AMERICA'S PRIDES OFF TO CONQUER THE WORLD

Thousands Cheer Olympic Team as Finland Starts for Sweden.

BRIMFUL OF CONFIDENCE

Band Heads Procession to Dock—Stowaway Stays Aboard as Mascot.

With whistles tooting and flags waving the Red Star Line steamer Finland pulled out of her dock yesterday morning carrying America's athletes bound for Sweden and bent on conquests that shall open the eyes of all the nations of the world. Previous Olympics have yielded victories to this country, and the memory of those successes lives with every follower of track and field sport. All on leaving have been named the greatest team ever, but not one could compare with the matchless band that enrolled under the Stars and Stripes for the games which begin at Stockholm on July 6.

The vastness of the undertaking rendered the chartering of a special steamer necessary, and in addition to the 150 athletes who went on the glory winning errand there were as many enthusiastic followers of the sport who started on the trip to encourage the lusty athletes and cheer their victories. An army leaving for the field of battle could not have received a more rousing sendoff than this band of peace promoters got as the Finland slid out of the dock promptly at 9 o'clock.

An eleventh hour suggestion of Charles J. Dieges and John J. O'Brien, athletes in the days before Olympic contests had been revived, led to the organization of a regular parade at Sixth avenue and Twenty-third street. There, as early as 7:30, the crowd began to gather and form in line for the march to the Chelsea pier. At the head of the procession was an imposing Uncle Sam, chin whiskers and all, clothed in gorgeous raiment of Stars and Stripes. In private life the man who represented the land of the free is known as Pop Odell, but few of the crowd penetrated his disguise.

The Twenty-second Regiment band played lively music as Marshal Dieges gave the order to march, and all through Twenty-third street the paraders were reinforced by hundreds who dropped out of elevated and street cars on their way to the pier. Prominent in the procession was a white haired old man, Col. William E. Van Wyck, the first president of the New York Athletic Club, which was formed as far back as 1868. In line with him were many notables, including Deputy Street Commissioner James Lynch, Major Daniel J. Murphy, Twenty-second Regiment; Robert W. Krammerer, George Schwegler, Charles Schaefer, Hugh Quinn, John T. Norton, Fred Lawrence, John J. Hugh, Peter Prunty, John P. Boyle, Acting Commissioner John J. Dixon, Charles J. Harvey and Sparrow Robertson.

By the time the marchers swung in through the gates of the dock, the battalion had increased to a small army, which mingled with the throng already there, until there were between two and three thousand persons present to wish godspeed to the flower of America's athletic manhood. Most of the athletes were on board at this time, while the decks were lined with old timers giving words of advice to novices in international competition based on their experiences gained in these hard fought battles. One that this observer recognized was a short, thick set man with a ruddy face, whose rotund figure suggested anything but the athlete. Yet this man was one of the first to cross the Atlantic in search of glory on the track that has now become a part of the regular campaign of American clubs. He was Harry Fredericks, chairman of the committee of America when Lon Myers was the athletic idol of the country. He accompanied Myers to England in 1908 and showed his heels to many of John Bull's crack distance runners.

On the dock the band was playing patriotic tunes, and a chorus led by Chris Dalton of the Irish American Athletic Club gave voice to the national songs. The crowd grew so great that many could not get on the pier, and long before the time for sailing the word was passed that no more visitors would be allowed on board. Col. Robert M. Thompson, president of the American Olympic Committee; James E. Sullivan, United States commissioner to the Olympic games, and Admiral Richard W. Wainwright stood together near the bow of the vessel. Three men more anxious for their surroundings it would be hard to find in the breadth and length of the land. Before the last good-bys were said Mr. Sullivan paid a tribute to the sportsmanship of Col. Thompson.

"He is a prince," said Sullivan, "and if any collection of this mighty array of athletic talent is due to any one man it is due to Col. Thompson. When things looked dark and we had an abundance of material to write up all the nations of the earth, but not nearly enough money in sight to send them abroad, the Colonel came to the front and practically guaranteed that no the committee thought able to win a point for America should be left behind. Give him his full share of the glory, boys, when this great team comes home victorious, as I am sure it will.

"A few of our men may be upset by the trip, but the all around strength is so great that we can afford to lose the services of several men in many of the events without materially weakening the team. Sprinters, it is true, do not compare with the best of other countries, where attention is given to that branch of the game, and some of the European women excel our exponents of the art of javelin throwing and like events, but when it comes to the recognized and held contests you may be sure America will be first at the finish every time."

The athletes themselves made an impressive parade along the rail, waving American flags, which had been given them by Charles J. Dieges. Lest they should be ignorant of their mission they had a white ribbon dangling from which was inscribed in gold letters "Fail to bring home the bacon." Every member of the team wore on his hand with the United States coat of arms in addition could be distinguished the silver emblem about the size of a dollar and plaged on the wrist. These came from Sweden and were stamped with a head similar to the posters announcing the games to the Swedish American team. Col. Thompson, James E. Sullivan and Manager Matt Halpin were adorned with gold buttons studded with pearls and bearing the United States coat of arms enameled.

Among the slim athletic figures of the good run of track and field athletes the bulky weight throwers Pat Ryan, the biggest man in the Irish athletic squad, was for once outbulged by enormous Ralph Rose, who has a measurement of 275 pounds. By the side of the California giant, athletes of world wide fame such as Mel Sheppard and Kiviat looked like pigmies, but each was recognized by the crowd and most of the recipients of flowers in the shape of kisses from their admirers, who in this way of wishing them good luck, athletes of the old days that attracted the attention of the many old timers was Dr. Sargent, one of the founders of the New York Athletic Club and generally considered the strongest man of his day in America. He is 70 years old now, but shows the benefit of athletic training by standing as straight as any of the athletic chips of the present generation. With Mr. Buermeyer was his wife, who both are taking the trip as guests of Col. Thompson.

To name all the athletes on board would be to give a list of champions of every district in the United States. Aside from the local cracks, there were men from San Francisco, Portland, Ore.; Seattle, Utah, Chicago, St. Louis, Cleveland, Detroit, Pittsburg, Philadelphia, Boston and one sturdy swimmer from the Hawaiian Islands in Duke Kahanamoku. Other cities are represented, but most of the men are enrolled in clubs belonging to the places named.

Fate seemed unkind to the pole vaulters, for when Marc S. Wright, the Dartmouth lad who holds the world's record, looked around for the long bamboo stick that enabled him to clear 13 feet 2¼ inches last Saturday, it was discovered that this particular aeroplane had been left at the New York A. C. Harry Hillman, some sprinter in his day and now the mentor of the Hanover athletes, came to the rescue. Striding down the pier with the smooth action that won many a quarter mile race for him, he jumped into a taxicab and broke the speed limit to the clubhouse, arriving back at the pier in thirty-five minutes with the precious pole in his possession. Frank J. Coyle, another vaulter of the Chicago A. C., was not so fortunate. His pole did not arrive, but Bartow S. Weeks, chairman of the transportation committee, took the matter in hand, and telegraphed to the wireless station at Seagate to send word to he Finland that Coyle's pole would be forwarded by the steamer to-day.

There was more excitement for the thousands on the dock when the Finland pulled out with the flags waving and the cheers of the team's well wishers drowning the strains of the band. It was at this moment that Lieut. John R. Montgomery came racing along, too late to board the vessel. He is one of the horse riding team, and his wife and child were safely on the Finland. The lieutenant wanted to try a Flatt Adams stunt by jumping from the dock to the moving ship, but was deterred by the officials of the line. A tug was hired and, just as the vessel was being straightened out in the river, the crack horseman was hauled aboard.

Not all the fun was over then, for some of the rooters had either mistaken the dock from which the Finland sailed or had wrongly estimated the time of sailing. Sam See, the starter and timekeeper, was one of these. In company of W. C. Adams, a noted sprinter in the days of the old Williamsburg A. C., he went to Thirty-fourth street instead of the Chelsea docks. No athletes were in sight and after inquiry the men started off at top speed for Twenty-first street. Forty years or so ago Sam used to pose as an athlete, his specialty being running tied up in a sack. The pace soon told and Sam and Bill tumbled into a truck, arriving at the dock in pretty good condition for perishable freight. Belated friends of the athletes kept arriving every minute after that, all with some excuse for their tardiness, the last one to make a rush for the dock being Jim Ruddy, the swimmer, who dashed up to the gates in a taxi about the time that the Finland was threading her way through the Narrows.

Senator Kinkead of New Jersey, who was instrumental in the appointment of Secretary Sullivan as commissioner by President Taft, sent a telegram to the commissioner wishing the team good luck and telling them to bring back the championship of the world as usual. The Senator is a close friend of several of the athletes on the team.

The general call for men to go to Sweden issued by the Olympic committee was evidently appreciated by Harry Norton of Toledo, Ohio. He slipped quietly aboard without the formality of engaging passage; in other words, he made himself dear to the hearts of all adventurers by becoming a stowaway. This by way of wireless. Harry was discovered before the pilot had left the ship and was straightway brought into the awful presence of Capt. Barman. He said that he had run away from home to go to Stockholm and had beat his way to New York on the Twentieth Century Limited. The lad was about 16 years old, but the usual course was about to be pursued and the stowaway sent ashore in the pilot's boat. Col. Thompson, however, came to the rescue and said that as the boy had dared so much to see the games he should be invested with the title of official mascot and taken to Stockholm with the team and at the expense of the Colonel. So at the last moment a thoroughly American team was provided with a regular American institution in the shape of a mascot, and the answer is: How can they lose.

TOE HOLD BEATS AMERICUS.

Gotch Punishes Opponent So Badly He Can't Get Shoe On.

BALTIMORE, June 14.—Gotch was the victor in the wrestling bout with Gus Schoenlein (Americus) here to-night. He won the first fall in sixty-two minutes and ten seconds, after a desperate struggle by using his famous toe hold on Americus's right foot. The strain was terrific and so affected Americus's foot that it began to swell. A physician bandaged the member, which was so swollen that Americus was oblized to begin the second round without shoes. The injury incapacitated him and Gotch gained the second fall, again using the toe hold, at thirty-four seconds.

Before the wrestling match, the only at Druid Hill Park, the weather being anything but pleasant. A cold drizzle set in before it was over. From the beginning it was plain that Gotch was the superior of Americus physically, but the Baltimore lad put up a game fight. He was on the defensive most of the time, Gotch being in jeopardy only twice during the first setto. There was a spirited rooting of women in the audience, among them Gotch's bride.

REACH FINALS AT ST. MARTINS.

Women Furnish High Class Tennis in National Championships.

ST. MARTINS, Pa., June 14.—Matches in the semi-final round of the doubles and mixed doubles here this afternoon produced tennis of a very high order. The contest between Miss Eleonora Sears and W. J. Clothier and Mrs. W. H. Pouch and W. T. Tilden, Jr., went the full three sets, Miss Sears and Clothier won, 5—7, 6—2, 6—3.

The doubles match between Miss May Browne and Miss Dorothy Green and Miss Cresswell and Miss Whiting resulted in an easy victory for the first named pair in straight sets, 6—3, 6—4, Miss Browne and Miss Green won because they were much more steady than their opponents.

The summary:

Women's Doubles, Semi-final Round—Miss Green and Miss Browne beat Miss Cresswell and Miss Whiting, 6—4, 6—0.

Mixed Doubles, Third Round—Miss Browne and R. N. Williams, Jr., beat Mrs. Barger-Wallach and Craig Biddle, 11—9, 11—9.

Semi-final Round—Miss Eleonora Sears and W. J. Clothier beat Mrs. W. H. Pouch and W. T. Tilden, Jr., 5—7, 6—3, 6—3. Miss May Browne and R. N. Williams, Jr., defeated Miss Marion Fenno and G. L. Wrenn, 6—3, 4—6, 6—4.

FINALS AT ARDSLEY TO-DAY.

Doubles and Singles to Be Wound Up—Several Fast Matches.

Harold H. Hackett and Raymond D. Little won their place in the final round of the Ardsley doubles yesterday on the turf courts of the Ardsley Casino. The Yale-Princeton combination of veterans scored in two straight sets against Stephen C. Millett and Howard A. Plummer at 6—1, 6—4.

The other final bracket was also filled. Gustave F. Touchard and Edgar W. Leonard getting the place after three in and out sets against W. M. Hall and Lyle E. Mahan, whom they defeated 6—7, 3—6, 7—5. The doubles match and the cup match in the singles, which will bring together Frederick C. Inman and George C. Shafer, will be played this afternoon.

In order to get up into the semi-final round, Touchard and Leonard had an unfinished match with George C. Shafer and Miles S. Chadbourne, in which each had rested at a set apiece two days ago. Touchard and Leonard made short work of the odd set at 6—2, causing the complete score to read 6—1, 4—6, 6—2. It was then that Hall and Mahan took the court. It was a tight finish, as the games touched once at deuce before Touchard and Leonard won.

CADETS ARE ADEPT AT POLO.

Squadron A Team Discounted in Fast Game—Lieut. Dodds Stars.

West Point defeated Squadron A at polo yesterday afternoon at Van Cortlandt Park, score 10¼ to 5. Lieut. H. W. Dodds practically won the game for the army team, scoring seven of its ten goals. Dodds began to register for his team in the second period, when he tallied three points, the only goals made in that session. He also counted the first goal in the next period and came in the limelight again in the sixth session, making two more goals. He followed in the seventh with another.

The game was fast from start to finish and the West Point riders showed great skill in handling the ponies, which were very fast. There were some new ponies in the field. Redman, ridden by Lieut. Dodds, did very well and, even though he worked very hard, he showed hardly a sign of exhaustion.

The lineup:

Squadron A.	Positions.	West Point.
*A. V. Baird	No. 1	Lieut. W. H. Dodds
A. C. Smidt	No. 2	Capt. George H. Allin
W. B. Boulton	No. 3	Lieut. J. K. Herr
E. C. Ely	Back	Lieut. H. D. Higley, Jr.

*L. J. Hunt substitute.

WOMEN COMPETITORS IN RUN OF ELECTRIC CARS

Will Drive Autos in Second Annual Suburbaning Contest To-day.

THE NEW LICENSE-PLATES

Will Be Blue and White in 1913 Wishart Sails to Be a Mascot (Unofficial).

In the neighborhood of twenty cars, half of them to be driven by women, will take part in the second annual suburbaning contest of the Electric Auto Club, which starts at 11 o'clock this morning from Columbus Circle. The cars are to run from the Circle through Central Park to 110th street and Seventh avenue, to Central Bridge and out Jerome avenue to Bronxville, where a stop for luncheon will be made at the Gramatan Inn. The run then will be continued to White Plains, where the electrics will utrn back and cross Westchester county to Mamaroneck. The trip will finish with a run down Fifth avenue to the Flatiron Building and then up Broadway to Columbus Circle again, where the cars will separate.

Among the women who will drive are Mrs. C. Y. Kenworthy, winner of last year's run; Miss Alice Pryer of Larchmont, Mrs. Alice E. Waxham, Mrs. Albert Weatherby, Mrs. Harvey Robinson, Mrs. E. E. Schwarzkopf and Mrs. W. R. Christopher.

The Secretary of State's office has given orders for the new license tags that are to be used in New York in 1913, in keeping with the forehandedness of manufacturers who announce "next year's models" early. The plates, it is understood, will be of blue and white. It is to be hoped that they will be better able to stand attaching to the brackets than has been the case with those in use the last couple of years.

Spencer Wishart, the amateur racing driver, sails to-day for Europe. He will take along with him his Mercedes racer, which he drove in the 500 mile race. Wishart is going direct to Dieppe, where he will take in the French Grand Prix. He goes to be an unofficial mascot to Bruce-Brown and De Palma, the Americans who will drive F. I. A. T. cars there.

William Parkinson, New York agent for the Stutz cars, has in his salesroom at 1804 Broadway the fastest of the three Stutz cars which completed the course in the 500 mile race. Since the race, in which these machines went the distance without mechanical adjustment, Mr. Parkinson has disposed of twelve cars in this district, a result which he ascribes to the attention paid by the public to the results of racing.

"We look for good business in June," said Mr. Parkinson yesterday. "The public shows that it believes we have a good car to sell and from what those who come to our salesroom have to say we find that the events at Indianapolis impressed prospective buyers."

At the Rockingham Park meet early in the week in New England a Stutz won the fifty mile race, defeating seven other cars, according to a telegram Mr. Parkinson has.

In time to warn those who intend making week end automobile trips the Bureau of Tours of the Automobile Club of America has compiled a list of detours necessary because of bad roads or construction work going on. The list is given herewith:

New York to Poughkeepsie—Road closed north of Peekskill at Annsville. Very bad detour. Owing to the atrocious condition of the road to Fishkill Landing, it is advisable to go to Poughkeepsie via Suffern, Newburgh and Fishkill Landing. On this route short detour between Mahwah and Suffern.

Poughkeepsie to Albany—Detour between Rhinebeck and Rhinecliff to Elks Park. Poughkeepsie to the Berkshires—Detour four over good road between Washington Hollow and Pleasant Valley.

The Berkshires to Albany—Detour near Nassau over good road.

Albany to Montreal—Detour at Shaky Hollow, although not imaginary, between Lake George and Ticonderoga. Detour between Whitehall and Chazy. The Lake George Falls Lake is the best of the roads available.

Albany to Utica—Road closed between Schenectady and Amsterdam. Best detour via South Schenectady, Mariaville, Scotia, Bush and Minaville. Between Fonda and Palatine Bridge the south side of the Mohawk River should be followed.

Syracuse to Rochester—Road through Manlius Square impassable. Take Cayuga ferry across the lake.

Rochester to Buffalo—Between Le Roy and Batavia take detour via North Le Roy and Morganville.

New York to New Haven—The bad stretch between Mamaroneck and Rye may be avoided by following Railroad avenue through Harrison. The paving work in Greenwich may be best avoided by detour by Bruce Memorial Park. The stretch of road closed between Mianus and Greenwich is best avoided by detour to the south over the Aladdin Rock road.

New Haven to Hartford—Short detour necessary leaving New Haven due to repairs to railroad bridge on Ferry street.

The Flat company has made some additions recently to its selling territory, taking in several districts where hitherto no effort has been made to market cars. Among these are agencies at Richmond, Va., and Houston, Tex. The first series of sixes has been sold out and the Poughkeepsie factory is busy getting out a second series, which differs in no marked particular from the original model.

Another racing trophy to be added to the Grand Prize, Vanderbilt, Pabst and Milwaukee Challenge cups will be given for the races at Milwaukee in September by the Mitchell-Lewis Company, it is understood. What shape the trophy is for is not known just now.

Louis Disbrow who had a good racing season in the West with his Simplex Zip, breaking several world's track records held by Barney Oldfield, knocked off for a couple of weeks following the race at Indianapolis and visited his home on Long Island. He left again a few days ago for Kansas City to compete at a meet to be held there to-day on the rebuilt dirt track.

Goughacres Cup for First Troop.

PHILADELPHIA, June 14.—First Troop, Philadelphia City Cavalry, to-day defeated the crack Philadelphia Country Club polo team on the Bryn Mawr field by a score of 13 to 8½ in the final match for the Goughacres Cup. Following the match the players, consisting of Alfred M. Collins, John W. Converse, M. G. Rosengarten, Jr., and P. H. Dougherty, Jr., dismounted in front of the clubhouse and received the trophy and individual cups from Mrs. Robert E. Strawbridge.

Engineer Approves Cup Course.

MILWAUKEE, June 14.—E. G. Williams, personal representative of William K. Vanderbilt, Jr., and of the Automobile Club of America and Motor Cups Holding Company, has inspected the site of the proposed Greenfield course for the Vanderbilt and Grand Prix automobile races and pronounced himself well satisfied with the course and the plans of the Milwaukee Automobile Dealers Association race committee to get it in shape for the races.

Miss Osgood Meets Mrs. Fox.

PHILADELPHIA, June 14.—It will be Philadelphia against Boston in the final match for the Berthellyn cup over the links of the Huntingdon Valley Country Club to-morrow, for Mrs. Caleb F. Fox of the home club, donor of the trophy and former city champion, won her match in the semi-final round to-day by beating Miss Florence McNeely of Merion, while at the same time Miss Fanny Osgood of Boston was beating Mrs. W. S. Hilles of the same city.

Spectacular Polo Play by Women.

WESTBURY, L. I., June 14.—Again the Meadow Lark polo team with three men to add snap to their team work played on Phipps Field this afternoon. Those who swung the mallets and scored some pretty spectacular goals were C. P. Beadleston, J. C. Rathborne, Malcolm Stevenson, Mrs. C. C. Rumsey, Mrs. Thomas Hitchcock, Miss Celestine Hitchcock, Mrs. J. Phipps and Mrs. H. C. Phipps.

HARVARD CREW BREAKS RECORD

Upstream Mark Obliterated and Downstream Equalled.

NEW LONDON, Conn., June 14.—Harvard's varsity eight late to-day broke all records for rowing upstream on the Thames when they covered four miles in 20 minutes 10 seconds.

At 5 o'clock they started down the Thames aboard the launch John Harvard, clad in sweaters and with the shell towing astern, the crew intending to take advantage of favorable conditions prevailing—a slanting northwest breeze and an incoming tide that was still over an hour to flood.

Arriving at the railroad bridge the oarsmen lost little time getting into their shell and were soon started on their journey up over the four mile flagged course, beginning at a 32 stroke and ending at the fast gait of 38, going over the finish in the remarkable time of 20 minutes 10 seconds, a new record for upstream rowing, either in practice or on actual racing contests. The stroke wavered from 32 to 34 until three miles were covered, when Newton gradually increased the speed to 38.

All the oarsmen were naturally very tired after their hard pull, but no one in the boat showed signs of weakness or collapse and all were sitting erect and resting on their oars. A coincidence in this evening's record is that the time, 20:10, is exactly the same as the official racing record of the course downstream.

Yale's launch Elihu Yale came down from quarters and was passing Red Top with her varsity eight aboard and shell in tow, when the Harvard men were paddling back to their boathouse.

There was a scurry about camp for a few seconds and R. F. Herrick's power yacht Gypsy was pressed into service, and a large delegation, including Capt. Strong and some of his oarsmen who had just rowed the four miles, boarded the pleasure craft and followed the Yale men down the course with a view of getting a line on the Ellis should they also have a long distance trial.

Harvard's freshmen intended pacing the varsity eight over the last two miles, but the weather was so chilly they were advised not to wait, and consequently pulled two miles upstream, evidently at a high speed, but the coxswain forgot to take a watch along and no one caught the time. Harvard's first varsity and freshman fours had a mile scrap this evening for one mile upstream and the freshies were beaten by a length and a half.

Yale's time over the four miles this evening was caught by outside watches at 22 minutes 7 seconds. Later official time from the Yale quarters was given out as four seconds faster, 22 minutes 3 seconds.

Yale men were not satisfied with the test, as conditions were not favorable for speed, the water at the lower end of the course being choppy, little tide and a light wind handicapping the boat for top notch speed.

Yale picked up a scrub four from quarters this morning and paddling down to Red Top challenged a similar crew from the Crimson camp. Jim Wray hastily corralled a crew and the mile contest ended in Yale's defeat by a half boat length.

To-morrow afternoon at 5 o'clock the first race between Yale and Harvard for this year will be pulled off between the second varsity fours. The distance is one mile upstream, from the 1½ mile to the ½ mile flag. This is the first time second varsity fours have had an opportunity to show their skill.

WISCONSIN NOW ON THE JOB.

Western Crew Has Initial Spin—Columbians Row 22 Miles.

POUGHKEEPSIE, N. Y., June 14.—With the arrival at Highland of the Wisconsin crew squad this afternoon the Hudson began to take on its wonted appearance, for only the Pennsylvania and Syracuse oarsmen are lacking to make the number complete. The Syracusans may get in to-morrow evening, while the Quakers are expected on Monday. Twenty-four men all told made up the Badger squad that stepped from the noon train on the West Shore, and within an hour they had their shells unloaded and almost ready for the water.

Harry Vail, the Wisconsin coach, has as fine a set of oarsmen as the Badgers ever sent to Poughkeepsie. Both the varsity and freshman eights had a light workout late in the afternoon, the varsity crew using a brand new shell built by A. E. Ward of Edgewater and sent up the river on the Columbia barge. Probably the strangeness of rowing in the new boat and the rough water combined to make the Badgers first spin on the Hudson unsatisfactory. The men did not get along well at all. However, the boat did not check much, even against a strong tide and wind, and that is a good sign. The Badgers' senior eight was boated: McCloud, bow, Cuff, No. 2, Stoblom, No. 3, Dreutzer, No. 4, MacMiller, No. 5, Pollock, No. 6, Samp, No. 7, Tasker, stroke, and Fletcher, coxswain. Both the varsity boat and the freshmen rowed with plenty of power, but their watermanship was poor.

The hard luck that has dogged the Stanford crew since it came here two days ago did not let up to-day. Continued telephone calls to New York failed to elicit any information about the missing English shell, and both in the morning and afternoon the Californians went out in the Cornell freshman shell again. Morton G. Bogue of Columbia, chairman of the board of stewards, telephoned to the Columbia manager and instructed him to turn over one of the Blue and White boats to the Stanford men, but the message came so late in the afternoon that Rice couldn't get a shell down to the Stanford quarters in time for the evening row.

In the morning the Stanford men got the jump on both the Columbia and Cornell squads, getting on the river as early as 5 o'clock, when they took their first spin over the course. They went out in the evening after the Cornell crews had come in from a long paddle down to Yellow Point in rough water. The Californians found the seas running high, and before they had gone half a mile their boat was filling. They put back and by the time they returned to the Cornell house the boat was almost under water.

The Columbia crews stayed up the river both morning and afternoon. Rice is working the Blue and White crews hard and a row of twelve miles in the morning and a ten mile pull in the evening is only ordinary for them now. Since Miller went in at No. 7 in the varsity shell it has been going more smoothly than ever before.

BRAND FALLON PROFESSIONAL.

Charge Causes Putting Off of Curtis Commercial Game.

The game between Commercial and Curtis High Schools for the championship of the city, which was to have been played this afternoon at American League Park, has been held up by a charge of professionalism against Fallon, the Commercial shortstop. Accusations of this sort have been made continuously for the past two weeks and Commercial is the fifth school in the league which has been dragged into the net. The charges against Fallon have not yet been substantiated, but the High School Contest committee decided that it was better to defer to-day's game than to have it played and then made void by the fact that one of the players in it was not eligible. The protest against Fallon was entered by Newtown High School, which was put out of the running by the fact that Frank Damico, its pitcher, was found guilt of professionalism. Newtown has no interest in the championship now other than to make sure that every one gets fair play.

The formal protest states that Fallon played on certain teams which were semi-professional. The names of the organizations are withheld. It is said that Fallon admits playing on the nines mentioned, but denies that they ever played for money. The committee will meet within a few days to hear evidence and then will decide whether Fallon is eligible. Commercial, beyond a doubt, has the best team in the league and had she been able to meet Newtown in the final series, it would have been a battle royal, for both nines are of the first class. Commercial would not be badly crippled by the loss of Fallon, but in case of his disqualification, would be out of the race because all of the games in which he played would be forfeited. In that event the title would go to Curtis without a struggle, provided that team escapes the fate of the others.

H. H. Wright of De Witt Clinton, secretary of the High School Games Committee, said yesterday that, contrary to report, the Jamaica player who was protested has not yet been convicted and that the committee would go over his case when it meets for the next time. The lad's name which was not disclosed before is Brennan. Should the charges against him be found groundless, Jamaica would still be eligible for the final series and would play Commercial, or, in the event of the latter's being disqualified, Curtis.

CELERITY AND BUSTLE AT TUXEDO HORSE SHOW

Judges Act Promptly and Young Lorillard Hustles Horses Into Show Ring.

ASK YOUNG LADY HER AGE

Reply to Judges Secret, but She Promptly Resigns From "Under 15" Class.

Tuxedo Park threw wide its gates to horse lovers yesterday for the opening of what promises to be the most successful horse show ever held on the beautiful half mile track in the shadow of the Ramapo hills. There was not a dull moment from 10:30 o'clock, when Tom and Jerry started the ball rolling until the ladies phaeton horses left the ring at 5:30 o'clock. All of the classes were called into the ring on the dot, which was due partly to the judge's celerity and partly to the fact that Pierre Lorillard, Jr., did a hundred mile Marathon in the course of the day, between the stables and the show ring.

John R. Townsend was appointed to officiate in the harness classes, while saddle horses, roadsters and hunters were in the hands of Alfred B. Maclay. They decided to collaborate, however, and they did the judging jointly with satisfactory results; that is satisfactory in most cases.

Eugene Van Bach was not satisfied with the decision in the exhibition of harness pairs, 15.2 hands or over, which placed Brighton and Red Knight over Royal Victor and Royal Victoria. Mr. Von Bach lodged his complaint and his $25, with the judges, who promptly sent Dr. English over to examine the bear horse, which the complainant claimed was lame. It was apparent even to the uninitiated that the pair were not going just right, but it was difficult to say just where the fault lay. Dr. English could find nothing wrong and the award remained as Mr. Townsend had made it.

The roadster classes were a feast of soul to the light harness enthusiasts, and no one enjoyed the exhibition more than the ten judges. They were as busy as the proverbial boy exterminating reptiles and tried out each of the entries in turn. When the collection includes such flyers as W. M. V. Hoffman's Teneriffe, Robert Goelet's Gail Constantine, Theodore Frelinghuysen's Amity and Pierre Lorillard Jr.'s Nutlee B., the duty becomes a distinct pleasure. The judges quite lost themselves, and the contest resolved itself into a race, with John R. shouting to the horses in his racetrack voice and Mr. Maclay coming right back at him. It looked for a time as though Gail might claim the blue, and a win which defeats Teneriffe is a victory indeed. The dear little mare, however, was finally chosen to wear the red, and Teneriffe is still monarch of all he surveys.

It became the painful duty of John R. Townsend to interview a young lady as to the date of her birth in the exhibition of ponies to be ridden by children 15 years or under. With tears in his eyes Mr. Townsend begged his partner to do the deed, but Mr. Maclay remained obdurate. The culprit was Miss Margaret Weyher, and just what she said is not known, but she climbed down from Wee McGregor's back and his young owner got into the saddle. Wee McGregor did not relish the change and he refused to show after this. He was not even placed. The blue went to Miss M. G. West, a linsey frocked young lady who had no difficulty in proving her eligibility to compete. Little Miss West rode the piebald gelding Whiteman. Her sister, Miss Katharine, took a red ribbon with Devon and the yellow went to Miss Annette Tilford on Sweet Briar.

No one present had even seen Mack Hanna so as he went in the combination class. He defeated Miss Cynthia Kearney's Dixie and Percy R. Drury's Harmony in short order.

Among the old favorites in the open saddle classes was Miss H. D. Atterbury with the nut brown Kildare. Kildare's performance was perfect and he won singly as well as in the exhibition of pairs, where he was shown with Patricia. Miss Cynthia Kearney on Dixie and Archer Kinney on Mack Hanna captured the red, and the yellow went to Mrs. Davis and Pierre Lorillard, Jr., on Lisero and Naraka.

HOLMES ELIMINATES RICHARD.

Several Matches at Montclair Carried to Home Green.

At least one surprise marked the continuation of the invitation tournament at the Montclair Golf Club yesterday when H. C. Richard of St. Andrew's, winner of the chief cup a year ago, lost to H. L. Holmes of the home club. As a result the last named will meet M. R. Marston of Cranford to-day, while in the other half of the semi-finals H. D. Smith of Glen Ridge will be opposed to L. M. Carpenter of Yale.

Before the match play could begin a setting of the tie for the last two places in the first sixteen was necessary. Those in the deadlock were Holmes, Howard J. Gee, M. M. Singer, R. M. Tarleton and F. I. Kent. All save the last named appeared and Gee promptly removed all anxiety so far as he was concerned by winning the first hole in 3. Singer got into trouble and had to lift, but Holmes and Tarleton went four holes before Holmes won.

Three of the first round matches were carried to the home green, the first being the affair between F. B. Gates, the late tennis captain, and S. M. Woods of Upper Montclair. Going to the last hole the men were level and an indifferent drive prevented Woods from getting near the green in less than three. Gates drove a fine ball, but topped to the bunker and taking two to get out lost the hole. That ended the medalist of the qualifying round.

W. B. Brenner was again unable to shake off the Smith "hoodoo," although the Montclair man died hard. Smith found himself in the comfortable position of dormie 4. His lead was not quite so secure a little later when Brenner won three straight holes. A halve on the home green left Smith a winner by 1 up. A year ago they met in the first round of this tournament with a similar result.

The third morning contest to go the full round saw Richard and F. W. Dyer fighting it out. Here again history repeated itself, for in the final round a year ago Richard gained the verdict by 1 up.

After Marston had eliminated H. P. Plimpton of the home club he took on Wallace Sinclair of Baltusrol. Off the tee Sinclair had no complaint to make, but when it came to the short approaches and putting he missed whatever chances he might have had. Marston won by a 3 and 2 margin, getting round in 79, which was two strokes more than his earlier effort.

Smith generally had the upper hand over Woods. The best part of the Glen Ridge man's game was with the irons and on the greens. He won by a 3 and 1 margin.

Holmes had the better of Richard almost from the start and won by a 4 and 2 margin. Carpenter and Gee, never far apart, finished all square on the home green, but the extra hole saw Gee weaken.

Motor Parkway Open Full Length To-day.

Charles Schweitzer, manager of the Petit Trianon at the Lake Ronkonkoma and of the Long Island Motor Parkway, says that the parkway will be open from the Hillside end all the way through by to-day. The section from Brentwood to Central Islip, which has been under construction, has just been finished. Schweitzer is well known to members of the Flat Tire Club, who used to meet regularly in the Hotel Astor.

Jeffries Will Not Act as Referee.

LOS ANGELES, June 14.—Jim Jeffries has decided that he will have nothing to do with the Wolgast-Rivers fight. Jeffries to-day said:

"I am out of the fighting game and do not want to referee any more fights. I think it will be an easy bout to referee, but I am out of it and will not officiate. I know and like Rivers and Wolgast. They are both friends of mine."

It is believed now that the fight will be declared off because of the inability of the fighters to agree on a referee. Jeffries was the only man both would accept.

This Jim Flynn Can Win.

Jimmy Flynn of Long Island City outpointed Andy Cortez of this city in the star bout of ten rounds at the Queensboro A. C. last night. Flynn had the better of the fight from the start and twice during the mill floored his opponent.

ROCKY RAVINE CAUSES MUCH FEMININE WOE

Mental Suggestion as Applied to Golf Bothers Visitors to Forest Hill.

Mental suggestion as applied to golf figured to a considerable extent in the one day tournament of the Women's Metropolitan Golf Association yesterday at the Forest Hill Field Club, for it was the deep ravine holes, of which there are four, and a work train on the railroad that shuttled back and forth over the tracks between the last tee and green that got the fair competitors all "fussed up."

Nearly everybody did the first two long holes satisfactorily. Then came the third, just 110 yards long, with a carry over a deep, rocky gully through which runs Second River. All of them had more or less difficulty getting over, but it remained for Mrs. M. P. Gardner of Hackensack to take fourteen shots from the tee and then pick up in disgust.

It seemed that the girls were wholly unable to keep their eyes from the brook and the depth of the ravine at this hole, with the result that they had difficulty in finding the green when the did make the shot. One woman drove out of bounds twice, almost at the same place, then placed two balls in the brook.

Then there was the eighteenth hole, 150 yards long, that has a carry similar to No. 3. Here, too, mental suggestion was too much for many of them. Mrs. W. Hutchinson of the home club drove into the bank a couple of times and found it impossible to play out. She had to take 17 for the hole before she got through with it.

It was a this hole that Mrs. F. E. Donohoe of Montclair made a foozle that was not her fault. She should have reached the green or thereabouts on her drive, but the slightly sliced shot just struck the corner of the aforementioned worktrain and bounced back along the railroad track. Mrs. Donohoe came up to her ball and had to stand there fully ten minutes amid clouds of stone dust and soft coal smoke before she could play. She was plucky at that, but unfortunately topped her shot and landed on the newly laid stone on the tracks and had to drop back. Then she overapproached the green but holed out in 7.

Mrs. Florian Krug of Englewood, who was Mrs. Donohoe's partner, drove the green and ran down a 25 foot put for a 2. As Mrs. Krug was first to drive from the tee, she escaped the train that caused so much trouble to her partner.

Miss Edith Hiller of Cranford had the best score of the day, getting 95, 9—86, but as she could take only one prize there was a three cornered tie for the net between Mrs. C. A. Dickson and Mrs. C. A. Woodruff, both of the home club, and Mrs. W. A. Seaman of Richmond County. Mrs. Seaman gave way, however, and the two Forest Hill women played an entire 18 hole round to decide the tie. Mrs. Dickson winning with 100 while Mrs. Woodruff had 105. The prize was the handsome Heller Cup. Miss Hiller's card follows:

Out	6	7	3	4	5	7	5	3	6	48
In	5	6	5	6	5	7	5	5	5	47—95

Mrs. Donohoe was the winner of the putting contest, finishing 1 up over Mrs. F. B. Ryan of Cranford, who took second prize.

The scores follow:

Name and Club.	Gross.	Hdp.	Net.
Miss Edith Hiller, Cranford	95	9	86
Mrs. C. A. Dickson, Forest Hill	108	18	88
Mrs. C. A. Woodruff, Forest Hill	103	15	88
Mrs. W. A. Seaman, Richmond Co	96	8	88
Miss A. Lindemeyer, Englewood	110	20	90
Mrs. F. B. Ryan, Cranford	106	16	90
Miss L. F. Krug, Englewood	98	7	91
Mrs. W. W. Vaughn, Hollywood	103	12	91
Mrs. Florian Krug, Englewood	97	8	89
Miss Bertha Stratton, Cranford	101	8	93
Mrs. R. O. Smith, Montclair	102	8	94
Miss G. Wood, Hackensack	109	15	94
Mrs. J. C. Barclay, Hackensack	103	8	95
Miss Lois Graham, North Jersey	110	15	95
Mrs