ELENA WINNER IN FINAL RUN

NEW YORK Y. C. FLEET HAS LIVELY RACE TO NEWPORT.

Morton F. Plant's Schooner Outsails Westward on the Wind and Captures Rear Commodore's Cup—Istalena Wins in Sloop Class—Good Test for Yachts.

NEWPORT, R. I., Aug. 9.—Morton F. Plant's Elena won the fifth and last squadron run of the New York Yacht Club cruise. She not only won in her class, defeating the Westward 2 minutes 29 seconds actual time, but she also captured the rear commodore's cup for schooners of the first division. The race was sailed in a fresh wind and rather lumpy sea. The wind blew about thirteen miles an hour, and as the course was from Wilkes Ledge buoy to the Vineyard Sound lightship and then to Brenton's Reef lightship the yachts had the best test of the season. The wind was south southwest, which gave them windward work to the lightship and then a reach with the wind abeam to the finish.

Elena won the race when on the wind. She gradually drew away from the Westward and showed conclusively that under such conditions she is the better yacht turning to windward. She had the best position at the start, and although Westward footed faster Elena pointed higher and footed fast enough to increase her lead. It was a very pretty fight for the ten miles on the wind. Elena, Westward, Irolita and Enchantress worked in short tacks into the islands that separate Buzzards Bay from Vineyard Sound and Elena made the ten miles in 1 hour 16 minutes. On the wind she defeated Westward 2 minutes 32 seconds. Reaching in for seventeen miles to the finish Westward gained three seconds.

In the next class of schooners Irolita won from the Enchantress and Endymion, but Irolita was outsailed by the Elena and Westward in the race for the rear commodore's cups.

Ariel defeated Endymion in a special race very easily. In the auxiliary class Iris on account of her big time allowance won, but the race between Intrepid and Atlantic was a rousing one. Intrepid got the better of the start and held the lead to the weather mark. Then Atlantic overhauled Intrepid, but on corrected time Intrepid beat her.

Katrina defeated the Seneca and Taormina. At the start Taormina bore down on Vagrant and then when Mr. Vanderbilt called for room luffed and the end of Taormina's boom caught the head stay of Vagrant. It was some time before it was cleared and Taormina sailed about towing the smaller schooner. This happened under the eyes of the committee and Taormina was disqualified. In the next class Vagrant defeated Miladi and in a special class she defeated Dervish.

Istalena won in the sloop class, defeating Hester. She also defeated Dorello in a special. Cara Mia won from Windward, which was handicapped ten minutes, at the start in the class P race, but was beaten by Corinthian in a special race. The thirty footer race was won by the Rowdy. Cara Mia sailed a good race and succeeded in capturing the commodore's cup for the second division of sloops, with Rowdy second and Phyrne third. The Istalena won the race for the first division, with Avenger second and Adventuress third.

There are nineteen yachts entered for the Astor cup races, which will be sailed for to-morrow. There are two of these cups, one valued at $1,000 for schooners and one of $500 for sloops. These are presented each year by Col. John Jacob Astor. The entries, with their ratings and allowances, are as follows:

SCHOONERS.

Yacht and Owner.	Rating.	Seconds Per mile.
Elena, M. F. Plant	59 6	12.18
Westward, A. F. Cochran	59 3	12.57
Enchantress, W. E. Iselin	55 5	17.55
Irolita, E. W. Clark	45 1	18.14
Vagrant, H. S. Vanderbilt	46 0	102.50
Miladi, George Scott	42 1	116.91

SLOOPS.

Istalena, G. M. Pynchon	65 0	51.93
Avenger, Daniel Bacon	55 4	79.60
Adventuress, C. C. Rumrill	45 7	103.85
Dorello, W. Barlle Henry	37 8	138.34
Cara Mia, W. S. Walnwright	30 5	175.13
Windward, R. A. Monks	30 7	173.86
Rowdy, H. S. Duell	27 9	192.95
Alera, J. W. Alker	27 9	192.95
Dahinda, George E. Roosevelt	27 9	192.95
Juanita, S. C. Hunter	27 9	192.95
Nepsi, Johnston De Forest	28 0	192.22
Phryne, J. P. Morgan, Jr.	27 9	192.95
Carmita, H. L. Forest		216.02

These allowances are figured from a phantom ship of 100 feet. The two courses, one of which will be selected, are 37 and 38 miles in length. Col. Astor has invited a large party to witness the races from his yacht Noma. The regatta committee will also be on that yacht.

It was quite lumpy in Buzzards Bay. At 10:10 o'clock the small sloops were started. The Dahinda was the first to cross the line. She was on the port tack at the committee boat end, and to leeward of her was the Rowdy. The Corinthian, on the starboard tack, was at the other end of the line and about the middle was the Cara Mia, also on the starboard tack. The Nepsi crossed on the port tack and the Juanita, Phryne and Alera crossed on the starboard tack. At the next signal the Istalena, which had been timed perfectly, cut the line as the signal sounded. She was on the starboard tack and crossed the Avenger and Adventuress, crossing on the port tack. The Avenger at once took the starboard tack and followed the Istalena. The Hester and Dorello crossed about the same time, the Hester on the port tack and the Dorello on the starboard tack and having the right of way. They were drawing together, and as the Hester would not tack the Dorello was forced to give way in order to avoid a foul. The committee at once disqualified the Hester. The Hermes, on the port tack, was forced to give way to the Gardenia, on the starboard tack.

The small schooners were next and there was trouble. The Miladi, Taormina, Vagrant and Katrina were standing for the line on the port tack and in close order, with Miladi to windward. They could have crossed without any trouble but the skipper of the Taormina bore down on the Vagrant so that Harold S. Vanderbilt called for room. Then Taormina was luffed and the end of her boom caught on the head stay of Vagrant and the spar punched a hole in the Vagrant's jib and tore that sail badly. A bolt on the band at the end of the boom held the head stay tight and it was impossible to get the two yachts apart and Taormina sailed about the line with the Vagrant in tow. The crews finally got them clear and the two yachts went on with the race. On Vagrant a protest flag was set and later a small jib topsail was used in place of the torn jib.

Then came the big yachts. This time it was Capt. Dennis's turn to get the best position. The Elena was on the line as the signal sounded, to windward of the others. The Westward was under her lee and the Irolita was to leeward of the Westward. The Enchantress was at the lee end of the line a little ahead of the Irolita. All were on the port tack.

The captains of the Intrepid and Atlantic had mistaken their signal. The Intrepid, with Lloyd Phoenix at the wheel, led the Atlantic at first but both were recalled. In returning the Intrepid bore off and gybed but Atlantic had to keep clear of the Emerald and she hauled her wind and tacked and was six minutes astern of the Intrepid as they crossed again. At first the Atlantic seemed dead but later she began to gain on the Intrepid.

The chief interests centred in the big schooners, but in each class there was a fine contest from the start and each had its followers. Yachtsmen were divided in their opinions as to the best course. It was windward work to the Vineyard Sound lightship, which was hidden in the mist ten miles away and the tide was ebbing. It ran out of Buzzards Bay and by clever handling the skippers were able to take great advantage of this tide whether they stood into Buzzards Bay or held off shore. There was some slight advantage gained by standing in to Buzzards Bay, the wind seemed a little stronger there and then it hauled a little more favorably off the islands which seperate Buzzards Bay from Vineyard Sound.

The 30 footers divided, some standing in the bay and others heading to the southeast. The four big schooners Elena, Westward, Irolita and Enchantress took the starboard tack heading into the bay, and Westward was then in the leeward position. Elena was to windward with Irolita next, Enchantress next but astern and then Westward, which in the direction in which they were sailing was the leading boat, but she was not far enough ahead to allow her to cross the Elena. On this tack the tide under their lee bows was helping considerably. The Westward was the first to tack. She took the port tack at 10:27 and crossed the bow of the Enchantress. Elena tacked when she was dead ahead of the Westward and just after that yacht went about Westward crossed the bow of the Irolita. The Irolita and Enchantress were heading toward Quicks Hole.

They held in much further than the other two before coming about. Westward was the first to tack in toward Penekese, and as she tacked Elena's fore topsail was clewed up and she went about. Elena was pointing higher than the Westward, but Westward was footing faster. Irolita again held on longer than the two others, and Westward after crossing her bow took the starboard tack and Elena followed. They were then heading in toward Cuttyhunk harbor. Every man in the crew lined the weather rail and lee sails were down almost to the water.

Their sails set perfectly, except that each time she went about Westward had some trouble sheeting down the fore topsail. Elena was carrying a jib topsail slightly larger than that on the Westward and it was not trimmed as flat as it might be. There was not much space between the Elena and Westward and with the four big yachts neither skipper was to be allowed to get away. While passing along the island of Cuttyhunk Westward was on the port tack, and a little way off her lee bow was the Katrina, a small vessel in another class. Katrina's skipper evidently did not like the idea of being blanketed by the larger schooner, or perhaps he thought it would be an accomplishment to force Westward to tack. At any rate Katrina took the starboard tack and as soon as she had filled away Westward had to give way and take the starboard tack. Elena held on the port tack for about a minute longer and was well to windward of the Westward when she tacked again.

At 11 o'clock Capt. Dennis had the jib topsail lowered and one smaller was set flying. These yachts made several short tacks until past Cuttyhunk light, and Elena slowly but surely opened up space. Westward and Irolita had several close scraps, but Westward always held the better position. The Elena passed between the lighthouse and the buoy on Ribbon Reef at 11:10 o'clock, and then all stood off to clear the buoy on the Sow and Pigs Reef. The Istalena, Avenger and Hester had so far been ahead of the schooners, but Elena and Westward were closing upon Hester very fast.

A few short tacks were made again and then the yachts were able to fetch the Vineyard Sound lightship. Outside the wind for a short time was a little lighter, but there was a lumpy sea, which was bothersome to the smaller vessels of the fleet. The Istalena was the first to reach the light vessel. She had done well on the ten miles of windward work and she took the starboard tack as soon as she could fetch, and preparations were made at once to change head sail. She passed the light vessel with its grim red hull at 11:34:36, and at once sent aloft a reaching jib topsail.

The Elena was the next yacht to reach the light vessel. She had overstood slightly and had started sheets. Her time was 11:41:00. The jib topsail was run down and a reacher sent aloft in its place. The Avenger was next at 11:41:49 and then came the Westward at 11:43:32. She had been beaten on the wind 2 minutes 32 seconds in a fair and square test. The Irolita was the next to pass the light vessel, and her time was 11:45:02. She had been beaten 5 minutes 2 seconds by the Elena and 1 minute 30 seconds by Westward. Hester was next at 11:45:10 and Enchantress followed at 11:49:52.

The Adeventuress was next at 11:53:17, and then came Katrina, 11:54:00; Gardenia, 11:54:55; Corinthian, 11:58:10; Cara Mia, 11:58:21; Ariel, 11:58:02; Dorello, 11:59:02; Seneca, 12:01:45; Rowdy, 12:02:11; Windward, 12:02:30; Dahinda, 12:03:07; Phryne, 12:03:50; Nepsi, 12:04:15; Dervish, 12:04:31; Juanita, 12:06:30; Vagrant, 12:07:19; Taormina, 12:07:34; Alera, 12:07:51; Endymion, 12:09:10; Hermes, 12:13:02; Intrepid, 12:15:20; Miladi, 12:16:10; Atlantic, 12:18:25. The Emerald was some distance astern.

So far the Katrina was leading in her class. The Adventuress was leading in the M class with Gardenia 1 minute 38 seconds behind. Corinthian was 11 seconds ahead of the Cara Mia. Dorello had done well and was within her time from the Adventuress. In the thirty foot class Rowdy, one of the yachts that had held well into Buzzards Bay, was leading with Dahinda second. Windward, which had been late at the start, had cut down Cara Mia's lead by some minutes.

The course from the Vineyard Sound lightship to the finish at Brentons Reef lightship was west-northwest seventeen miles. The wind was abeam and still fresh. Some of the yacht's lee rails were well down but all did well, not an accident happened and fast time was made. The Elena, Westward, Irolita and Enchantress settled down for the long reach and settled very fast. They one after another overhauled the Istalena, but that was expected. Reaching is the best point of sailing on a schooner and the four big ones were each making about twelve nautical miles an hour. They made pictures seldom seen in yacht racing because it is not often that they have such a breeze as favored them to-day, and never before in the history of yachting in this country has there been four such handsome yachts meeting in a race.

The Elena crossed the finishing line at 1:09:49 and Westward at 1:06:41. The difference between the two yachts at the windward mark was 2 minutes 32 seconds, and at the finish 2 minutes 29 seconds, so that on the reach of seventeen miles Westward had gained three seconds.

Following the Westward was the Irolita, at 1:09:49. On the reach in Elena had beaten her 35 seconds. These figures show how closely matched these three schooners are. Enchantress was next, at 1:13:35. She had gained nearly a minute on the Irolita. Next was the Istalena, at 1:15:47. She was far enough ahead of the Avenger to save her time. Avenger was next, followed in order by Ariel, Katrina, a winner, Seneca, Endymion, which had reached in very fast; Adventuress, Atlantic, Taormina, Intrepid, Dervish, Gardenia, Vagrant, Dorello, Corinthian, Iris, Cara Mia, Miladi, Windward, Hermes, Rowdy, Phryne, Nepsi, Juanita, Alera and Dahinda. On the reach in the Atlantic had overhauled the Intrepid, but could not get far enough ahead to beat that yacht on corrected time. These two had a baffling match and the Intrepid carried a balloon jib topsail.

The summaries:

Yacht.	Finish.	Elapsed Time.	Corrected Time.
	H M S	H M S.	H M S.
Juanita	2 22 41	4 10 41	.....
Dahinda	2 37 47	4 27 47	.....
Nepsi	2 26 49	4 16 49	.....
Rowdy	2 24 22	4 14 22	.....
Phryne	2 25 14	4 15 14	.....
Alera	2 31 43	4 21 43	.....
CLASS P—START, 10:10.			
Cara Mia	2 11 29	4 01 29	.....
Windward	2 17 22	4 07 22	.....
CLASS P SPECIAL—START, 10:10.			
Corinthian	2 11 01	4 01 01	.....
Cara Mia	2 11 29	4 01 29	.....
CLASS M—START, 10:15.			
Adventuress	2 48 54	3 33 54	2 47 46
Gardenia	1 56 02	3 41 02	2 51 01
Hermes	2 22 37	4 07 37	3 13 34
CLASS M AND N SPECIAL—START, 10.15.			
Adventuress	1 48 54	3 33 54	2 47 19
Dorello	2 06 05	3 51 05	2 50 11
CLASS K AND L SPECIAL—START, 10:15.			
Istalena	1 15 47	3 00 47	2 37 25
Avenger	1 31 02	3 16 02	2 40 13
CLASS K—START, 10:15.			
Istalena	1 15 47	3 00 47	2 37 25
Hester	Disqualified.		
CLASS F—START, 10:20.			
Vagrant	1 57 18	3 37 18	2 51 10
Miladi	2 12 52	3 52 52	3 00 15
CLASS E AND F SPECIAL—START, 10:20.			
Vagrant	1 57 18	3 37 18	2 51 10
Dervish	1 54 25	3 34 25	2 55 38
CLASS D—START, 10:20.			
Katrina	1 33 19	3 13 19	2 46 40
Seneca	1 41 44	3 21 44	2 51 17
Taormina	Disqualified.		
CLASS B AND C. SPECIAL—START, 10:25.			
Ariel	1 38 13	3 08 13	2 51 16
Endymion	1 42 38	3 17 38	3 06 09
CLASS B—START, 10:25.			
Irolita	1 09 49	2 44 49	2 36 39
Enchantress	1 13 35	2 48 35	2 42 10
Endymion	1 42 38	3 17 38	3 06 09
CLASS A—START, 10:25.			
Elena	1 04 12	2 39 12	.....
Westward	1 06 41	2 41 41	.....
CLASS, AUXILIARIES—START, 10:25.			
Iris	2 11 25	3 41 25	3 14 52
Intrepid	1 52 05	3 22 05	3 20 02
Atlantic	1 47 35	3 17 35	3 24 23
CLASS, SPECIAL—START, 10:25.			
Endymion	1 42 38	3 17 38	3 06 09
Intrepid	1 52 05	3 22 05	3 20 02
Atlantic	1 47 35	3 17 35	3 24 25
REAR COMMODORE'S CUP—SCHOONERS, FIRST DIVISION.			
	Elapsed Time.	Corrected Time.	
	H M S	H M S.	
Elena	2 39 12	2 33 42	
Westward	2 41 41	2 36 02	
Irolita	2 44 49	2 36 39	
Enchantress	2 48 35	2 40 49	
Ariel	3 08 13	2 51 13	
Intrepid	3 22 05	3 20 02	
Atlantic	3 17 35	3 24 23	
SCHOONERS—SECOND DIVISION.			
Katrina	3 13 19	2 46 40	
Vagrant	3 37 18	2 51 10	
Seneca	3 21 44	2 51 17	
Dervish	3 34 25	2 55 38	
Miladi	3 52 52	3 00 15	
Iris	3 41 25	3 14 52	
Taormina	Disqualified		
SLOOPS—FIRST DIVISION.			
Istalena	3 00 47	2 37 25	
Avenger	3 16 02	2 40 13	
Adventuress	3 33 54	2 47 19	
Gardenia	3 41 02	2 51 01	
Hermes	4 07 37	3 13 34	
SLOOPS—SECOND DIVISION.			
Cara Mia	4 01 29	2 42 41	
Rowdy	4 14 22	2 47 52	
Phryne	4 15 14	2 48 24	
Windward	4 07 22	2 49 08	
Dorello	3 51 05	2 50 11	
Nepsi	4 16 49	2 50 19	
Juanita	4 19 41	2 52 57	
Alera	4 21 43	2 54 53	
Dahinda	4 27 47	3 00 57	

AMONG THE AUTOMOBILISTS

PROMINENT MEN OFF TO REVISE RACING RULES.

S. M. Butler, Russell A. Field and George Robertson Leave for Detroit—Proposed That Reliability Drivers Need Not Register—Pardington on Scoring

S. M. Butler, chairman of the A. A. A. contest board; Russell A. Field, assistant secretary-teasurer of the Manufacturers Contest Association; George Robertson, president of the Motor Racing Drivers Association and officials of other organizations left this city yesterday for Detroit to attend a meeting of the general rules committee of the Manufacturers Contest Association to be held there on Friday of this week. The meeting is bound to result in many changes of the rules that now govern racing and kindred contests in this country. A list of questions was issued to members of the M. C. A. and to others interested in the sport and industry which touch upon a number of things that have been said to be wrong with contests.

Mr. Butler has prepared a number of suggestions which he will submit at the meeting. One is that Rule 88 of the now existing rules, which requires all drivers to be registered, should be amended so as to exempt those drivers who compete in reliability contests. The registration of drivers was primarily intended to cover racing drivers and its extension to the driver in reliability contests seems unnecessary. There has been much opposition to this rule in minor localities where reliability contests have been competed in by dealers and private owners of cars.

Another point which Mr. Butler will discuss is that which relates to the refusal of certain manufacturers to register their cars. The entry list of many a contest has been affected by this and has been a source of worriment to promoters. Mr. Butler suggests that inasmuch as there is a Class "C" contest in racing, it is reasonable to establish a Grade "V" reliability contest as a non-stock contest, or one in which stock qualifications as to registration, &c., could be omitted.

A. R. Pardington, a former chairman of the A. A. A. racing board, makes the following suggestions: "A list of the scores and method of scoring lengthy races be submitted to the Contest Board for approval, along with the names of the officials, the timing apparatus and the method used in scoring. * * Mechanics to be carried in all races of 250 miles or over. * * All mechanical repairs and adjustments be made by pit men or the relief crew of the car in races longer than 250 miles. * * * Remove the word 'stock' in the advertising and competing rule to make it impossible for a manufacturer or dealer to advertise that a car of a certain make has been raced successfully unless that car represents the output of the factory. * * *

C. A. Emise of the Lozier Motor Company suggests that on specially constructed speedways over one mile in length a tire control be established on the inner side of the track opposite the pits or paddock. This to be of sufficient width to enable cars to pull off the track for tire replacement; that the control be in charge of the technical committee and that tire replacements be made entirely by the driver and mechanic. However, tires, tire tools and jacks may be handed to the driver or the mechanic. Tire changes shall be permitted only at the pits or tire control under this rule.

Fred J. Wagner has submitted a few suggestions relative to the holding of a national reliability contest, in which he believes every manufacturer will lend support. He is of the opinion that stock car events should be limited to four national contests held in different sections of the country, a reliability contest, road race, speedway contest and a hill climb.

LOS ANGELES, Cal., Aug. 9.—A caravan of ten Premier touring cars, a prairie schooner baggage car and the pilot machine driven by Ray McNamara arrived in this city from San Francisco, completing a trip of 4,000 miles from the Atlantic to the Pacific coast. The tourists were met by several hundred motorists several miles outside of the city limits and escorted into the city, where a hearty reception was accorded them.

It is the intention of motorists hereabout to immediately begin a campaign to raise several millions of dollars for the improvement of a transcontinental highway, and if that is done it is the belief of the Premier party that ocean to ocean touring will soon become common.

Every member of the party that started, consisting of eight women, two children and thirty men, was present at the end of the long journey.

Hughie Hughes, whose racing record includes victories in France and England as well as in this country, is now superintending at the factory in Trenton, N. J., the assembling of a six cylinder Mercer racing car which he claims will be the fastest thing on four wheels that ever performed in a track race. As soon as the car is completed he proposes to go out and capture some of the short distance and other records held by Bob Burman and Ralph De Palma. Beyond stating that the new racer will have six cylinders and a speed of not less than 110 miles an hour, with a wheel base which will permit of the shortest of sport turns being safely negotiated, Hughes is withholding the facts concerning the new racer. Hughes is to drive the Mercer "Billiken" in the Fairmount Park race this fall.

A man in Westchester county who borrowed an automobile with its chauffeur from a friend learned a pointed lesson that has cured him of borrowing—automobiles, at least. The driver and car had a reputation for fast driving and the borrower found himself a shining mark for a policeman who arrested him.

GRAND CIRCUIT RACES.

Soprano and Joan Trot Fast Miles at Cleveland.

CLEVELAND, Aug. 9.—Two favorites, Soprano and Eddie Dillard, won in the third day's racing at the Grand Circuit meet here, while two favorites fell by the wayside. Joan in the free for all trot and Black Joe in the 2:14 pace failed. Betting was brisk and thousands of dollars changed hands.

The day's card was marked by the two fastest heats ever trotted in two events in one day, Soprano's mile in 2:03¾ and Joan's mile in 2:04¼. In the 2:10 pace Black Joe, selling for $100 to $105 on the field, never was better than second, Zulu Hal taking the first heat in 2:03¾ and Ernest the next three in 2:05¾, 2:08¼ and 2:11. In the 2:08 trot, the Fasig stake, worth $2,000, Soprano was favorite at $50 to $10, and won in two heats in 2:03¾, forced out by Willie, and 2:08¼.

The championship trotting sweepstakes, worth $1,000, went to Dudie Archdale, driven by Frank G. Jones, the favorite, Joan winning only one heat. Dudie Archdale won the first heat in 2:08¼, while Joan took the second in 2:04¼. The third heat was a killing, Brace Girdle, driven by Dick McMahon, and selling at $21 to $51, winning in 2:05¾. The fourth heat went to Dudie Archdale in 2:09.

The summaries:

2:10 class, pacing, purse, $1,000:

Ernest, b. g., by Hesperus—Topsy D., by Baron Russell (Cox)	2	1	1	1
Black Joe, blk. g., by Waymark (Hawkshaw)	3	4	3	2
Zulu Hal, rn. m., by Hal Hillar (O'Brien)	1	3	4	dis
Dora J., ch. m., by Charles the Great (Atwood)	5	2	2	dis
My Shady Bell, b. m., by Shadeward (Snow)	4	dis		

Time—2:03¾, 2:05¾, 2:08¼, 2:11.

2:08 class, trotting, Fasig Stake, purse, $2,000.

Soprano, ch. m., by Bellini—Operatta, by Elyria (Andrews)	1	1
Willy, b. s., by Wilburn M. (Pennock)	2	3
Grace, ch. f., by Peter the Great (McDevitt)	4	2
Major Wellington, br. s., by Nicoll (McMahon)	3	4
Direct Tone, br. g., by Directum Kelly (Opdycke)		dis
Don Labor, br. g., by Labor Day (Kimlin)		dr

Time—2:03¾, 2:08¼.

Free for all, trotting, sweepstakes; purse, $1,000.

Dudie Archdale, blk. m., by Archdale—Dudie Egmont, by Egmont Chief (Jones)	1	2	1
Joan, br. m., by Directum Spier (McDevitt)	2	1	3
Brace Girdle, b. m., by Tregantic (McMahon)	5	4	1
Spanish Queen, b. m., by Onward Silver (Macey)	4	3	4
Hallworthy, b. g., by Axworthy (Geers)	3	5	5
Sterling McKinney, b. s., by McKinney (Shuler)		dis	

Time—2:08¼, 2:04¼, 2:05¾, 2:09.

2:14 class, pacing, purse, $1,000:

Eddie Dillard, ch. s., by Hatmore (Snow)	2	1	1
Hal Akin, br. s., by Brown Hal (Murphy)	1	2	7
Akar, ch. s., by Norris (Geers)	5	8	2
Bertie, br. g., by Oratorio (Maloney)	3	3	5
Lowanda, blk. s., by Col. Loomis (Jamison)	4	4	3
Ontime, b. g., by H. Ontime (Nuckols)	7	5	4
Marie Pointer, b. m., by Star Pointer (Gallinger)	6	6	6
Dora Patchen, br. m., by Joe Patchen (Patterson)	9	7	8
Blackwell, blk. g., by Ananias (Mull)	8	9	9
Doris K., b. m., by R. Ontime (McMahon)	10	10	dr
Oral, b. g., by Orphan (Reldy)	11	dis	

Time—2:08¼, 2:07¼, 2:12¾, 2:12¾.

GOLF.

Aleck Smith Comes Back and Wins Eastern Championship.

Supplementing an indifferent start with one of his old time finishes, Aleck Smith of Wykagyl won the Eastern Professional Golfers Association championship on the links of the Rumson Country Club yesterday. Sandy returned rounds of 77 and 74 for a total of 151, two strokes better than Gil Nicholls of Wilmington, the metropolitan champion, and James Thomson, the lone entrant from Philadelphia.

This return to form was almost as much of a surprise to Alex as to his many admirers. Before the start Smith expressed a lack of confidence in his own game, though he admitted it was gradually "coming back." Good length off the tee, supplemented by consistent work with the mashie, gave him less to do on the green than most of the others. His putting also left little to be desired, though on occasions the former national champion showed that he was human by missing wee ones.

In a way Nicholls tossed the championship over his shoulder when apparently having it as good as won. That was after a morning round of 73, good enough to give him a four stroke lead over Smith, his closest rival. Others to do well during the forenoon were Thomson, Isaac Mackie of Fox Hills and Johnny Dowling, the Scarsdale home bred, all with scores of 78.

When Smith took three puts on the thirteenth green in the afternoon and Nicholls ran down a long one for a two the pair were even on the day. They halved the fourteenth and fifteenth holes in par figures and then Smith returned the compliment by bringing off a put for a two spot on the sixteenth green, Nicholls going wide on his mashie shot and taking four for the hole. There was a gain of two strokes for Smith with only two holes left and as they halved the seventeenth and eighteenth Aleck was returned a winner by the margin mentioned. His card for the day was as follows:

Out	4	4	4	6	4	5	6	5	5—	43
In	4	4	4	2	5	5	3	3	4—34—	77
Out	5	4	4	5	4	5	5	5	4—	41
In	3	5	3	4	4	5	2	3	4—33—74—	151

Nicholls got his total of 153 as follows:

Out	4	3	5	6	5	4	4	3	4—	38
In	3	4	4	3	4	6	3	3	5—35—	73
Out	5	4	4	4	5	5	4	5	5—	46
In	3	5	4	2	4	5	4	3	4—34—80—	153

In the meantime Thomson, who had been playing with Isaac Mackie, kept going along at his best speed. His worst exhibition occurred at the second hole, where after practically driving the green he fussed around with four puts. Even then the Philadelphian went out in 89. Coming back Thomson had nothing worse than a 6 registered at the 500 yard fifteenth hole. From there in, however, he had two 3s and a 4, giving an inward score of 36 and a total of 75 for the round. His card read as follows:

Out	4	4	4	5	4	5	5	4	4—	39
In	3	6	5	3	4	6	3	4	5—39—	78
Out	4	5	4	5	4	5	3	5	4—	39
In	3	4	5	3	5	6	3	3	4—36—75—	153

The scores:

	1st Round.	2d Round.	Total.
Aleck Smith, Wykagyl	77	74	151
James Thomson, Philadelphia	78	75	153
Gilbert Nicholls, Wilmington	73	80	153
Jack Dowling, Scarsdale	78	76	154
Jack Hobens, Englewood	80	76	156
James Maiden, Nassau	80	77	157
Isaac Mackie, Fox Hills	78	81	159
H. H. Barker, Rumson	81	79	160
Dave Ogilvie, Morris County	80	81	161
Herbert Strong, Apawamis	81	80	161
Frank Belwood, Garden City	83	79	162
Dave Hunter, Essex County	82	82	164
Tom Anderson, Jr., Inwood	82	83	165
Irving Stringer, St. Andrews	85	82	167
John Inglis, Fairview	84	83	167
George Sparling, Brooklawn	82	86	168
Jack Jolly, Newark	86	84	170
W. Skelly, Williamsport	86	87	173

MANCHESTER, Vt., Aug. 9.—Fred Herreshoff won the medal in the qualifying round of the twelfth annual competition for the first president's cup at the Ekwanok Country Club to-day with a card of 75, which adds to the strong showing which he has made in the previous events, he having won the medal on several occasions and having won the cup three times. One hundred and fifty-five started from the first tee and a 99 was the highest score to make the sixth sixteen, there being nine men at this point with only five places to fill.

There was a tie at the end of each division, that at the end of the first thirty-two who qualified for the chief trophy coming at 87 and on the playoff C. L. Tappin of Garden City was forced to drop back, leaving R. H. Gorton and W. D. Averell, Garden City, with the leaders. Aside from Herreshoff's 75 there were six scores below 80, five at 77 and one 78 and there were one each at 80, 81 and 82.

The summaries:

First 32 for First President's Cup—Fred Herreshoff, Westbrook, 75; Oswald Kirkby, Englewood, 77; B. P. Merriam, Waterbury, 77; W. J. Travis, Garden City, 77; J. M. Ward, Garden City, 77; Gardner White, Oakland, 77; B. W. Cockran, Baltimore C. C., 78; W. C. Houston, Philadelphia C. C., 80; W. B. Marston, Cranford C. C., 81; F. W. Taylor, Philadelphia C. C., 82; C. H. Gardner, Agawam, 83; T. M. Claflin, Brae Burn, 83; F. B. Jennings, Jr., Mount Anthony, 83; H. V. Gaines, Wykagyl, 83; G. T. Brokaw, Garden City, 84; H. Kerr, Ekwanok, 84; E. W. Clark, Ekwanok, 84; M. F. O'Connell, Alpine, 84; A. J. Travis, Englewood, 84; G. P. Tiffany, Powelton, 85; G. B. Adams, Baltusrol, 85; F. A. Martin, Ekwanok, 85; G. A. Pope, Jr., Watch Hill, 85; D. Emmett, Garden City, 85; W. G. McKnight, Baltusrol, 85; D. W. Houston, Jr., Dorset Field, 86; J. H. Hamill, Columbus, 86; C. W. Imlee, Inwood, 86; L. S. Bigelow, C. C. Boston, 86; W. O. Henderson, C. C. Boston, 86; R. R. Gorton, Brae Burn, 87; W. B. Averell, Garden City, 87.

DIXIE IV. DISABLED.

Mit II. Takes the Second Race for Gold Challenge Cup.

FRONTENAC, N. Y., Aug. 9.—The Dixie IV., America's hope in the coming Harmsworth cup race, went to the bad here to-day. She eliminated herself from further competition in the gold challenge cup races here, and there exists a possibility that the Dixie may not be in shape to participate in the elimination trials next week to determine this country's representative in the Harmsworth cup event.

The unfortunate accident to the Dixie occurred yesterday, although it was not discovered until to-day. The oil pump feeding the crank shaft of the forward engine burned out and the bearings, without oil, ground themselves in a way that called off all hopes of starting the engine. When the crank case is opened more damage may be shown. The boat will be stripped and the parts sent to New York to-morrow in the hope that repairs can be made at once.

With the Dixie out of the going, to-day's race, the second for the gold challenge cup, went to the Mit II., representing the Thousand Island Yacht Club, which did the course in 53 minutes 31 seconds. The Wasp, representing the Thousand Island Park Yacht Club, did the twenty-eight miles in 56 minutes 3 seconds, while the Skipper, second yesterday, was obliged to withdraw in the second round from a broken crank shaft to her oil pump. The Skipper will start to-morrow, however.

Neither the Hornet nor the Viva started to-day. From the present outlook the cup will probably go to the Thousand Island Yacht Club. To-day's race was run through a light sea, with a large crowd on shore and in boats.

POLO.

Aiken and Cooperstown Teams Win at Point Judith.

NARRAGANSETT PIER, R. I., Aug. 9.—The open national polo tournament was continued this afternoon on the grounds of the Point Judith Polo Club, with the second round in the series for the Atlantic cups as an attraction and a special game which was captained by young women poloists.

The first match in the Atlantic cup series was played between Aiken and Dedham second, the latter team conceding 2 goals by handicap. Aiken won by a score of 6¾ to 4½.

Cooperstown and Point Judith played a four period match instead of eight as planned. This event was won by Cooperstown by the score of 7 to ½ goal.

Aiken second, under the leadership of Miss Emily Randolph, defeated the Wanderers by the close score of 6 to 4. Miss Randolph was aided by Miss K. Penn Smith, who played No. 2.

A RACE FOR DURYEA.

Garner Rides Shannon to Victory at Deauville.

Special Cable Despatch to THE SUN.

DEAUVILLE, France, Aug. 9.—W. K. Vanderbilt's horse Marmara finished second to-day in the race for the Prix des Ouvres here. Jockey O'Neil rode. Nash Turner's horse Bocage took third place in the same race. Turner rode. Eight horses ran.

Mr. Vanderbilt also took second place in the race for the Prix Honfleur with his horse Canadienne. Jockey O'Neil again rode. Six horses ran in this race.

H. B. Duryea captured first place in the Prix Villers with his horse Shannon. Seven horses ran and Jockey Garner rode the winner.

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