. Heinzer. It was a good race to the end of the iron railing, and then Better Luck jumped from his stride. Later Better Luck showed how good he was by defeating L. E. Levy's pacer Barillia.

W. J. Kenney's trotter Bonnie Betsy, 2:20¼, had about an even break on the morning's sport. She beat Patrick Ryan's chestnut trotter Alice A. once, with the same owner's team, Rita E., 2:15¼, and Auckland well up. In a return brush Alice A. won decisively. Bonnie Betsy won a good brush from Barillia.

As usual, the pacing division furnished a full quota of sport. Christopher Hackett's King Tom, 2:19¼, and George Huber's Harry Yan, 2:21, had a series of brushes. King Tom won the first in a ding dong drive. The second went to Harry Yan easily after King Tom had made a losing break. F. W. Heinzer sent Better Luck to make the next brush three cornered, but he finished last on a break. King Tom beat Harry Yan in a pretty finish.

LAWSON WINS CIRCUIT RACE.

New York A. C. Team Scores in Amateur Cycling Events.

Though overcoats were quite comfortable, 5,000 persons turned out to witness the cycle races last Saturday night at the Vailsburg track in Newark and were rewarded by witnessing some closely contested events. The feature race was a quarter mile N. C. A. circuit championship, in which the winners received points in the season's championship table in addition to the regular money prizes. This event went to Iver Lawson after a hard struggle with Fenn, Kramer being shut out in his semi-final heat. The New York Athletic Club team managed to gather in the lion's share of the amateur prizes, even though Fred Ernst did not compete.

Fenn, Root, Lee and Krebs lined up for the first semi-final of the circuit race. Krebs got going quickly and finished first, more than a length ahead of Fenn. Lawson, Kramer, Dorlon and John Bedell were the starters in the other semi-final. Dorlon was the quickest starter and took the pole, followed by Lawson and John Bedell, with the American champion in the rear. As the last eighth mile was begun Kramer was still last and was hemmed in on the pole. Lawson passed Dorlon in the straight and was first by nearly a length. Dorlon and John Bedell bumped into each other near the tape and Bedell finished next to Lawson, a foot ahead of the Coney Islander.

This left Lawson, Krebs, Fenn and John Bedell for the deciding heat. "Herr Krebs," as Announce Burns put it, was on the pole, and Lawson was next to him. In his frantic efforts to make a quick start "Herr Krebs" ran off onto the grass, and though he was soon back on the track, he had to be content with fourth place. Fenn secured the lead, Lawson and Bedell being content to trail. Lawson began to sprint just before the home stretch was reached, and so did Bedell. Fenn did his best to keep his advantage, and the trio swept toward the tape like a three-horse team. Lawson was the fastest and defeated Fenn by six inches, Bedell being half a length behind. Before the race Krebs had dismounted he began a breathless protest to Referee Merrihew, declaring that Lawson had pushed him off the track. His Weberfieldian eloquence went for naught, and he walked to his quarters uttering dire threats against that "Lawson veller."

Kramer, Fenn and Lawson started from scratch in the two mile handicap, with fifteen others strung out to the limit of 240 yards. McFarland had 150 yards, and he caught the limit bunch quickly. Fogler, 90 yards, and Root, 60 yards, overtook the leaders in the fifth lap. Fogler started a long sprint three-eighths of a mile from the end and Root tagged on behind. Root defeated his weary pacemaker by half a length, the pair being yards ahead of the others. Fenn and Kramer had an interesting struggle for third place, Fenn getting it by a foot.

The ten mile open amateur had twenty-four starters, of whom ten were left for the last mile. The three Mercury Foot representatives kept near the front and finished one, two, three, Sherwood coming from a precht by half a length. Sherwood fell in his heat of the amateur handicap, but Ruppprecht took the final from scratch by two open lengths. The summaries:

Quarter Mile Novice—Won by T. J. Gough, Brooklyn; W. McConnell, South Jamesport, second; George T. Jerome, New York, third. Time, 34 1-5 seconds.

Half Mile Handicap, Amateur—Won by Edward Ruppprecht, N. Y. A. C., scratch; L. J. Wentz, Brooklyn, 35 yards, second; A. Schwenke, New York, 35 yards, third; Teddy Billington, National A. C., 15 yards, fourth. Time, 1 minute.

Ten Mile Open, Amateur—Won by C. A. Sherwood, N. Y. A. C.; Edward Ruppprecht, N. Y. A. C., second; Charles Franks, N. Y. A. C., third; A. Schwenke, New York, fourth. Time, 24 minutes 38 2-5 seconds. Lap prize winner, L. J. Wentz.

Quarter Mile N. C. A. Circuit Championship, Professional—Won by Iver Lawson, Salt Lake City; W. S. Fenn, Bristol, second; John Bedell, Lynbrook, third; Floyd Krebs, Newark, fourth. Time, 31 seconds.

Two Mile Handicap, Professional—Won by E. P. Root, Boston, 60 yards; Joe Fogler, Brooklyn, 90 yards, second; W. S. Fenn, Bristol, scratch, third; Frank L. Kramer, East Orange, scratch, fourth. Time, 4 minutes 7 3-5 seconds. Lap prize winners—Glasson, 3; Fogler, Lee, Loder and King, 1 each.

MOTOR CYCLE CHAMPIONSHIPS.

Hoyt and Derosier Capture the Honors but Fail to Break Records.

BOSTON, Aug. 20.—The postponed championship races of the American Federation of Motor Cyclists were held at Charles River Park yesterday afternoon in the presence of a large crowd of enthusiasts. The best time of the afternoon for the mile was made by Fred C. Hoyt of this city, who covered the distance in 56 2-5 seconds in an effort to lower the record of 55 2-5 made by Albert Champion several years ago. The high wind was what prevented Hoyt from smashing the Frenchman's time. The best mile made in competition was that of Jake Derosier in the mile championship when he made the distance in 58 4-5 seconds, but this was not allowed to stand, as it was made from a flying start, the rules calling for a standing start.

The mistake was discovered after Derosier had finished the race, and when it was run over again Hoyt captured it. Hoyt also won the two mile and five mile championships. Derosier won the half mile and ten mile championships.

Horse Fair and Races Postponed.

After carefully considering the matter of dates, the Horse Fair Association has decided to postpone the fair and race meet scheduled to begin to-day until Oct. 9 to 14. Several reasons entered into the decision to make a change of dates. Many owners who desired to be exhibitors were absent from the city, and many persons who would patronize the show if in the city are still absent on their summer vacations. Besides, the Jockey Club had given no answer as to the sanction of the meeting, and the Horse Fair Association had no desire to antagonize any interests. For these reasons the later dates were considered more suitable.

READY FOR THE OCEAN RACE.

FIVE SCHOONERS WILL START FROM MARBLEHEAD.

F. F. Brewster's Elmina Will Represent New York Y. C. in 537 Mile Journey to Halifax—Black Hawk Will Fly Boston Flag Against Three Eastern Boats.

MARBLEHEAD, Aug. 20.—Upon signal from the flagship Colonia, all the yachts in the harbor dressed ship this morning at colors. There were about 100 in all, and they made an extremely pretty picture as they rolled gently in the easterly swell setting in from the sea. Thousands from Salem, Lynn and other nearby towns dotted the rocky shores and occupied every available boat from noon until sundown.

Lieutenant-Commander Holcomb, U. S. N. executive officer of the cruiser Brooklyn, and other officers of that ship paid a formal visit to Commodore Laurence Minot at the Eastern Yacht Club, and a number of officers and members of the club were entertained on board the steam yacht Niagara by her owner, Howard Gould.

Commodore F. G. Bourne left for New York to-day in the Colonia. The other New York yachts to sail were the Mimosa III, the Fleur de Lys, the Viking, the Narada, the Intrepid, the Idler, the Felicia and the Levantes. There still remain about twenty of the club fleet.

All arrangements for the invitation ocean race to Halifax, N. S., are complete and it is certain to-night that five schooners will start from Marblehead Rock at 10 o'clock in the morning. They are Arthur T. Luke's Corona, F. F. Brewster's Elmina, Commodore Laurence Minot's Hope Leslie, Wesley Eaton's Agatha and Charles E. Gibson's Black Hawk. The Elmina represents the New York Yacht Club, the Black Hawk, the Boston and the other three the Eastern Yacht Club. It is hoped that the sloop Doris will start, but unless she has a competitor she will not go. All the yachts are to sail in cruising trim, so that club topsails are barred and allowances will be reckoned by the Eastern Yacht Club's table, on a basis of 537 miles.

Stephen Cleeper of the regatta committee, with Secretary Revere will start for Halifax to-morrow by boat, to time the yachts at the finish, which will be between the committee boat and a buoy anchored off the clubhouse of the Royal Nova Scotia Yacht Squadron, in Halifax harbor. The committee boat at the finish will fly by daylight a large Eastern Yacht Club flag and at night she will show four lights in a vertical line, the two upper ones red and the two lower ones white. The buoy will carry a flag by day and a red and white light at night. The course directions are: Way that half way rock, the whistling buoy off Sambro Island, the black buoys off the Sisters, bell rock, Duncans reef, Litchfields rock and Mars rock and the bell buoy off Pleasant Shoal and the black buoy off Reid rock must all be left to port. Yachts in the race are allowed to make port and anchor owing to stress of weather without being disqualified.

Commodore Minot will have as his guests on board the Hope Leslie, Vice-Commodore Francis S. Eaton and Secretary George Atkinson of the Eastern Yacht Club. On board the Corona, guests of Arthur T. Luke, her captain and owner, will be Albert H. Wiggin of New York and Charles A. Price of Boston. F. F. Brewster's guests on board the Elmina will be T. W. Farnham of New Haven, D. C. Byers of Pittsburg and W. Stillman of New York. Norman L. Skene will be Mr. Gibson's guest on board the Black Hawk.

The Corona is a steel schooner, 123 feet over all, 85.10 feet water line, 24 feet beam and 15 feet draft. She was designed and built by Herreshoff as a keel sloop for the defence of the America's Cup in 1893. She was altered to a schooner and a centerboard added in 1896.

The Elmina is a steel schooner, designed by Gary Smith and Ferris, and built this year by George Lawley at Boston. She is 125 feet over all, 87 feet water line, 25 feet beam and 15 feet 5 inches draft.

The Hope Leslie is a wooden schooner, built by Harrington of Bath, Me., in 1886. She is 84.25 feet over all, 66 feet water line, 16 feet beam and 10 feet draft.

The Agatha was designed by Fred Lawley and built by George Lawley of Boston this year. She is 73 feet over all, 45.75 feet water line, 25 feet beam and 10 feet 2 inches draft.

The Black Hawk was designed by N. L. Skene and built by C. E. Brown at Pulpit Harbor, Me., this year. She is 61 feet over all, 42 feet water line, 14 feet 3 inches beam and 8 feet 2 inches draft.

With a fair wind it is estimated that the winning yacht will reach Halifax by Wednesday night. With head winds it may take a week.

In a match race to-day over a course four miles to windward and return from Marblehead Rock between T. L. Park's 53 footer Mimosa III. of New York, the 30 footers Dorel, Chewink IV. and the 22-footer Tyro, the Mimosa won by about 8 minutes. At the outer mark she led the Chewink IV. by 4 minutes, the Tyro 6 minutes 30 seconds and the Dorel 8 minutes. At the finish the Dorel had gained 4 minutes and had taken second place. The Tyro passed the Chewink and finished third.

IRISH VOLUNTEERS IN GAMES.

Great Crowd at Celtic Park—Lively Football Match.

The First Regiment Irish Volunteers held their annual field day at Celtic Park yesterday, and a crowd of 10,000 men and women from the Emerald Isle gathered to see the sports. No matter in what capacity, whether friend or foe, an Irishman loves the looks of a military man, but especially if he is decked with a green uniform and a spatter of gold braid. The glint of the cold steel, the blast of the bugle, the martial tread and a smashing tune or two, such as "O'Donnell Aboo" or "The Wearin' of the Green" find a warm corner in the Celtic heart; and it was such features that attracted the people in streams to the grounds of the Irish A. A. C.

Every corner of the "ould dart" was represented, from the Giant's Causeway to Cape Clear and from the Hill of Howth to the Isles of Arran. Men from dark Tyrone mingled easily with the sons of rebel Cork and hardy Clareman exchanged greetings with the Wexford "yellowbellies." Cavan facers were there, as well as "smoky heads from Meath;" stone throwers from Tipperary and buttermilk drinkers from Limerick.

The most exciting event of the day was the game of Gaelic football between a battalion of volunteers from Westchester county and another from New York. It was a warm tussle from the moment the ball was thrown in until the last kick of the leather. Early in the fray the Westchester kickers showed a keen knowledge of the game and put the New Yorks on the defensive. At the conclusion of the first half the Westchester boys had scored a goal, while a goose egg was New York's portion. The New Yorkers braced themselves in the second half and made three points, but the Westchester men made a goal and a point, and the total score was: Westchester, 2 goals and 1 point; New York, 3 points.

Besides several events confined to the volunteers, there were a few items open to registered athletes. Harry Cohen of the Irish A. A. C. captured the mile handicap from scratch. Cook of the Mohawk A. C. accounted for the 100 yard handicap off the 5 yard mark, and with a start of 36 yards P. J. Sweeney of the Pastime A. C. captured the half mile.

100 Yard Run, Handicap—Won by W. J. Cook, Mohawk A. C., 5 yards; John J. Eller, Irish A. A. C., 5½ yards, second; A. Seward, Irish A. A. C., 5½ yards, third. Time, 10 1-5 seconds.

880 Yard Run—Won by P. J. Sweeney, Pastime A. C., 36 yards; J. A. G. Banderman, Irish A. A. C., 15 yards, second; F. Trube, Pastime A. C., 44 yards, third. Time, 2 minutes 1 second.

One Mile Run, Handicap—Won by Harvey Cohen, Irish A. A. C., scratch; R. J. Grady, Mohawk A. C., 30 yards, second; Tom O'Connor, Pastime A. C., 90 yards, third. Time, 4 minutes 30 seconds.

CLOSED EVENTS.

Medal of Honor—Won by Capt. Mulligan, Company E.

Sack Race—Won by Capt. Nolan, Company F.

Obstacle Race—Won by Capt. Drohan, Company M.

Shoe Race—Won by Capt. Reynolds, Company H.

Torrance and Pell Win in Southampton Tennis Doubles.

SOUTHAMPTON, Aug. 20.—The final of the men's doubles at the Southampton Meadow Club was decided this morning, darkness stopping play yesterday afternoon. Torrance and Pell beat Allen and Anderson in straight sets of 6—2, 6—3, 6—4.

In the semi-finals of the mixed doubles Miss Alice Kobbe and Harry S. Allen beat Miss Katherine Barney and W. A. Larned, 6—8, 6—4, 6—4. In the final Miss Alice Kobbe and Harry S. Allen beat Mrs. Goodhue Livingston and R. F. Huntington, 6—1, 6—4.

Ocean Racer Endymion Home.

NEW LONDON, Conn., Aug. 20.—Commodore George Lauder, Jr.'s, schooner yacht Endymion arrived here this afternoon from St. John, N. B., flying the homeward bound pennant. The Endymion was one of the ocean racers for the Kaiser's cup. She will leave for Greenwich, Conn., to-morrow.

LESSONS OF N. Y. Y. C. CRUISE.

New Wholesome Type of Boat Compares Favorably With Old Racers for Speed.

Yachtsmen are now talking over the lessons learned during the New York Yacht Club cruise. It was unfortunate that only three races were brought to a successful termination, but those three gave them many things to ponder over. As luck would have it, the three races combined tested the yachts on all points of sailing. The first day it was a run, the second a reach and a run and the third a beat and a reach.

The interest this year was in the workings of the new rule and comparing the old boats with the new ones. The result has been very satisfactory to the supporters of the new rule, but those yachtsmen who have boats built under the old rule are finding fault because their boats are practically legislated out of racing. This seems rather hard on owners of old boats, but it cannot be helped. Under the old rule a dangerous type of boat was being developed, and if this tendency had not been checked nothing but racing machines of the freakiest type would have been found in a few years.

The new rule compels a yachtsmen who wants to race in the regular classes to build a wholesome type of boat. If he elects to build a freak his boat will have to pay such a penalty under the measurement rule that it will have little chance of winning exce pt under conditions that are peculiarly favorable to the freak type of boat. If a man wants a racing machine pure and simple there is no reason in the world why he should not, with others who are similarly inclined, build in a restricted or one design class, but for the regular classes the yacht clubs have been compelled to take action to improve the type of boat being built and in doing so have done a great service.

There are some yachtsmen who think that speed is all that is wanted and that if boats are built that are not as fast as the racing machine there will be no interest in the races. Just what difference a few seconds a mile more or less makes in a contest it is hard to see, and if the relative speed of the boats is the same it makes no difference if they can sail eight or ten miles an hour.

Probably the best type of boat that has been developed under the rule is the Doris. She was built by Herreshoff and is owned by S. Reed Anthony. In the three races she won three times, beating the Humma, Shark and Irolita. Now the Humma and Shark are notably fast boats. They have small displacement and fair sized sail spreads, while the Doris is a boat of big displacement and has the same sail spread as the Humma. The Doris is ten feet longer on the water line than the Humma and about the same length over all. Practically the two boats are the same length measuring on the deck, but on the Doris the overhangs are short, while on the Humma the overhangs are used only when she is heeled to her angle of sailing, and under the old rule she did not pay for her sailing line but only for her line of flotation.

The comparison of the times made by the boats in this class are interesting and they show that boat for boat the Doris beat the others. Being favored under the new rule, she won by a big margin on corrected time. The following shows the elapsed time of each boat for the three runs:

Yacht	First day.	Second day.	Third day.	Total.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Doris	4 16 35	4 04 06	6 13 08	14 23 50
Humma	4 16 05	4 08 13	6 05 01	14 24 19
Shark	4 22 13	4 10 25	6 10 08	14 52 46
Irolita	4 21 10	4 00 08	6 13 20	14 34 38

It will be seen that in the 119 miles sailed the Doris beat the Humma 20 seconds, the Irolita 9 minutes 36 seconds, and the Shark 28 minutes 47 seconds.

Now, under the rule because of her big displacement the Doris is penalized very little and she gets time from the boats of lighter displacement. The following shows the corrected times on each days run of each boat:

Yacht	First day.	Second day.	Third day.	Total.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Doris	4 04 00	3 52 53	5 51 48	13 48 41
Humma	4 12 20	3 59 44	6 01 26	14 13 30
Shark	4 22 13	4 10 25	6 10 08	14 52 46
Irolita	4 10 15	3 58 22	6 02 20	14 10 57

The allowance makes the Doris win each day's run and she made the best time over the three courses on elapsed and corrected time. These figures should show that the new type of boat developed under the rule is by no means slow, and if yachtsmen can get a more wholesome type and still have speed it is a great recommendation for the rule.

Another thing for the yachtsmen to think about is the records of the 30 footers. Each day on corrected time one of these little boats beat the big ones and captured the special prize for all sloops in one class. The 30 footers were just as good in strong winds as they were in light airs, and what surprised every one was the way they turned to windward when going from New London to Newport. This class is the best that has ever been turned out and every owner of a 30 footer is enthusiastic about the merits of his boat and its sailing qualities.

These boats are strictly cruisers and are built and equipped as such, and under the rules that govern the class they must be kept in cruising trim. There are more and better accommodations in these boats that can be found in boats in larger classes that were built under the old rule. In the cabin there are four berths and there are berths for two men in the forecastle. There is a large roomy galley, well fitted and with full headroom on each boat and a good sized toilet room. The only thing that they do not carry is a boat, and because they do not have a boat there is trouble. The rules of the New York Yacht Club say of cruising trim, "at least one anchor on the bow with cable bent, cruising complement of boats carried, cruising deck, cabin and galley fittings and fixtures in place." In another rule under restrictions in the paragraph relating to boats the rules say what size boats the different class are to carry and the last sentence of that rule is "and classes K and L single masted vessels are to carry a boat not less than 10 feet in length; all boats to have oars and rowlocks or thole pins lashed in."

This would seem to imply that boats in classes smaller than L, that is, less than 40 feet rating, are not required to carry a boat, for if they were the size of the boat would have been specified.

Charles Lane Poore, who has caused trouble many times by his protests, has protested against any prizes being awarded to the 30-footers on the ground that they did not carry boats and were not in cruising trim. It was expected that this point would be raised before the cruise began and W. Butler Duncan, Jr., who owns the 30-footer Dahinda, went to the regatta committee on behalf of the owners of the 30-footers and asked for a ruling. The committee carefully considered the question and looked up all the rules bearing on the point and decided that the boats were in cruising trim and that there was no reason why they should be encumbered with boats. As a matter of fact they could not race with a boat on deck and would have had to tow one astern if the decision had been against them.

Having given this opinion before the races the committee could do nothing but decide Mr. Poor's protest in favor of the 30-footers.

The constitution of the club says that "there shall be no appeal from the decision of the committee." This is in Article X. which defines the duties of the regatta committee and this rule is repeated again in the racing rules of the club. Mr. Poor in spite of this has appealed from the decision and has written to Commodore Bourne and to the regatta committee asking for a reopening of the case on the ground that in this case the regatta committee exceeded its powers as defined by the constitution. But how it exceeded its powers is not known but the correspondence in the case will be made public shortly and it is expected that it will settle some interesting and delicate points of yacht racing.

GEORGE DIXON RETURNS.

Ex-Featherweight Champion Back From England—May Fight Murphy.

After an absence of over three years George Dixon returned to America on Saturday last. The ex-featherweight champion of the world was a passenger on the Campania. Congressman Tim Sullivan was on the same boat, although it is said the little pugilist was not a member of the politician's party. Times have evidently changed with the one-time invincible boxer. His homecoming was far from being like the occasion of his arrival from abroad after he had won the bantam title of England from Nunc Wallace about fifteen years ago.

That Dixon is as clever and quick as ever is evident, judging by his record of fights abroad.

Dixon has engaged in about sixty fights in England, or an average of twenty a year. Out of these sixty mills the ex-champion only lost one, and that was with Owen Moran, the Birmingham bantam, who was in America last seas on. The majority of Dixon's mills were drawn. All the fights Dixon had in England only netted him about $1,500. In his heyday Dixon got twice as much as this for a four round bout, and sometimes spent this sum in less than two weeks.

"The fighting game is down and out in England just now," said Dixon. "However, I haven't got any cause to complain. I was treated right by every one. I am glad to get back to America again, although England is all right, too. Will I continue fighting? Well, there is nothing else for me to do, is there? I'm broke and must make my living at something."

Dixon may not remain idle here. Negotiations are under way for a six round match between Dixon and Tommy Murphy of Harlem at Philadelphia. Johnny Oliver, Murphy's manager, will have a talk with O'Rourke about the mill some day this week, and in all likelihood one will be arranged. It is understood that Lord Lonsdale paid Dixon's passage to America and befriended him in many ways.

ORTH'S WILD THROWS COSTLY.

NEW YORK AMERICANS LOSE 11-INNING GAME.

Chicago Cop Put Elberfeld Off the Grounds After Latter Had Scrapped With McCarthy, the Umpire—Short Stop Grab's Official's Coat When Told to Vamose.

CHICAGO, Aug. 20.—Chicago defeated the New York Americans to-day in an eleven inning game, full of war and rioting and climaxed by a gay scuffle between Umpire McCarthy and Norman Elberfeld. The battle between the short stop and the umpire took place in the sixth inning. McCarthy averred that three strikes had gone over. Elberfeld said no, and sundry compliments were exchanged. McCarthy told Elberfeld to depart. Norman not only refused to hike, but seized the umpire's coat. They squared off and were sparring for an opening, when a huge policeman seized Elberfeld and escorted him off the grounds.

Chicago broke into the scoring column in the second inning, when Donahue drew a pass, Orth threw Sullivan's effort wide and two outs admitted Donahue. Then there was sharp play mixed with scrapping until the seventh, when New York tied it up, Dougherty's single and Williams's triple over center field bringing in a run. Then they fought on, both teams struggling hard, but unavailingly, until the eleventh. With nobody out, White singled. Jones worked the pitcher for four balls. Isbell hit to Orth, who threw wild. The ball was out of Kleinow's reach, and in rushed the winning run. The score:

CHICAGO.	R.	H.	P.	A.	E.	NEW YORK.	R.	H.	P.	A.	E.
Jones, cf	0	0	1	0	0	Conroy, cf, ss	0	1	3	3	0
Isbell, rf	0	0	2	0	0	Keeler, rf	0	0	2	2	0
Davis, ss	0	2	4	2	0	Elberfeld, ss	0	1	0	2	0
Callahan, lf	0	1	0	0	0	Kleinow, lb	0	1	6	0	0
Donahue, lb	1	1	1	1	0	Dougherty, lf	1	1	2	0	0
Sullivan, c	0	0	10	0	0	Williams, 3b	0	1	4	4	1
Tannehill, 3b	0	1	3	1	0	Yeager, 3b	0	1	0	1	0
Dundon, 2b	0	0	2	2	0	Chase, 1b, cf	0	0	8	0	0
White, p	1	1	1	5	0	McGuire, c	0	1	5	1	0
						Orth, p	0	0	0	5	2
Totals	2	5	33	17	1	Totals	1	7*	30	18	3

*No one out when winning run was scored.

New York	0	0	0	0	0	0	1	0	0	0—1
Chicago	0	1	0	0	0	0	0	0	0	1—2

Left on bases—Chicago, 6; New York, 6. Two base hit—Yeager. Three base hit—Williams. Sacrifice hit—Tannehill. Stolen bases—Davis, Dougherty, McGuire. Double plays—Sullivan, White and Tannehill; Donahue and Davis. Struck out—By White, 7; by Orth 7. First base on balls—Off White, 3; off Orth, 3. Hit by pitcher—By White, 1. Umpires—McCarthy and Connolly. Time—2 hours and 23 minutes Attendance—22,075.

ST. LOUIS (A. L.), 3; PHILADELPHIA (A. L.), 2—FIRST GAME.

ST. LOUIS, Aug. 20.—The peanant pretensions of Connie