THE HAPPY VALLEY DERBY

THE MOST CURIOUS RACE MEET IN THE WORLD.

Sport at Hongkong Is Confined to Amateurs—Plenty of Fun for Very Little Outlay—Classes of Animals Raced and Strange Handicapping Methods.

Almost every country in the world where the sport of horse racing has taken root has a race named after the big English classic. America, France, Austria, Russia, Australia, New Zealand and India have their Derbies, but the most curious of all is that held yearly at Hongkong on what is known as the Happy Valley course. This Happy Valley is situated about a mile or so from Victoria, the port of Hongkong, and the patch occupied by the course is the only level bit of sward in the whole island.

The course proper is a mile circuit of grass and as smooth as a billiard table. On the inside of this is a specially prepared track of sand and cinders used only for training purposes. The infield is used as a sort of general playground for the sporty people of Hongkong, for there are tennis courts, football and field hockey grounds, and so on. Until within a decade or so ago this patch, which measures considerably less than two miles in circumference, was a stretch of marsh absolutely useless. A few of the English residents of Hongkong who have loved the sport of racing conceived the idea of turning the bit of desert into a racecourse, and the evidence to-day that the plan was successful is the course and surroundings, undoubtedly the prettiest thing of its kind in the world.

After the course had been constructed the next difficulty that presented itself to the English colonists was to procure the horseflesh. It was decided that the start should be on a small and inexpensive scale, so with this end in view a number of Waler ponies were imported. It was thought that the Waler would be even cheaper than the China pony, but in this the promoters were mistaken. It was in 1902 that the Walers were brought to Hongkong, and the year following the Waler Champion Stakes was instituted.

The sparse field of four ponies went to the post for the event, and as three of them belonged to the same owner the outcome aroused no great amount of excitement and the death knell of Waler racing was sounded then and there. The initial cost of the animal was too much and people did not show any inclination to support the innovation. In 1904 there were a few races for Walers, after which the turfites turned their attention to the Chinese pony, as he was found to be much cheaper than the Waler.

Though there are no ponies bred in Hongkong, it was found to be easy enough to get a supply from Corea and Mongolia, where they breed in a wild state and remain until they are about seven years of age. Then they are rounded up and brought in droves to Shanghai and Tientsin and disposed of by the dealers. The general run of Chinese ponies rate about 13 hands and very rarely has there been found one to measure 14 hands. They are the handiest class of horses alive, as they can be raced, driven to any sort of trap, and some of them make first rate ponies. Like all other classes of horses they have their faults and failings, but above all they are game and will hold out while they are able to stay on their pins.

To take the ponies devoted to racing, they are divided into three classes according to the ruling of the Hongkong Jockey Club. First there are what are termed "griffins," and this is the class eligible for the Hongkong Derby. They are ponies which have not appeared in public and for which any price might have been paid. Sometimes very fancy figures are paid for "Derby" griffins. If a man wants to try for the Derby he sends an agent up north to buy a lot of youngsters with the speculation that there may be one crack in the bunch. More frequently does the prospective owner draw a blank, and it is on record that a man spent as much as $4,000 on a consignment which did not yield him a single racer.

The second class are called "subscription griffins" and they too are novices but have had to show speed equal to 1 minute 40 seconds for three-quarters of a mile in a private trial. The method by which owners get hold of a "subscription griffin" is unique. In the fall of the year, say about the end of August, an official of the Hongkong Jockey Club announces through the public press that he is ready to dispose of a lot of "subscription griffins" and asks for subscribers. Then should a man take one of the horses he must guarantee the sum of $125 for the pony. As soon as the list is full, or perhaps when between fifty and sixty names have been handed in, the date of the drawing of lots is made public.

In the meantime a batch of tried griffins has been forwarded from the north and when the owners arrive the drawing takes place at the Shanghai Horse Bazaar. The plan of drawing is simple. The names of all the subscribers are put in a box, while in another box are the numbers of the ponies. When the man's name is drawn it is called out loud and at the same time a pony is drawn for him, there being no alternative but to take the pony belonging to the number. Quite frequently good ponies are found in this way, but the bad ones drawn more than counterbalance the cases of good luck. No doubt the system suffers from a disadvantage of the ponies having to pass through Shanghai, where the sharps and cappers collar the most likely looking of the lots bound for Hongkong. Yet in spite of the eagle eyes of the northern dealers some really good ponies reach Hongkong, but they are slow to mature and give little or no promise when passing through Shanghai.

The third class are those that have done some racing elsewhere than in Hongkong, maybe at Pekin, Tientsin or Shanghai. They come under the "aged" head and are raced here and there at the different meets until they are found to have lost their speed.

The annual meet at Hongkong takes place in the month of February, the weather being supposed to be the best at that season of the year. The fixture then serves a purpose, for it gives the owners plenty of time to go to Shanghai for the spring meet there, which takes place in May. Three days racing usually covers the Hongkong meet, though there has been an additional day now and again. The programme consists of ten races a day, the stakes grading from $650 to $150. The Derby is always the big event, the money being always about $750 added to a sweepstakes of $10, the first pony to get 70 per cent., the second 20 and the third 10 per cent. In addition to the sweepstakes and added money there is often a valuable cup or trophy put up for the winner.

The most peculiar part of the Hongkong racing is the method of handicapping. There is no weight for age or sex allowance there, the ponies being simply weighted according to their height. For every inch there is an allowance of three pounds either above or below. As the standard height is 13 hands, the weight is fixed at 152 pounds, and this is rather a crushing weight on the saddle of such a small animal. Yet in spite of the steadier these little horses make very good time. The record for the Hongkong course, which is about 100 yards short of a mile, is 2 minutes 5 2-5 seconds, by a pony named Heather King, in 1905, and it was rather speedy travelling for a small horse with 158 pounds on his back. A pony named Spring Rose did 1¼ miles in 2 minutes 36 seconds, this being the Champion Stakes event, and the same pony covered 1¾ miles in 3 minutes 47 2-5 seconds two years ago. The record for the 1½ miles is 3 minutes 12¾ seconds, the joint holders being Daredevil and Dunoon, ponies which dead heated in a race at Hongkong.

But the most fascinating feature about the racing sport in Hongkong is that almost anybody with a little money can take part in it and have lots of fun for a small outlay. From the moment a man puts down his name for a subscription griffin until the end of the racing season the sum of $250 will cover all his expenses. The principal item of expenditure will be the pony, and when landed in Hongkong his cost will be $150, and to keep him three months in training, which is the extent of the season, can be done for $50. This includes the hire of a "ridee" boy, the mafoo or groom, the services of the racing chow and the cost of shoeing.

For each race the entry fee is about $5 and here of course his liabilities can be increased if he enters three or four races per day, but for the sum of $100, which means twenty races, he will have plenty of sport. Should a man want to go on a larger scale there are lots of ways to spend money, especially if he should take the notion of buying up a string of crack ponies, but so far only two big stables stand out from all the others as far as the number of ponies goes. Mostly all those who indulge in the sport are amateurs and do the greater part of their own training, and taken all in all in no part of the world does racing cost less than in Hongkong.

After the close of the racing season each year the custom is to have an auction, and ponies which are not sent north to the Foochow and Amoy meets are disposed of. The price is mostly influenced by their performances on the track, some going as high as $800, while not a few have been bought for as low as $10. Some years ago gymkhanas grew into popularity during the summer months, but of late seasons there have been several small race meets instead, and the indications are that these summer fixtures will become a permanent thing in future.

MANY POWER BOATS BUILDING.

Thirty-five for Next Season From Designs by Morris M. Whitaker.

One of the busiest designers of power boats in this city is Morris M. Whitaker, who has made such a careful study of this type of vessel that he has obtained orders for thirty-five craft of different types and sizes which are building for the coming season. These boats are not just paper yachts, as so many just now are, but are really being built at different yards around the coast. The largest of these is a vessel 85 feet long and 13 feet beam, which is to be used cruising along the northern Atlantic coast.

Next in size is a cruising vessel for F. F. Arnim to be used in Texas. This yacht will be 67 feet long and 13 feet beam. A 65 foot high speed cruiser which will have a beam of 10 feet is designed for Dr. William H. Field for use on the Ohio and Mississippi rivers. C. F. Chapman has ordered a twin screw yacht of the raised deck cruiser type which will be used in waters about New York. This yacht will be 57 feet long and 12 feet beam.

Another raised deck cruiser 57 feet long and 12 feet beam is for F. A. Baer and will be used in waters in this vicinity. C. M. Prankard has ordered a raised deck cruiser 55 feet long and 13 feet beam for use on Long Island Sound.

C. W. Moodie is having a runabout built which will be 32 feet long and 5 feet 2 inches beam. This is for use on Muskoka Lakes, Canada. J. H. Ross is having a high speed runabout built 28 feet long and 4 feet beam which he will use on Lake Couchaching, Canada. J. Burn Murdoch has had plans drawn for a trunk cabin cruiser which he will use on the coast of Scotland. This vessel will be 35 feet long and 8 feet beam. F. D. Lapelle has ordered a 30 foot raised deck cruiser which he will use on Lake Champlain. Another yacht of this type will be for Nicholas Titschenko for use on the Black Sea. This vessel is to be 33 feet long and 8 feet beam.

Howard A. Stowe has ordered a V bottom cruiser for use in the shallow waters of Florida. This boat will be 40 feet long and 11 foot beam. Frank D. Gheen is having a trunk cabin cruiser built which will be 32 feet long and 7 feet 4 inches beam. This boat will probably take part in some of the long distance races and will make its headquarters around New York.

Paul Kossek is having a raised deck cruiser built for use around New York. This craft will be 38 feet long and 8 feet 6 inches beam. A high speed runabout which Fred H. Tucker will use on the south shore of Long Island is to be 32 feet long and 4 feet 6 inches beam.

J. H. Cronk, a Western yachtsman, has ordered a raised deck cruiser 40 feet long and 10 feet beam for use on Western rivers. J. R. Harbeck is to have a high speed runabout to be used on Lake St. Clair. This craft will be 45 feet long and 7 feet beam. Another raised deck cruiser is for B. E. Allen, who will use it on Lake Michigan. This boat is to be 45 feet long and 10 feet beam.

Hugo Maklin has had plans made for a raised deck cruiser, for use on the coast of Finland, which is 40 feet long and 10 feet beam. I. G. Shaw has ordered a vessel of similar type for use on the Pacific coast, with San Francisco as headquarters. This yacht will be 37 feet long and 8 feet beam. Harry Gill is having a high speed runabout built for use in the Gulf of Mexico which will be 35 feet long and 7 feet beam. W. H. Tucker is to have a vessel of the raised deck cruiser type 39 feet 6 inches long and 9 feet 6 inches beam, which he will use on Lake George. Mr. Tucker is also to have a high speed runabout 32 feet long and 5 feet 2 inches beam.

Another high speed runabout is for George H. Reynolds to be used on the eastern coast of Florida. This yacht will be 35 feet long. L. Howard Smith is having another built for use in the Adirondacks, which will be 25 feet long and 5 feet 6 inches beam. A vessel of similar type for William D. Pomeroy for use on lakes in central New York will be 28 feet long and 5 feet beam. George M. D. Kelley is also to have a runabout 35 feet long and 7 feet beam, which he will use on the Mississippi.

For James E. Marratt Mr. Whitaker has designed a raised deck cruiser for use on the coast of Maine. This yacht will be 30 feet long and 8 feet 6 inches beam. A high speed trunk cabin cruiser for use by George H. Everall on Long Island Sound is to be 28 feet long and 6 feet beam.

M. L. Butler is to have a raised deck cruiser for use on Lake Ontario which will be 35 feet long and 8 feet 6 inches beam. A tunnel stern runabout is to be built for the Weckler Boat Company which will be 23 feet long and 5 feet 6 inches beam. B. B. Haskins is to have a glass enclosed runabout 35 feet long and 7 feet beam which he will use on Lake St. Clair. Dr. D. B. Brinsmeade has ordered a raised deck cruiser for use in the vicinity of Gardiners Bay which will be 30 feet long and 8 feet 6 inches beam. F. W. Baldwin is to have a raised deck runabout which will be 45 feet long and 8 feet beam which he will use on the coast of Nova Scotia. Dr. William S. Rice has ordered a fishing power boat to be used on Lake Ontario which will be 20 feet long and 4 feet 6 inches beam.

LAKE YACHTSMEN ADOPT RULES

Races Will Be Sailed Under Universal Rule in Force in These Waters.

The Lake Michigan Yachting Association at its annual meeting held recently decided to adopt the universal rule of measurement. The meeting was one of the most harmonious the association has held, the only discussion being over the adoption of the universal rating rule, which was carried by a vote of 12 to 3. In order to make the disposition of the question final a motion to reconsider the vote was made and lost and the universal rule will apply henceforth in all races held by the association.

Action on the 35 foot class of boats was postponed until the January meeting and a committee comprising Dr. Holmes, James B. Keogh and Charles Skates was appointed to revise the present rules of the association and to prepare the schedule for 1910.

The following officers were elected with Dr. Holmes as president: Vice-president, G. H. Atkins, Chicago Y. C.; second vice-president, C. F. Weed, White Lake Y. C.; secretary, Charles Skates, Macatawa Bay Y. C.; treasurer, F. D. Porter, Columbia Y. C.; delegates to the annual convention of the Yacht Racing Union to be held in Detroit in October, 1910: F. D. Porter, Charles Skates and Frederick A. Price.

The Lake Michigan yachtsmen will compete for the Sir Thomas Lipton cup on August 18, 19 and 20, 1910.

The regatta will be conducted on the same lines as in previous years and as called for in the deed of gift of the cup, which is now held by the Chicago Y. C., having been won in the last regatta by Fred Price's Spray.

It is not known yet what effect if any the newly adopted universal rule by the Lake Michigan Yachting Association will have upon the boats which have hitherto qualified for the Lipton races. The new rule demands that all boats must be seaworthy, but as the Lipton rules call for cabin boats it is likely that the universal rule will make no changes.

I. C. A. A. U. S. IS GROWING FAST

ORGANIZATION INFLUENCES 64 COLLEGES.

A Student Population of More Than 88,000 Under Control of Body That Will Have Its Fourth Annual Meeting Here Next Tuesday—Harvard Comes In.

The Intercollegiate Athletic Association of the United States, to give in full the impressive title of that organization, which by the way has just been joined by Harvard, will meet next Tuesday in this city to consider problems of college athletics. The organization was begun late in 1905, mostly by chance, and has lived through a period of being laughed at until now it is a most important if not the most important body in college athletics.

Curiously enough it is an association of colleges which controls nothing and pretends to control nothing. In spite of that it forced a reform of football in 1906, the first year of its existence, and since then has been extending a reformative influence to other sports.

Those colleges which are members of the association, and they number now something more than sixty, are not bound to subscribe to any legislation enacted by the I. C. A. A. U. S. The colleges which do not care to act in accordance with any law made by the majority have only to file formal notice of their objections.

In 1905, as many folks recall, there was a great outcry against the American college game of football, much as there has been this season. There were some fatalities on the gridiron that brought the public attention keenly to the degree of danger that there is in football, and there were also many accidents. The cry was to lessen mass play and to make the game a better thing for player and spectator. The rules committee, at that time a self-perpetuating body of seven men, old time mysterious rulers of the game, who met with dignity and legislated in secrecy, had given no sign that it was going to do anything about it. The general impression was that the committee wasn't going to do much.

The death of Harold Moore, a backfield player of Union College, in a game against New York University in this city, and the action of Columbia in abolishing the game made New York the centre of the storm. Chancellor Henry M. MacCracken of New York University called a meeting of colleges and universities to be held here with the idea of abolishing football generally. Harvard, Yale, Princeton, Pennsylvania, Cornell and others did not send delegates to the meeting, and there were not many universities of the first importance represented.

Columbia had a delegate there, but as Columbia already had abolished football that didn't make much impression. The New England colleges were represented pretty strongly. Altogether about sixty institutions had delegates, but after all their importance and influence were small.

The meeting in December, 1905, started out with a hurrah to destroy the American college game. Of a sudden, out of the mass of undigested advice and talk came the sound and safe plan of the United States Military Academy. Capt. Palmer E. Pierce, chief delegate of the Military Academy, outlined a plan to have the association form a rules committee to fuse with the other body with the idea of discovering whether something couldn't be done to reform the game. This temperate advice proved to be just the thing, and the meeting that began with the idea of ripping football to pieces ended with having a committee appointed to reform and save the game.

The fusion with the old rules committee was made and the changes that for so long were called new football were made. The game started out on its 1906 course and the hastily summoned group of colleges was massed into the I. C. A. A. U. S., to meet annually in New York to consider problems of college athletics. Capt. Pierce is the first and only president of the I. C. A. A. U. S. thus far. He will remain at the head of it in all probability just as long as he cares to or as long as the Government interposes no objection.

The first annual meeting of the organization in 1906 was not promising. Twenty-eight colleges sent delegates and nine did not, although members. Minnesota was the only one of the conference colleges that could be got, and Pennsylvania, although a member, sent no delegate.

The big colleges still held aloof, and there was a sprinkling in the membership of the smaller institutions which made the roll long but not significant. The members then were:

Rutgers, Bucknell, Dartmouth, Dickinson, Franklin and Marshall, Haverford, Lehigh, Niagara, Oberlin, Ohio Wesleyan, Seton Hall, Syracuse, Colorado, Minnesota, Missouri, Nebraska, Wooster, Washington and Jefferson, Wesleyan, Western University of Pennsylvania, Williams, Vanderbilt, Allegheny, Union, Swarthmore, Colgate, Tufts, Miami, Grove City, Denison, Rochester, North Carolina, Wittenberg, Maryland Agricultural, Amherst, Pennsylvania and the United States Military Academy.

Nothing daunted, Capt. Pierce and his men kept together and worked steadily away. Literature of all sorts was sent out. The association devoted itself chiefly to the question of summer baseball and now is after that illicit form of diversion very strongly. The questions of basketball and track athletics were taken under consideration and the intercollegiate basketball rules committee became a part of the association.

It is interesting to note that the struggles of the I. C. A. A. U. S. at last have resulted in extending the influence of the organization to more and more of the leading colleges. This year for the first time Harvard is in. Yale, Cornell and Princeton still hang back, but the association has hopes that some day these will come in. A list of the fifty-seven colleges which were members on the occasion of the third annual convention on January 2 of this year, together with seven others that will be members after the meeting next Tuesday, is particularly illuminating when the college populations are considered. The figures given are those at the close of the year 1908. They are:

†Allegheny	315	†Pratt Institute	3,685
Amherst	530	Rutgers	310
††Bates	450	Seton Hall	205
Brown	995	†State Un. of Iowa	2,315
†Bucknell	771	Stevens Institute	360
Case School	434	†Swarthmore	361
Colgate	452	†Syracuse	3,300
*C. C. N. Y.	4,383	†Tufts	1,000
Dartmouth	1,232	Union	822
†Denison	883	U. S. M. A.	833
Delaware	212	†Un. of Chicago	3,036
†Dickinson	550	†Un. of Colorado	1,150
Franklin & Mar'll	394	†Un. of Kansas	2,250
†Geo. Washington	1,258	†Un. of Minnesota	4,600
†Grove City College	655	††Un. of Missouri	2,536
Harvard	4,900	†Un. of Nebraska	3,237
Haverford	160	Un. of No. Carolina	790
†Indiana College	2,000	†Un. of Penn.	4,500
†Iowa State College	2,363	†Un. of Pittsburg	1,138
Kenyon	112	†Un. of Rochester	380
Lafayette	442	†Un. of Tennessee	755
Lehigh	662	†Un. of Texas	2,462
†Miami	1,149	†Un. of Vermont	297
Muhlenberg	124	Un. of Virginia	788
N. Y. University	4,026	†Un. of Wooster	561
Niagara	260	†Vanderbilt	902
No. Car. A. & M.	470	Wash'n & Jefferson	442
†Northwestern	2,327	†Wesleyan	225
†Oberlin	1,548	†Westminster	291
†Ohio State	2,277	†West Virginia	1,208
†Ohio Wesleyan	1,286	Williams	485
†Penn. State	1,200	†Wittenberg	525

*Probably will become members next meeting.
†Coeducational.

This organization, with its sixty-four colleges and universities, exercises influence over 88,383 students, according to the figures. There is no doubt that there is an increase in the size of many of them since college opened that will bring the total up close to 100,000. That is pretty good for an organization that started with nothing only a few years ago and is to have its fourth annual convention next Tuesday.

The object of the I. C. A. A. U. S. is set forth in its constitution as "the regulation and supervision of college athletics throughout the United States in order that the athletic activities in the colleges and universities of the United States may be maintained on an ethical plane in keeping with the dignity and high purpose of education."

The matter of control of athletics is set forth thus in the constitution: "The colleges and universities enrolled in this association severally agree to take control of student athletic sports, as far as may be necessary to maintain in them a high standard of personal honor, eligibility and fair play, and to remedy whatever abuses exist." It can be seen that the association is organized with the end of maintaining decency in sport and not with the idea of interfering in the management by any college of its own affairs.

Great interest attaches to the forthcoming meeting because of the situation in football. The I. C. A. A. U. S. appoints seven members of the football rules committee, and the task these men will have to alter the rules and the character of the game will be one of the big things in sport in 1910. The activities of the association, moreover, in regard to baseball, track athletics and basketball all attract attention. Eventually the association may well be one of the most important bodies of its kind in this country, cooperating with the A. A. U. in attempting to raise the standard of fair play and sportsmanship among the athletes of the country.

KID LAVIGNE FAILS AGAIN.

Once World's Champion Lightweight, He's Now All In.

Detroit fight fans saw the last of the once famous Kid Lavigne, former lightweight champion of the world, in a pitiful boxing bout the other night. Lavigne, a mere shadow of his former self, attempted to stay six rounds with Fighting Dick Nelson. Before the last round was half over Nelson dropped his hands and said to the referee:

"Stop this farce! I can't hit that poor old man! It's a shame to let him box anybody!"

So Lavigne was spared the ignominy of a dead sure knockout and was led away, convinced that the prize ring had seen him for the last time. Battling Nelson, the present lightweight champion, is a rugged young pugilist who has earned his title by dint of energetic work, but in his prime Kid Lavigne would have beaten him easily, it is thought, for no greater lightweight ever drew on the mitts than the once famous Saginaw Kid.

Lavigne's best qualities were gameness and punching power. He never knew when he was whipped, and though beaten to a standstill on numerous occasions he always came back with the sleep wallop. Probably his greatest fight was the fifteen round bout with Joe Walcott at Maspeth, L. I., many years ago. This affair has always been referred to as the most sensational prizefight ever seen in this or any other country. Lavigne was the lightweight titleholder at that time and it was a difficult matter to find a suitable opponent in his class. So Walcott was picked out to meet him in a handicap match which called for 133 pounds, ringside, Lavigne to be the winner if Walcott failed to score a knockout.

The old Empire A. C. arena was packed when Tim Hurst, the referee, called the men to the centre of the ring. In the early rounds Walcott did all the leading and landing, with the result that when the ninth round ended Lavigne was cut to ribbons and his left ear was hanging by a thread. Nobody in the big crowd that night believed that the wonderful Saginaw Kid could stay the limit, but his remarkable recuperative powers saved the day. In the twelfth round Lavigne, battered and bleeding, got his second wind and in a terrific mixup he knocked Walcott down with a tremendous right hand swing on the point of the jaw. The gong saved Walcott, and when he came up for the thirteenth round Lavigne hammered him all over the ring, putting him down twice before time was up.

Lavigne's attack was relentless then that Walcott was ready to quit, but he was actually driven out of his corner for the fourteenth round by his manager, Tom O'Rourke. Up to the end of the fifteenth round Lavigne continued to hand out deadly punishment, and when the bout was over it was the consensus that Walcott would have been asleep if the battle had continued a few more rounds.

Lavigne again showed his phenomenal grit when he knocked out Jack Everhardt at the Bohemian Sporting Club, at Eighty-first street and Amsterdam avenue. Only 500 members of this exclusive organization were able to see this mill, because of the smallness of the arena, but they got their money's worth. Lavigne, as usual, bored in regardless of the blows showered upon his face and neck by his scientific rival. When the men had gone twenty-two rounds Lavigne was a sight. Both eyes were closed, his nose was broken and his mouth was cut and bleeding, yet in the next round, still boring in, Lavigne caught Everhardt on the jaw with his crushing right, and it was all over in the twinkling of an eye. After the fight the principals met in the café to have a social glass of wine. Everhardt did not have so much as a scratch, while Lavigne had to be led to a chair by his trainer, Sam Fitzpatrick, who gave the lightweight champion several swallows of the sparkling water by means of a tablespoon.

Lavigne shocked all England when he knocked out Dick Burge, the British champion, at the National Sporting Club. When the Saginaw Kid upon his arrival in London was introduced to the club's matchmaker the latter said to Fitzpatrick:

"Why, this chap is a mere boy! He can't whip Burge and I am really ashamed to introduce him in the ring!"

"He can fight all right," replied Fitzpatrick. "Just give him a chance!" So Lavigne, smaller than Burge in every way, went into the ring and proceeded to hand the British champion an unmerciful beating. Lavigne's downfall was due to his habits. Money came easily and the Saginaw Kid knew how to spend it. He finally refused to train at all and when he met Frank Erne in Buffalo about ten years ago he was hardly fit. Erne, a comparatively light hitter, put it all over the champion with consummate ease and the title changed hands.

Lavigne went down hill rapidly after that and was soon penniless. Friends got up a purse and sent him to France, where he opened a boxing school but he soon longed for Michigan and finally landed in Detroit, where he opened a saloon. A year ago the old fighting bee buzzed in his bonnet and he came on to Philadelphia where an unknown second rater made him appear foolish in a six round bout. Then it was that Lavigne declared that he was through with pugilism forever, and he kept his word until he was enticed into the ring at Detroit the other night.

Dick Burge, by the way, who got through serving a prison sentence for swindling recently, is like Lavigne in the belief that he can still go some, and is anxious to meet Freddie Welsh, the new British lightweight champion, in a bout for $1,000 a side. But humane sporting men in England have frowned on this affair and Burge will probably have to remain in retirement the rest of his life.

ORAL BETTING ON THE COAST.

Californians Take to Eastern System and Oakland Will Break Even.

It seems to be assured that the winter race meeting at Oakland, Cal., which was an experiment at the start, will result in an even break financially or perhaps a small profit for the chief promoter, Thomas H. Williams. The conditions on the Coast are described by the San Francisco *Call* in this way:

"Four weeks of racing at Oakland indicate that the sport will survive the almost fatal blow of the Walker-Otis anti-bookmaking law. Turfmen who were dubious are taking a hopeful view of the situation and the Jockey Club management is more than pleased with the experiment. When President Thomas H. Williams guaranteed sixty days of racing at the track across the bay in the face of the untoward action of the lawmakers he was prepared to pocket a loss of $50,000 or $60,000 and consider it a good investment toward keeping the sport alive and preserving the value of the club's three big plants—Oakland, Ingleside and Tanforan—while waiting for more favorable legislation.

"Some horse owners and most speculators were inclined to doubt the success of the venture in the first two weeks of the meeting. Williams maintained that the weather was the only thing against him. The recent spell of sunshine proved that he was right. The crowds have grown to profitable proportions and the betting under the memory system is lively enough to satisfy the average speculator. From present appearances the Oakland meeting instead of being run at a loss will either break even or show a small profit."

NEWS OF THE YACHTSMEN

POWER BOAT MEN WANT RESTRICTED CLASSES.

Committee to Frame Rules to Meet Next Month—Narragansett Bay Men Planning a Big Season—As to the Race for the British International Trophy.

Legislation for power boats is now claiming the attention of all who are interested in power boat racing. The committee appointed by the National Power Boat Association at its meeting in this city last month is to report at Detroit next month and the report of that committee will have much to do with the future of the sport. This committee has worked out a schedule for limiting power boats in length, weight and power, which it is hoped will do away with handicapping in the different classes and compel those who wish to take part in the sport to build up to the limit of the class in which they wishes to race. This has been done for some years in the sailboat classes and worked out very satisfactory. The rule does not apply to boats built before its adoption, but to new boats, and in course of time all boats in the different classes will be of the same rating and the first one home will win the race. New rules have been framed for the classification of the power boats.

Yachtsmen generally think that if such a set of rules are adopted there will be quite a big boom in motor boat racing. As the rules are at present an owner must either race with an allowance or he must build a very costly boat, which being high powered cannot be used for anything but racing.

The adoption of restricted classes will mean the building up of two or three types of comfortable, seaworthy runabouts of moderate power and speed which will give their owners unlimited service and still permit them to race on even terms with boats of the same class. It will also give the designers of these boats considerable latitude in planning the boats just as the rule now in force for sailing craft allows a designer to vary the model and power as he thinks best and at the same time develop a good wholesome boat. Such restrictions as are necessary to bar freaks and to control the efforts of some owners to beat the rule will be adopted which will be for the good of the sport generally. Power boat racing is growing everywhere and the trouble that has been with it has been that the trade has had too much to say about the management of the races.

Narragansett Bay is going to be the scene of much yacht racing next season, and the members of the clubs on that piece of water are now making preparations for a very active season. In the last few years Narragansett Bay has come to the fore in yachting very fast. There are several clubs that have their headquarters around that fine piece of water and the members are enthusiasts. They go in for sailing in all the small classes, and lately power boating has taken a strong hold on yachtsmen there for the reason that owners find that they can gets lots of fun and enjoyment out of a power boat when they cannot afford the time necessary to run a sailing craft.

The Rhode Island Yacht Club is one of the largest of the Narragansett Bay clubs and its members are now planning to arrange a larger schedule of races for next season than in former years, and special attention is being paid to the cruise. Fleet Captain Pearce has a plan for next year's cruise which is meeting with general approval. He thinks the squadron should gather at the call of the Commodore and then be entirely in the hands of the commodore, sailing where he orders. That is more in keeping with the idea of a squadron cruise and the members think it better than arranging a cut and dried programme which may or may not be carried out. Last summer the fleet scattered in the hard August blow and never got together again and it is argued that if no programme had been arranged the fleet could have gathered again after the gale and continued the cruise.

The officers of the club are Commodore C. M. Dunbar; vice-commodore, Richard P. Jenckes; rear commodore, Dr. Van Benschoten; fleet captain, Aldridge, G. Pearce; chairman of the race committee, Bradbury Barrows; chairman house committee, W. D. Streeter; secretary and treasurer, F. A. Barnes; fleet surgeon, Dr. H. W. Kimball; chairman entertainment committee, H. W. Gardner.

The chief event on the bay next summer will be the catboat race for the interbay cup and this event promises to be one of the most important races of the season.

Oliver Eaton Cromwell, who died at Washington on Tuesday morning will be remembered best for the part he took in acting as referee in many international yachting contests. He officiated at several of the races for the Canada cup and in some of the races for the Seawanhaka cup and he was always fair and impartial in his decisions. When a young man he became interested in yachting. He was a member of the New York Yacht Club, but it was not until 1895 that Mr. Cromwell joined that organization. In 1905 and 1903 he was chairman of the regatta committee of that club. Just prior to being elected chairman of that regatta committee he was chosen as president of the Yacht Racing Association of Long Island Sound, and it was largely through his efforts that the convention of yacht clubs was called which resulted in the adoption of the present rule of measurement. At one time he was vice-commodore and then commodore of the Seawanhaka-Corinthian Yacht Club. Mr. Cromwell was born in New York October 6, 1843, and was the son of Charles Thorne Cromwell, a well known lawyer half a century ago. He was a graduate of Columbia University. He was a member of the Metropolitan, Union, St. Nicholas and other clubs of this city and the Metropolitan Club of Washington. He had large business interests in Albuquerque, N. M., where he had spent several years of his life. Since the end of 1905 he has made Washington his home. He is survived by his wife, a daughter, Miss Louise Cromwell, and two sons, Oliver Eaton Cromwell and James Henry Cromwell.

British motor boat men are parrticularly pleased that there is to be an international race next summer and that three British boats are to try and capture the British international cup. They are going on very actively in their preparations on the other side, but at present little has been done here for the defence of the cup. There are a few boats that are eligible, but if the cup is to remain in this country new ones will have to be built and these boats cost money. It is possible that a syndicate will be formed to defray the cost of one of these boats and those who are interested in fast boats are now figuring on building forty footers for the international race.

The *Motor Boat* of London has a long article on the coming race written by "The Bo'sun." It says:

"I am very pleased to see that there is a bright prospect before us with regard to the racing for the British international cup in America next year. I know that many people do not approve of these contests and are always ready to argue that international racing merely tends to create bad feeling between the countries engaged. Of course there is no question that bad feeling had been aroused over international races in times past, and no doubt troubles may again arise, but as a rule such races are productive of the best results if the competitors are reasonably good sportsmen.

"In yachting unfortunately our representatives have not always been able to sail their races without mishaps, on the merits of which it is perhaps wisest to express no opinion, but in the motor boat contests between Great Britain and America there has been no cloud to mar the harmony of the sport. When Dixie I. came over here her victory was honestly admitted and applauded by all sportsmen, and only a few feeble voices were raised to try to belittle her achievement. Again, when our boats went over to the States to try to recover the lost trophy those in charge of our team made no complaint of unfair treatment, but admitted that they were fairly beaten, although it is by no means pleasant to have to acknowledge one's opponents' superiority. All the more credit to them for their sportsmanlike behavior, and also to their opponents, who did not unduly crow over their victory, as some victors are prone to do.

"Let there be no mistake as to my object in writing in this strain. It is not to try to belaud Americans as being better sportsmen than other nations, but to show that if such contests are carried out in the right spirit they are not only enjoyable to all competitors but are also strong factors for the promotion of good feeling between the countries which compete. As one who has competed in more than a dozen international races and who has been intimately connected with the organization of many of them, I speak from practical experience when I say that unless a competitor is an exceptionally amiable and cantankerous individual or unless the trade element and its financial interests are allowed to interfere there is no need for any difficulties in races of this kind, and when they occur they are usually due to a preconceived distrust or dislike of foreigners.

"Naturally there are international races where trouble arises through unfair treatment of the visitors, but luckily such cases are rare, and even then the unpleasantness often arises more from want of proper organization and discipline on the part of those in charge of the races than from an active attempt at foul play or unfairness.

"As the British international trophy race next year will not be in this country but in America, it may seem rather invidious to offer suggestions as to the management of international races, but I would ask my American readers to believe that I make these remarks as applying to any international racing and not merely to the race for the British international trophy, which no doubt will be conducted in a thoroughly satisfactory and able manner, as I believe it was last time. Putting on one side, therefore, any one particular race, I would strongly urge on all those engaged in the organization of such races to pay careful attention to one or two leading principles which are essential to the successful conduct of an international event.

"First of all see that full and perfectly clearly worded rules and instructions are sent to every competitor in his own language some time before the race and before the start make sure that he has received and understands them. In framing rules and choosing a course avoid any possibility of favoring the home boats, and if local knowledge must give a considerable advantage, as it often will, be sure that the visitors receive as much instruction on such points as possible from reliable local men.

"Not only must the rules be clear and well understood by all the competitors but every detail of the rules must be adhered to and carried out with the most scrupulous exactness. No deviation on the part of officials or competitors must be permitted on any account, for the slightest laxity is sure to cause trouble of some sort. Times of start must be exactly to the second advertised and all flags or other starting signals precisely as stated in the instructions.

"If the weather is bad but not absolutely impossible for racing any competitor wishing to start should be allowed to do so, as it is most unfair to postpone a race just because the sea is too heavy for some of the boats, while it may be exactly what others want. Should the committee consider the conditions actually unsafe, however, they should not hesitate to declare the race off in good time and not leave it to the last minute, but they should not take such a step unless the risk is unquestionable.

"The success of an international race depends on three things—firm and capable management on the part of the officials, fair and sportsmanlike behavior on the part of the competitors and absence of race prejudice and narrow mindedness on the part of all concerned."

BREEDING HORSES IN CANADA.

English War Office Interested in Development of Thoroughbreds.

The annual meeting of the Canadian Breeding Bureau which was held at Montreal the other day showed that the thoroughbred industry in the Dominion has grown wonderfully in the last two years, as illustrated by these extracts from the official report:

"During the year arrangements were made with the Provincial Government of New Brunswick whereby the national bureau is to receive a bonus of $500 a horse for stallions placed in that province, and it is hoped that similar arrangements will be made with each of the other provinces. An effort will also be made to have the British Government place twenty national bureau stallions on the King's premium list, which will mean a bonus of $750 a horse a year. The King's premium is given to owners of thoroughbred stallions providing they give the services of their stallions to farmers with good cold blooded mares, thus producing a suitable type for cavalry purposes. They must also charge a service fee of not more than $15. The national bureau is going even better than this in Canada, for its thoroughbreds are mated with cold blooded mares at a service fee of $10.

"The excellence of the thoroughbreds sent out was also proved at horse shows and fairs throughout Canada, when national bureau stallions swept all before them. The bureau is in possession of letters from each man with whom a stallion has been placed, and without exception these letters praise the horses in unstinted manner and also tell of the surprise and satisfaction expressed by all the farmers in the districts where these stallions have been placed.

"The bureau receives its horses by donation and places them free of charge. For the donation of all these magnificent thoroughbreds the bureau has to thank such gentlemen as Thomas Clyde, Bryce Mavr, Pa Richard F. Carman, New York; Algernon Daingerfield, New York; Mrs. Alex Shields, Bound Brook, N. J.; John Boden, Brooklyn, N. Y.; G. R. Tompkins, Warrenton, Va.; J. C. Ferriss, Nashville, Tenn.; P. T. Chinn, Lexington, Ky.; P. H. Sullivan, New York; Robert Davies, Toronto; J. W. Burtschell, Houston, Tex.; S. C. Hildreth, New York; William Shields, Jacksonville, Fla.; Lady Ernestine Hunt, London, Eng.; G. M. Odom, New York; John Cheney, Crown Point, N. Y.; H. M. Price, Washington, D. C.; H. G. Bedwell, California; J. R. Reid, Lexington, Ky.; Woods Garth, C. C. Smithson, T. F. Coles, Virginia, and others.

"All the