ANOTHER RACE FOR JOYETTE

PRESIDENT TAFT AND SECRETARY MEYER AFLOAT.

Hevella, From Germany, Second in the Contest—Eastern Yachts Outsailed in Their Own Waters—Good Sport in Light Weather—Bad Start for Ellen.

MARBLEHEAD, Mass., Sept. 3.—The Joyette of New York won the fourth race for the President Taft cup offered for the German-American sonder class match and Hevella, from Germany, was second. The victory was a hollow one, Joyette finishing 4 minutes 10 seconds in the lead. The Eastern yachtsmen and the German visitors are glum to-night because Joyette was a beaten boat at the end of the first round, with the race half finished, but on the second round W. W. Swan, Charles D. Mower and Butler Whiting, who sailed the Joyette, taught the others a lesson they will long remember. They showed, too, that while those on the Ellen and Wolf may know local conditions better than the visitors they do not know enough to take advantage of what they see. It is galling to be beaten as the Eastern yachts have been to-day, and to make matters still worse Otto Protzen on the Hevella soon followed the Joyette's lead and finished second in the race.

President Taft watched the racing from the yacht Sylph and Secretary of the Navy George von L. Meyer was on board the Dolphin. There was a great booming of cannon in the neighborhood of Beverly when the yachtsmen started. First seventeen guns boomed out, which announced that the Secretary of the Navy had boarded the Dolphin. A little later twenty-one guns told that the President was on the Sylph, and then twenty-one more guns said that the Dolphin had saluted the President, and soon the two vessels were seen coming out toward the starting line and their flags announced who was on board. When outside there was more saluting. The Androscoggin, flagship of the revenue cutter fleet, fired a twenty-one gun salute, and after that the President was kept busy raising his hat in answer to salutes from the yachts in the big fleet. The Sylph followed the racers all around the course and did not return until after the races had ended. It was a night weather day—an Ellen day, so every one said—but the experts at Marblehead have been sadly askew in their predictions this year. The sea was smooth and the wind came from the southwest.

It was hazy too, so that only as far as from the starting line to the turn, three miles, could be seen. The course was windward and return, three miles each leg, sailed twice over, twelve miles in all. The starting line was made about two miles south of Halfway Rock. The tide was running to the west, and it is generally understood that with a southwest wind it is an advantage to stand to the west, because the wind usually draws a point more westerly near the land, so when the yachts started on the first leg all held west, some going further than others, and those that stood longest on the port tack benefited the most.

The Ellen did the best work on this leg. She was leading boat soon after they crossed the line in spite of a very poor start, and the Joyette was second, 2 minutes 26 seconds behind. The Wolf was third and Hevella fourth. Then they ran back and Hevella showed that she can run fast. The wind was streaky and Joyette to the surprise of all fell behind. They had started with spinnakers set to port, but when about two miles had been sailed the wind backed more to the south and all gybed over.

At the home mark Hevella led by five seconds from the Ellen, Seehund was third and Joyette was fourth, 3 minutes astern of the first boat. The Hevella, Ellen and Seehund took the port tack, standing to the west again, although a south wind had made them change their spinnakers, and in spite, too, of the fact that yachts sailing on the southerly side of the course had a better wind than those sailing to the westward. The Joyette took the starboard tack, heading to the south, and she was soon in a nice sailing breeze and moving very fast. The tide too was catching her abaft and setting her to the west, so that she was benefited by that. In spite of all this it was some time before another yacht took the starboard tack, and then it was the Hevella that went after the Joyette, but it was too late and the Joyette, when she took the port tack, crossed far ahead of the Hevella and at the windward mark she was 3 minutes 40 seconds in the lead. Running home she drew still further away from the Hevella and Ellen and the three other boats made slight gains because of a freshening breeze which they were bringing up.

There may have been a little element of luck in Joyette's victory, but the luck came through good judgment shown by those sailing the yacht and this offset the ill luck she had yesterday when victory was changed into defeat.

Four races having been sailed for the President Taft cup, only those that have won races can sail in the next races. These are the Joyette, with two victories to her credit, and the Hevella and Ellen with one victory each. Had one yacht won three races that would have settled the racing. The Joyette, Ellen and Hevella will race on Monday. If Joyette wins she will get the cup. If Ellen or Hevella wins that yacht will race against the Joyette on Tuesday. The racing for the Governor Draper cup is over. The points scored are: Joyette and Ellen, 17 each; Hevella, 16; Wolf, 14; Margarethe, 13; Seehund, 6. If Joyette wins the President Taft cup, the Governor Draper cup will go to the Ellen. If Hevella should win the President Taft cup the Joyette will win the Governor Draper cup because she won the fourth race of the series. The conditions are therefore complicated, but they are working out all right.

There was another large fleet of yachts of all sorts and sizes outside to follow the racers and the revenue cutters had trouble but managed to keep the course clear. The steamer Cape Ann which runs from Boston to Gloucester each day caused some trouble early in the week by steaming through the fleet and would not change her course in spite of the warnings of the revenue cutters. To-day she tried to repeat that trick but was caught and held up for some time and finally gave the racing craft a wide berth.

The southwesterly air was quite light when the committee set the course signals and the yachts sailed very close to the starting line waiting for the starting signal which was made on time at 11:10 o'clock. There was a decided change in the manœuvering. The Ellen reached down toward the committee boat end of the line in an attempt to steal across on the port tack, but the Joyette and Wolf were after her. When the gun sounded Ellen was forced to bear away and allow the Joyette and Wolf to cross on the starboard tack and she got left. All were on the line when the gun sounded with Hevella close to the windward mark. Seehund was next, then came Margarethe, Joyette and Wolf. These were on the starboard tack heading to the south and the Ellen crossed last on the port tack standing to the west. The Joyette was the first to take the port tack and she crossed the bow of the Margarethe, but had to go astern of the Seehund and Hevella. The Wolf was the next to take the port tack and she had to pass astern of the three German yachts. As she passed the Hevella that yacht took the port tack to pin the Wolf under her lee, but she did not tack quite quick enough and the Wolf drew clear. Then all stood to the west on the port tack and the order in which they were sailing was Ellen, Joyette, Wolf, Hevella, Seehund, Margarethe.

The Margarethe was the last to take the port tack. The Seehund was the first of the sextet to split tacks and when she took the starboard tack standing to the south she passed astern of the Margarethe, which was the last boat in the race. The Ellen was the next to stand off shore and she was then drawing toward the Joyette and later crossed the bow of that yacht and tacked again. The Wolf tacked and crossed the bow of the Hevella, so that at that point, about 11:30 o'clock, the three American yachts were ahead of the three German boats and the Ellen was leading the fleet. A few short hitches were made and all stood again to the west and this time she Joyette held on longest on this tack and when she came off shore she had made a good gain but was still second boat in the race. The Wolf was third, with Hevella leading the German trio. In this order they drew near to the turning mark. The Ellen had a good lead at that point, being 2 minutes 36 seconds ahead of the Joyette. Wolf was third, Hevella, fourth, was 5 minutes 27 seconds astern of the Ellen. The times taken at this turn with the elapsed times for the three miles of windward work were:

Yacht.	Mark.	Elapsed Time.
Ellen	12 04 18	0 54 18
Joyette	12 06 44	0 56 44
Wolf	12 08 36	0 58 36
Hevella	12 09 43	0 59 43
Margarethe	12 10 55	1 00 55
Seehund II	12 11 13	1 01 13

Spinnakers were set to port and balloon jibs were hoisted on all for the run down the wind. The Ellen went on about her business trying to make the most of her advantage. The Joyette, Hevella and Seehund luffed out to the northward trying to pull by and the Margarethe and Wolf held more to the south of the course. The wind got very light and it was streaky too. The Ellen kept going but the others were closing up on her fast and the Hevella was particularly dangerous, while the Joyette seemed to have lost all her form and fell behind. When a little more than half the course had been covered the wind backed more to the south and spinnakers were taken in, booms gibed to port and spinnakers reset on the other side and they were guyed well forward. The Hevella ran wonderfully well, and when near the mark she caught the Ellen and pulling by that yacht turned five seconds in the lead. The Seehund had been able to reach down the mark she had held so far to the north and she drew by the Joyette and took third place. The Wolf was only a few seconds ahead of the Margarethe. The times at the home mark with the elapsed times for the run of three miles were:

Yacht.	Mark.	Elapsed Time.
Hevella	12 54 03	44 22
Ellen	12 54 10	49 52
Seehund II	12 56 38	45 25
Joyette	12 57 05	50 21
Wolf	12 58 06	49 30
Margarethe	12 58 22	47 27

These elapsed times are worth studying. They show that the Hevella was making only four miles an hour down the wind and the Joyette, the slowest of the lot, on that leg was six minutes slower than the Hevella. The Hevella had been sailed well and Otto Protzen, her skipper, had managed to keep her spinnaker drawing all the way down the wind. Running, the German boat had beaten the three American boats.

With a lead of five seconds the Hevella started off on the second round. The Ellen was poorly handled. At the turn she had an opportunity to shoot into weather of the Hevella, but it was not taken, and then she sailed astern of that yacht, getting a back wind before she split tacks. She made a short hitch on the starboard tack and then went back again on the port tack, heading to the west, following the Hevella. The Seehund followed, and so did the Margarethe and the Wolf, but the Joyette as soon as she turned the mark took the starboard tack, heading out to the south, where there was more room, a better tide and freer wind.

It seemed strange that the others let her get away as they did. When it was too late the Hevella took the starboard tack, and crossing the bow of the Ellen went out after the Joyette. The Joyette held the starboard tack for twenty minutes and then took the port tack. By that time she was sailing along well and the Ellen was lost in the distance near the shore. The Joyette made one short hitch and came about again on the port tack, and this time she crossed the bow of the Hevella a long away ahead. On she went toward the mark and held the port tack until she could fetch the mark, when she came about, and by that time the skippers of the other yachts had taken the off shore tack, but not one was anywhere near the Joyette. She turned the mark with a lead of 3 minutes 40 seconds, and Hevella was second. That yacht was 2 minutes 44 seconds ahead of the Ellen. The Joyette instead of being 3 minutes astern of the Hevella was 3 minutes 4 seconds ahead of that yacht, showing that by taking the off shore tack she had made a gain of 6 minutes 40 seconds. The Hevella had started 5 seconds ahead of the Ellen, and by making the tack as late as she did she gained 2 minutes 39 seconds more. The times taken at the weather mark on the second round and the elapsed times for the three miles of windward work were:

Yacht.	Mark. H. M. S.	Elapsed Time. H. M. S.
Joyette	1 48 33	0 51 28
Hevella	1 52 13	0 53 08
Ellen	1 54 57	1 00 47
Margarethe	2 00 08	1 01 44
Wolf	2 01 01	1 02 55
Seehund II	2 01 24	1 04 46

Spinnakers were carried to starboard and the Joyette did not have to hustle to get home. Instead those on board were able to light their pipes and look back and watch the race astern. She drew away a little from the Hevella and Ellen, and the Ellen made a slight gain on the Hevella. The wind was freshening and the three stern yachts got the benefit and made better time down the wind than the leaders, but they were so far astern that no wind could have driven them to victory. The Joyette finished the race 4 minutes 10 seconds ahead of the Hevella, and this time at the rate of speed the yachts were travelling was equal to about a third of a mile. The Ellen was third, about a quarter of a mile astern of the Hevella, and the others were so strung out that there were 13 minutes between first and last, or just a little more than a mile. The crew of the Hevella gave the Joyette three hearty cheers and the Joyette crew cheered the Hevella. The winner was welcomed with whistles, sirens and guns; then all went into the harbor. The times of the last leg of the course were:

Yacht.	Mark. H. M. S.	Elapsed Time. M. S.
Joyette	2 24 06	35 33
Hevella	2 25 16	36 03
Ellen	2 30 55	35 59
Margarethe	2 34 56	34 50
Seehund II	2 35 28	34 03
Wolf	2 37 05	35 04

The summary, fourth race of the German-American sonder class series, course windward and leeward, twelve miles, start 11:10:

Yacht and Owner.	Finish. H. M. S.	Elapsed Time. H. M. S.
Joyette, W. H. Childs	2 24 06	3 14 06
Hevella, Otto Protzen	2 28 16	3 18 16
Ellen, C. P. Curtis	2 30 56	3 20 56
Margarethe, H. Kirsten	2 34 56	3 24 56
Seehund II, O. Berghoff	2 35 28	3 25 28
Wolf, Caleb Loring	2 37 05	3 27 05

The Margarethe, Seehund and Wolf will not race any more in this series. To-morrow the sonder class yachts will take part in a race of the Corinthian Yacht Club for a cup offered by Commodore Frederick M. Hoyt of the Larchmont Yacht Club and owner of the Skeezix. It is expected that there will be a large fleet of starters.

ATLANTIC YACHT CLUB RACES.

Aurora Evens Up With Istalena and Florence Beats the Qs.

Aurora turned the tables on Istalena in yesterday's ocean race of the Atlantic Yacht Club, winning by about three minutes under somewhat fluky conditions. Winsome, as on the first day, was last of the trio. The class M sloops dropped out of the ocean racing programme. Aspirant went back to the Sound yesterday morning and left Gardenia without a competitor. The most interesting of the races over the inside courses was that of the Q class. It was won by the rehabilitated Florence after the hardest kind of a battle with Eleanor. Princess did not show her usual form. She made a bad start and finished in sixth place. Still she gets a leg on the Thompson cup.

The ocean race was started from the Scotland lightship at 10:45. The course was triangular, with the first leg to the Ambrose lightship, the second to a tug anchored to the eastward and the third back to the starting line. The length of the triangle was fifteen miles and the yachts were required to sail twice over. The wind was southwest at the start, and the course was so laid as to give the yachts a beat on the last leg. Aurora was first over the line, followed three seconds later by Istalena. Winsome was twenty-four seconds astern of the latter. The wind proved variable. The first leg had just been covered by the leader when it shifted to the north. At the end of the second leg it backed to the south and gave the yachts a close reach home instead of a beat. At first it was light, but after it got in the south it freshened and held fairly steady. Aurora led over the entire course. She completed the first round at 1:32:07. Istalena followed at 1:37:09 and Winsome at 1:43:37. Both of the two last named gained on Aurora in the second round, but she won from Istalena by 2 minutes 56 seconds. On the last round Winsome made the fastest time of the three, but she was too far astern to catch up.

Following is the summary:

CLASS N, SLOOPS AND YAWLS—START, 2:05—COURSE, 17 MILES.

Yacht and Owner.	Finish. H. M. S.	Elapsed Time. H. M. S.
Phantom, C. Lembecke	4 48 15	2 53 15
Adyta II., R. von Foregger	4 35 50	2 30 50

Corrected Time—Phantom, 2:28:44.

SLOOPS, CLASS P—START, 2:10—COURSE, 12 MILES.

Mimosa III., Edmund Reeks	3 49 15	1 39 15
May Queen, J. C. McCoy	3 52 17	1 42 19
Crescent, A. G. Hill	3 58 30	1 48 30

Corrected Time—Mimosa III., 1:38:53; May Queen, 1:40:14; Crescent, 1:48:30.

SLOOPS, CLASS Q—START, 2:15—COURSE, 12 MILES.

Florence, R. A. Brown	3 59 29	1 44 29
Eleanor, F. T. Bedford	3 59 59	1 44 59
Soya, W. A. Barstow	4 00 33	1 45 33
More Joy, W. H. Childs	4 01 32	1 46 32
Intrepid, George P. Grunberg	4 01 40	1 46 40
Princess, G. Stewart	4 02 55	1 47 55
Edmee, F. M. E. Schaefer	4 03 07	1 48 07

Corrected Time—Intrepid, 1:44:54.

HANDICAP CLASS, FIRST DIVISION—START, 2:20—COURSE, 5 MILES.

La Cubana, J. H. Ives	4 10 27	1 50 27
Miana, W. J. O'Neil	4 14 44	1 54 44

Corrected Time—La Cubana, 1:46:02.

HANDICAP CLASS, SECOND DIVISION—START, 2:25—COURSE, 5 MILES.

Mischief, J. L. Mitchell	3 57 38	1 32 38
Trio, C. H. Clayton	Did not finish.	

SLOOPS, CLASS S—START, 2:30—COURSE, 5 MILES.

Cat's Eye, J. F. Adams	3 51 09	1 21 09
M. and F., C. P. Camp	3 51 11	1 21 11
Drena, H. J. Gielow	3 51 30	1 21 30

SLOOPS, CLASS X—START, 2:35—COURSE, 5 MILES.

Mouse, R. D. Moore	3 55 54	1 20 54
Merry Widow, Atkinson and Zimmermann	3 57 41	1 22 41

SLOOPS, CLASS K—START, 10:45—COURSE, 30 MILES.

Aurora, Cornelius Vanderbilt	3 21 28	4 36 28
Istalena, George M. Pynchon	3 24 22	4 39 22
Winsome, H. F. Lippitt	3 29 34	4 44 34

STRONG PROTEST BY GAFFNEY

CALLS STEWARDS' ATTENTION TO FOUL RIDING TACTICS.

Jockeys Promptly Receive a Curtain Lecture—Little Davenport's Great Pluck—Fitz Herbert Enjoys a Gallop—Summer Night a Surprise—Day for Blakely

James E. Gaffney, the Tammany man who has been spending big money for racehorses this season, went before the stewards of the Coney Island Jockey Club at Sheepshead Bay yesterday with a protest against foul riding which may bear fruit. Mr. Gaffney's filly Louise S. was badly cut down in the last race on Thursday. Investigation showed that she had been interfered with at the start by Turf Star, ridden by Butwell, and Bang, who was handled by Butler. In the mixup Bang fell and Louise S. was knocked back so that she could not finish in the money. When Mr. Gaffney informed the stewards of the facts he told them, according to his own statement, that rough riding should be severely dealt with and that open eyed patrol judges should be appointed to look out for incidents of this kind. The stewards proceeded to the jockeys' room after that, and it is said the riders received a warm lecture. In speaking of the matter later on Mr. Gaffney said:

"I am not a bettor, and simply race horses for amusement, also to give Trainer Weir something to do. The rules of racing provide fair play for horses and they should be enforced. Rough riding has been going on for some time with no action on the part of the turf authorities, and I am not the only one to protest. The stewards are supposed to protect owners and the public, and I trust there will be some reform in this direction. Julia Powel, whom I purchased last June, was fatally hurt because of foul riding and Louise S. was purposely injured, in my opinion. I am not a hard loser, but I simply want to see the rules enforced."

Within the last two months H. Wilson, Jr., Capt. E. B. Cassatt, James McLaughlin, J. L. McGinnis and other horsemen have made protests against the foul work of the jockeys, so that Mr. Gaffney does not stand alone. As a result of the stewards' warning the races yesterday were unusually free from anything that looked like rough work. In fact in the opening event, a selling race for mares, at seven furlongs, main course, E. Dugan refrained from his usual tactics while riding Frederick Johnson's Jeanne d'Arc. This filly, heavily backed by Johnson and his friends, was a hot favorite. From an outside position at the post she broke with so much speed that she took a commanding lead before she reached the far turn. In the middle of the stretch Jeanne d'Arc began to tire. She was some distance away from the inner rail, where Summer Night, 20 to 1, was closing with rapid strides. Dugan could have shut Summer Night off by taking his mount close to the fence but instead he kept Jeanne d'Arc in a straight course and Summer Night beat her by three parts of a length in 1:27. Ida D., 7 to 1, was third, a head back, with Queen Marguerite, 7 to 1, the same distance out in the money.

Although there were only two starters in the Dolphin Handicap, for three-year-olds, one mile and a furlong, the 6,000 spectators were treated to a sensation. On the way to the post Miami ran away. He rushed up the backstretch to the turn, where little Davenport checked him. Then he ran the other way clear around past the judges and up to the field in the Futurity course. Davenport got him under control there, but the colt turned around, took the bit in his teeth and ran at top speed to the post, where he stopped of his own accord. Davenport, exhausted, asked permission to lie down on the grass for several minutes, and after a rest he got into the saddle again. This time Miami broke with Gliding Belle, 1 to 8, who galloped from start to finish, the winning margin being fifteen lengths and the time 1:58 2-5.

As Miami finished Davenport was hanging on tight, ready to fall to the ground. At the scales he was helped to the weighing machine by two Pinkertons, while the crowd applauded him for his pluck and daring. Judge Hall drove by in his wagon and failed to offer assistance. Miami's sire is Count Schomberg, an imported stallion, who is also the sire of Black Arrow, once a leading two-year-old in England and also a bad actor.

S. C. Hildreth's Fitz Herbert, at prohibitive odds, made his first appearance under saddle since he won the Realization, in the Delhi, for all ages, special weights, at a mile. He was a prep for a future stake engagement, and as Fitz Herbert had nothing to beat the affair did not excite much interest. When Dugan let the great Ethelbert colt down he galloped home in hand, two lengths before Rio Grande, 7 to 1, in 1:39 2-5. The two-year-old Fighting Bob, 10 to 1, was a poor third.

Cherryola, 15 to 20, won the Autumn Handicap, for two-year-olds, six furlongs, on the grass. Dugan made his run with her just at the right time and she came home with two lengths over Elfin Beau, 8 to 1. Charlie Hargrave, 6 to 1, got up in the last jump to beat Big Stick, 7 to 2, a head for third money. The time was 1:13 3-5.

A. G. Blakely saddled Arasee and Gen. MacGregor, the winners of the fifth and sixth races respectively. Arasee was a prohibitive favorite and Glass rode him with perfect confidence. He caught Superstition, 7 to 1, who led all the way to the middle of the stretch, and beat him easily by three parts of a length in 1:52 3-5, for a mile and a furlong, on the grass. Krikina, 12 to 1, was third.

MacGregor, backed down to 5, showed the way from the start in the race for maiden two-year-olds, five furlongs, Futurity course, and won by two lengths from Boola Boola, a 30 to 1 shot, who beat Flying Footsteps, 10 to 1, a length. Malitine, 3 to 1 favorite, stopped and was half a length out of the money, while Beanie, a clockers' tip, was left at the post. The race was run in 1:01 1-5.

E. R. Bradley purchased the crack two-year-old filly Turf Star from J. W. May and she will carry her new owner's colors in the Flatbush Stakes this afternoon. S. C. Hildreth also bought a half interest in the two-year-old Sir Dixon filly Angerona from S. J. Doggett, price private.

John Dyment reported the death of his two-year-old colt Long Wave, by Star Shoot, and the Oddfellow horse Tourenne. They caught cold during the trip to the Bay. Star Wave was considered the best colt of his age in Canada and was insured for $15,000.

E. W. Heffner has presented Okenite to W. Allen, the steeplechase rider, who will train the horse over the jumps.

Dugan and Glass carried off the saddle honors. The summaries:

FIRST RACE.

The Beldame Selling; for mares three years old and upward; $500 added; seven furlongs, main course:

Horse and Age.	Wt.	Jockey.	Betting.	Fin.
Summer Night, 3.	98	Garner	20-1	8-1
Jeanne d'Arc, 4	119	E. Dugan	6-5	1½
Ida D., 4	106	S. Davis	7-1	8-2
Q'n Marguerite, 4	115	Liebert	7-1	8-2
Adriuche, 4	108	Davenport	10-1	4-1
Miss Alert, 5	110	E. Martin	7-1	5-2
Imitator, 4	110	J. Grand	15-1	6-1
May Arcella, 5	110	Gilbert	15-1	6-1
Moonshine, 6	110	McCahey	60-1	20-1
Miss Popular, 4	105	Creevy	30-1	10-1
Paradise Queen, 3	103	McCarthy	30-1	10-1

Time, 1:27.

Fair start; won driving; Summer Night, ch. f., 3, by Star Shoot—Blue Mass; owned and trained by J. Fitzsimmons.

SECOND RACE.

The Delhi; for all ages; $500 added; special weights; one mile:

Horse and Age.	Wt.	Jockey.	Betting.	Fin.
Fitz Herbert, 5	121	E. Dugan	1-4	out 1½
Rio Grande, 5	123	Grand	7-1	9-10 2½
Fighting Bob, 2	95	McCarthy	10-1	8-5 3½
Shannon, 2	95	Ural	15-1	9-5 4
Cliff Edge, 3	121	G. Lynch	300-1	50-1 5

Time, 1:39 2-5.

Good start; won easily; Fitz Herbert, br. c., 3, by Ethelbert—Morganaut; owned and trained by S. C. Hildreth.

THIRD RACE.

The Autumn Handicap; for two-year-olds; $500 added; six furlongs, turf course:

Horse and Age.	Wt.	Jockey.	Betting.	Fin.
Cherryola, 2	113	E. Dugan	15-20	out 1½
Elfin Beau, 2	110	Butwell	8-1	8-5 2½
Charlie Hargrave, 2	105	Ural	6-1	6-5 3½
Big Stick, 2	102	Grand	7-2	4-5 4

Time, 1:13 3-5.

Good start; won ridden out; Cherryola, ch. f., 2, by Tanzmeister—Last Cherry; owned and trained by J. T. Ireland.

FOURTH RACE.

The Dolphin Handicap; for three-year-olds; $600 added; one mile and a furlong:

Horse and Age.	Wt.	Jockey.	Betting.	Fin.
Gliding Belle, 3	95	E. Martin	1-8	out 1½
Miami, 3	100	Davenport	5-1	out 2

Time, 1:58 2-5.

Good start; won easily; Gliding Belle, b. f., 3, by Belle Commoner—Gliding By; owned by W. P. Schulte; trained by R. P. Brooks.

FIFTH RACE.

The Proper Selling; for three-year-olds and upward; $500 added; one mile and a furlong, turf course:

Horse and Age.	Wt.	Jockey.	Betting.	Fin.
Arasee, 4	103	Glass	2-5	out 1½
Superstition, 4	106	McCahey	7-1	7-5 2½
Krikina, 3	96	Ural	12-1	11-5 3½
Campaigner, 5	108	Grand	20-1	5-1 4
Alice Baird, 3	94	Garner	20-1	4-1 5
Sir Cleges, 4	103	S. Davis	12-1	3-1 6

Time, 1:52 3-5.

Good start; won easily; Arasee, b. g., 4, by Blues—Bunch; owned by S. Emery; trained by A. G. Blakely.

SIXTH RACE.

The Parisienne; for maiden two-year-olds; five pounds below the scale; $400 added; five furlongs, Futurity course:

Horse and Age.	Wt.	Jockey.	Betting.	Fin.
Gen. MacGregor, 2	117	Glass	5-1	2-1 1½
Boola Boola, 2	117	J. Butler	30-1	10-1 2½
Flying Footsteps, 2	114	McCarthy	10-1	4-1 3½
Malitine, 2	114	Nicol	3-1	6-5 4
Levengston, 2	117	Butwell	12-1	5-1 5
Odd Rose, 2	114	Russell	20-1	8-1 6
Don Antonio, 2	117	Grand	6-1	2-1 7
Harvey F., 2	117	Bergen	30-1	10-1 8
Running Chance, 2	117	McCahey	20-1	8-1 9
Galley Slave, 2	114	Rettig	15-1	6-1 10
Shamrock, 2	114	E. Martin	20-1	8-1 11
Meath Hill, 2	114	Austin	60-1	20-1 12
Oxen, 2	117	Cullen	30-1	10-1 13
Tom Cat, 2	117	B. Wilson	100-1	30-1 14
Gray Goose, 2	114	Leach	300-1	100-1 15
Christina, 2	114	Raynor	15-1	5-1 16
Fulfill, 2	114	Doyle	10-1	4-1 17
Amoret, 2	114	E. Dugan	30-1	10-1 18
Beanie, 2	114	Scoville	7-1	5-2 19

Time, 1:01 1-5.

Poor start; won cleverly; Gen. MacGregor, ch. c., 2, by Borgia—Legare; owned and trained by A. G. Blakely.

SHARPSHOOTERS AT SEA GIRT.

Second Troop of New Jersey Again Wins Cavalry Team Prize.

SEA GIRT, Sept. 3.—Four New Jersey regiments, the Second, Third, Fourth and Fifth, sent their rifle teams over the range to-day at the opening of the nineteenth annual Sea Girt shoot, this year the combined tourney of the New York, New Jersey and Pennsylvania State rifle associations, for the Columbia trophy, which the District of Columbia National Guard presented in 1902.

With the hundred yard stage remaining, the Third Regiment has a 21 point lead over the Fifth, the respective scores being 813 and 792, while the Fourth is third, with 784, and the Second, which captured the trophy a year ago, as it had done nine times before that, is fourth and last, with 780. Major William B. Martin of Elizabeth, military champion of the United States at 600 yards, made the only possible in the match. The full score follows:

THIRD REGIMENT.

	200 Yds.	500 Yds.	600 Yds.
Major Price	46	47	47
Capt. Pfeil	45	47	48
Capt. Yearon	39	39	44
Lieut. Leedom	38	48	48
Lieut. Jaggard	43	48	45
Sergt. Muller	44	48	48
Totals	236	277	280—813

FIFTH REGIMENT.

Major Griggs	37	45	49
Capt. Malcolm	40	46	48
Capt. Nolan	39	43	46
Lieut. Hattersley	43	47	40
Lieut. Woodhead	42	46	47
Sergt.-Major Dohn	45	41	43
Totals	246	271	275—792

FOURTH REGIMENT.

Private Minervini	44	45	44
Private Bianchi	43	41	45
Private Raimondi	39	38	48
Lieut. Baker	45	49	45
Lieut. Burlington	43	44	46
Capt. Smith	43	35	45
Totals	257	255	272—784

SECOND REGIMENT.

Major Martin	41	48	50
Capt. Silvester	45	47	44
Sergt. Meyer	42	46	38
Private Danser	42	38	35
Sergt. Dabb	42	42	35
Sergt. Silvester	44	44	47
Totals	256	265	259—780

Company C of the Fourth New Jersey took the first honors in the company team match by a score of 308, 3 ahead of Company I, First District of Columbia. Company B of the First District of Columbia won third place with 297; Company C, Fourth New Jersey, got fourth with 295; the Second Troop of New Jersey was fifth, 288. The other scores were: Company H, Third Pennsylvania, 287; E, Second District of Columbia, 281; G, Second District of Columbia, 279; C, First Pennsylvania, 278; K, Second District of Columbia, 254; I, Second District of Columbia, 254.

The scores of the winning company out of the other New Jersey contestants were:

COMPANY C, FOURTH NEW JERSEY.

	200 Yds.	500 Yds.	Totals.
Private Minervini	31	32	63
Private Bianchi	29	29	58
Private Raimondi	31	33	64
Capt. Higgins	30	31	61
Lieut. Baker	33	29	62
Totals	154	154	308

COMPANY C, FOURTH NEW JERSEY, NO. 2.

Private Lidell	33	29	62
Private Fescharek	29	30	59
Private Weise	30	33	63
Private Freiners	32	27	59
Lieut. Wells	28	25	53
Totals	152	144	296

SECOND TROOP, NEW JERSEY.

Sergt. Williams	28	33	61
Private Kesner	31	16	47
Private Vanleist	31	34	65
Sergt. Brown	27	31	58
Capt. Field	26	31	57
Totals	143	145	288

The cavalry team was won for the third year in succession by the Second Troop of New Jersey. The Red Bankers scored 416, defeating Squadron A of New York by 8 points. The Second Troop of Philadelphia took third rank with 408; the Twenty-second Engineers, New York, fourth at 408; the staff of the Second New Jersey fifth, 394, and the Second teams of the New Jersey and Philadelphia Second troops tied at 385. The scores of the Second Troop and Squadron A follow:

CAVALRY TEAM MATCH—SECOND TROOP, N. J.

	200 Yds.	500 Yds.	Totals.
Private Kisner	39	42	81
Private Van Kelst	40	49	89
Sergt. Williams	39	42	81
Sergt. Brown	42	47	89
Capt. Field	35	41	76
Totals	195	221	416

SQUADRON A, NEW YORK.

Sergt. Powers	36	48	84
Corporal Salters	36	44	80
Private Bolling	35	42	77
Private Lebouillier	42	41	83
Private Crane	39	48	87
Totals	188	223	411

The company tyro match was won by the Second Troop of Philadelphia, which scored 137, while Troop 3 of Squadron A of New York, made 130. The eight other leaders scored as follows:

Company L, Fourth New Jersey, 130; I, First D. of C., 130; E, Second D. of C., 127; G, Second D. of C., 126; H, Third Pennsylvania, 126; C, Fourth New Jersey, 124; K, Twenty-second Engineers, New York, 122; Troop 3, Squadron A, New York, 122; Company C, Fourth New Jersey, 113; H, Twenty-first New York, 113; Second Troop of New Jersey, 120.

The Pennsylvania Rifle Association's Keystone long range 1,800 yard match was won by Lieut. H. E. Simon of Ohio. J. W. Hessian of New York tied him at 49, but on the next shot Hessian slipped to a four, while the Buckeye kept in the lead.

The other prize winners were in order as follows:

Col. Arthur Rowland, New Jersey, 49; Lieut. R. T. Smith, U. S. A., 49; Lieut. Col. C. B. Winder, Ohio, 49; Lieut. Col. William A. Tewes, New Jersey, 48; Lieut. W. A. Caughey, Ohio, 48; Lieut. J. K. Boles, 48; Capt. G. H. Emerson, Ohio, 48; W. F. Reynolds, New York, 48; Capt. K. K. V. Casey, Pennsylvania, 48; Capt. A. F. Weil, New York, 47; Sergt. F. M. Darling Killer, N. Y., 46; Capt. Frank E. Evans, New Jersey, 46; Capt. S. W. Wise, Massachusetts, 46.

TO-DAY'S SHEEPSHEAD CARD.

Flatbush Stakes, for Two-Year-Olds, the Chief Attraction.

The Flatbush Stakes, for two-year-olds, seven furlongs, main course, will be run at Sheepshead Bay to-day, with Grasmere, Waldo and Dalmatian perhaps the best. In a handicap at a mile and a quarter the Hildreth entry (King James, Fitz Herbert and Firestone) will find favor over Pins and Needles, Zienap and others. In the first event, for two-year-old fillies, five and a half furlongs, Futurity course, Follie Levy, Helen Carroll and Zephyr may prove the best. For the steeplechase, at about two and a half miles, Grandpa, Pagan Bey and Rampart should go to the post. In the fifth race, at a mile and a sixteenth, on the grass, Rockstone, Acrobat and The Squire may be the factors. In the last race, a high weight handicap for all ages, at six and a half furlongs, main course, Alfred Noble, Jack Atkin and Rose Queen figure well. The entries follow:

First Race—The Musette; for two-year-old fillies; five and a half furlongs:

Follie Levy	116	Glen Helen	99
Intrinsic	104	Helen Carroll	99
Zephyr	104	Dem	94

Second Race—Two miles and a half.