STEWART FORCES FIGHT AND DEFEATS KENNEDY

Strength, Stamina and Weight Stand Brooklyn Heavy in Good Stead.

WILL GET McCARTHY BOUT

First Popular Priced Show at Garden Attracts 7,000 Crowd.

Seven thousand men saw Jim Stewart, the Brooklyn heavyweight, defeat Tom Kennedy of this city in a bitter ten round fight at Madison Square Garden last night. Stewart's superior strength and stamina, coupled with the fact that he forced the battle practically all the way, earned the popular verdict. Kennedy scored numerous points in the early stages of the mill and in the first two rounds he sent Stewart down with short hooks on the jaw, but after the third round, Stewart sized up his style and more than matched him with hard fighting. Stewart will meet Luther McCarthy as a result of his success. In the other bouts, which provided good sport for the Garden A. C.'s first "popular show," Phil Cross and Willie Beecher fought ten fast rounds to a draw; Steve Kennedy stopped Joe Dorr in six rounds; Fred McKay knocked all the ginger out of Dutch Zimmer in three rounds, and an even break was the result of a lively tilt between Harlem Tommy Hopkins and Bate Davis, who went the limit of six rounds.

When the gong rang at 8:20 sharp for the first bout, more than 5,000 fans, in shirt sleeves were in the building, with a steady stream of late comers pouring through the main entrance. This early attendance in spite of the rain, proved beyond peradventure that Manager Gibson's popular priced show idea was bound to be immensely successful. The prices ranged from 50 cents in the gallery, to $2 for ringside box seats, so that fight buffs of high and low degree were able to enjoy the fun. William Joh refereed all the bout. Kennedy and Stewart were in the ring at 10:20 o'clock. Kennedy weighed 193½ pounds at the ringside and Stewart tipped the beam at 210. Hugh McGann, Fred Storbeck of South Africa, Johnny Coulon, Al Palzer, Bombardier Wells, Packy McFarland, Jack Goodman, and other fistic stars were introduced before the bout began.

When they answered the bell for the first round Kennedy at long range put a left on the neck. Stewart promptly crowded him and reached the jaw with a left hook. In getting away Kennedy fell, but he was up in a second and Stewart rushed him with a left on the body. Stewart had the round on blows landed. After sparring a moment in the second round Kennedy let go the left flush to the point of the jaw and Stewart reeled. He steadied himself and Kennedy jarred him again with left and right hand swings on the neck. Stewart, in trouble, began to sling wildly. Kennedy measured him with more solid lefts and rights and had the round by a big margin. Stewart started with a left swing on the head in the third round. Kennedy let him rush and nailed him on the jaw with left hooks. Kennedy had the round.

In the fourth round Stewart used both hands in a half clinch and with a solid left jarred Kennedy to the heels.

Both men were puffing as they came up for the fifth round, for the pace had been unusually fast. Stewart put the greater power into his blows this time and soon drew the claret from Kennedy's nose. A right hander on the jaw made Stewart reel in the sixth, but he came back with a hard attack and got an even break on the round.

In the seventh round Kennedy's blows were weak and Stewart outpunched him to the bell. Stewart's incessant work gave him the eighth round.

In the ninth round Kennedy rallied for a moment with left hand punches, but Stewart, standing in close, made him clinch with stomach punches. Kennedy became very slow and Stewart outfought him steadily, taking the round. Another rally by Kennedy began the last round, but Stewart mixed it and slugged until Kennedy clinched. Kennedy landed a heavy left on the nose, but again Stewart outslugged him and put him on the ropes. Stewart was the winner.

When Phil Cross and Willie Beecher, East Side idols, climbed into the ring, there was plenty of noise. They were matched to box ten rounds at 138 pounds ringside. Both men were under this limit when they scaled. Beecher took the first round by landing numerous solid smashes to the body. In the second round a lump was raised under Cross's right eye. Beecher wound up with a fierce assault and the round was even. Cross kept a cool head in the third round and landed the cleaner blows. A heavy right hand cross counter made Cross's nose bleed in the fourth round. Fierce infighting marked the fifth round.

Cross was the aggressor in the sixth round and clearly outpointed his antagonist. Cross had a shade also in the seventh, eighth and ninth rounds, though Beecher was very strong and landed some dangerous punches. Beecher rallied with great hitting in the last round and Cross tired rapidly. At the end Cross was on the defensive and it looked like a good draw.

PERRIN LEADS AT MEDAL PLAY.

Lynnewood Hall Tournament Begins With Some Low Scores.

NORRIS, Pa., June 17.—Howard Perrin of the Merion Cricket Club won the low score medal in the qualifying round of the Lynnewood Hall tournament on the links of the Huntingdon Valley Country Club today, handing in a card of 78. Mr. Perrin played like clockwork, the heavy rain not bothering him in the least. His out journey of 38 was phenomenal, being only one stroke above par, while his in trip though not quite so good was well above the average. His card:

Out	4	3	5	5	3	5	4	5	4	—38
In	5	4	4	5	4	5	5	5	3	—40—78

J. Bowers of the Brooklawn Club came in the next best score. Despite the fact that he played the last three holes in a driving, pelting rainstorm he negotiated the eighteen holes in 81, a remarkably fine showing under the circumstances.

There were several surprises during the play of the day. Francis Kemble of the Country Club and H. B. Heyburn, the former University of Pennsylvania golfer, both doing so badly that they withdrew. George Lyons of Toronto, picked to win the low score medal, had a score below 90, while Dr. Simon Carr, the home club's best players, had a run of hard luck and touched the 100 mark.

The scores of the first sixteen follow: H. Perrin, Merion C. C., 38, 40—78; S. D. Bowers, Brooklawn, 42, 39—81; A. H. Smith, H. V. C. C., 42, 38—80; F. Sargent, Harvard, 41, 42—83; W. Cleveland, St. David's, 40, 43—83; A. Chalmers, Stenton, 40, 42—82; H. Lee, Yale, 41, 42—83; W. M. Weaver, H. V. C. C., 42, 41—83; W. L. Reynolds, Aronimink, 41, 43—84; J. W. Robbs, Overbrook, 40, 44—84; W. C. Houston, Country Club, 40, 44—84; R. W. Cochran, Baltimore, 41, 43—84; H. B. MacFarland, H. V. C. C., 41, 43—84; T. C. Jenkins, Baltimore, 45, 40—85; H. P. Deacon, H. V. C. C., 41, 44—85; H. C. McCall, Country Club, 42, 44—86.

Monk Coburn Dying in Frisco.

SAN FRANCISCO, June 17.—William (Monk) Coburn, who ten years ago was once a well known jockey, is dying in the tuberculosis ward of the City and County Hospital here. Coburn is 29 years old. In the heyday of his career he is credited with having won $40,000 in one day.

LOG OF THE KARINA.

Robert E. Tod's Big Schooner Did Well Under Conditions.

The log of the schooner Karina, owned by former Commodore Robert E. Tod, which sailed across the Atlantic last month, shows that under the conditions then prevailing on the Atlantic the yacht did very well. She had light winds nearly all the way over from Sandy Hook to the Lizard.

She started out in a strong favoring wind and made her best day's run between noon on May 17 and noon on May 18, 23 hours 40 minutes actual time. Then she sailed 302 miles averaging 12.7 nautical miles. Her best work on the whole trip was when she ran 150 miles in ten hours, which shows that the Karina can sail very fast.

The total distance sailed from the Ambrose Channel lightship to the Lizard was 3,245 miles and she did this in 15 days 19 hours 24 minutes. The Atlantic, when she made the record in 1905, sailed 3,013 miles in 12 days 1 hour 4 minutes. She averaged 10.32 nautical miles an hour and her best day's run was 341 miles.

The summary of the log follows:

LOG OF THE KARINA.

Ambrose Channel Lightship to the Lizard. Started 3:40 P. M. (Greenwich time), May 17, 1912.

	Latitude.	Longitude.	Dis.
			20
May 17			
May 18	39° 26'	66° 58'	302
May 19	39° 37'	63° 22'	168
May 20	39° 53'	58° 10'	245
May 21	38° 48'	55° 25'	135
May 22	39° 00'	50° 55'	230
May 23	38° 27'	45° 18'	254
May 24	39° 51'	41° 05'	219
May 25	41° 05'	38° 15'	148
May 26	43° 00'	33° 22'	258
May 27	44° 46'	29° 38'	190
May 28	46° 16'	27° 31'	131
May 29	47° 11'	24° 22'	142
May 30	47° 21'	18° 38'	234
May 31	48° 19'	12° 22'	267
June 1	48° 46'	8° 41'	146
Distance to Lizard			155
Total			3,245

Arrived off the Lizard light June 2 at 11 hours 3 minutes (Greenwich mean time).

Time of passage, 15 days 19 hours 24 minutes.

Best day's run (noon to noon), about 23 hours 40 minutes), 302 miles.

Best ten hours run, 150 miles.

Average per hour for whole distance, 8.55 miles.

SQUALL HITS HUDSON WITH CREWS ON WATER

Penn, Wisconsin and Syracuse Boats Speed for Shore—All There Now.

POUGHKEEPSIE, June 17.—With the arrival of the Pennsylvania crews early to-day, Poughkeepsie's rowing colony is complete and from now until race day hard work will be the lot of the oarsmen in the six camps. The Penn oarsmen stayed in their boathouse this morning, but at 4 o'clock the Quakers took their boats out for their first spin on the Hudson.

A sudden squall from the northwest made the river so rough that Coach Ward ordered the four to put back. He took the eights up stream, however, despite the rough water. The going was pretty heavy and when the crews rounded the point at the Columbia houseboat they began to take in water at a rapid rate. It got so bad that Ward ordered both boats to put in the New Yorkers' quarters, but after a short wait they pulled on up to Krum Elbow in much smoother water.

The unexpected blow caught both Wisconsin and Syracuse crews on the river and the Badgers had a taste of some more hard luck of the kind that kept them out of it all last year. They went out in their new Ward shell just before the storm was at its worst, but they could not go far, turning back and running to shelter after they had rowed only a little more than a mile. Before they got near the boathouse the varsity shell began to ship water, and when they neared the float they had water up almost to their slides. The boat was a heavy that the coxswain was unable to handle it, and it crashed down onto the float, snapping the stem off short and making a crack some two or three feet long. As soon as he came in the coaching launch Harry Vail was told of what happened and he rushed up to the Columbia boat house, where Ward, the boat builder, has been staying. He returned without him, however, and will do his best to repair the damage by himself.

Sjoblom, the regular No. 3 man in the Wisconsin shell, was out with a bad toothache both morning and afternoon and Wood, who as a freshman rowed in the varsity boat last spring, was in the seat.

Although the Syracuse crews got in on Saturday, rough water kept them off the river and their first row was postponed until this morning. The Salt City men have a trio of very powerful looking boats but they do not row over well. Ten Eyck gave all three crews a good hard day's work, sending them down to Milton for their morning practice and taking them up to Krum Elbow in the evening. It looked as if he was going to send the varsity eight over the course in the afternoon, but the storm made him get the shells under the boathouses in a hurry.

There was a break in the Cornell freshman eight to-day, the first almost since the Ithaca youngsters have been on water this spring. Elms, the regular stroke oar of the freshman boat, has been bothered for some time with an infected foot and this morning he had it lanced. He was out of the boat at both rows but probably will get back about Wednesday.

Courtney waited until late this evening before sending his crews out. He took them up to the starting line at a paddle, and then let them come down over the course easily. No attempt was made to speed it up at any stage of the practice, but for all that the crew went along with great smoothness.

Stanford's days of trouble seem about over, for the Californians had good spins both in the morning and afternoon. They find the Columbia shell which they are using a splendid boat. After the disappointments of the first few days their hopes are rising again and they row with more assurance.

The Columbia crews came down stream twice to-day, giving Courtney a splendid chance to look them over in the morning. The varsity eight had a spin that was suspiciously like a time trial, but finished half a mile short of the line. The big crew was going with great speed, although the stroke was low. The Blue and White four showed up well to-night in a brush with the freshmen.

WINS AT OVER 900 TO 1.

Wishing Ring Carries Record Odds in Victory at Latonia.

LATONIA, Ky., June 17.—When Wishing Ring won the last race at Latonia to-day she paid $1,885.50 for a two dollar ticket. This is the largest priced horse ever to win on the Kentucky tracks since the mutuals were installed. It is also probably the record price for any horse to win in the United States. There was only $8 bet straight on her.

The summary:

First Race—Five furlongs: Duchess Daffy, 103 (Byrne), 39 to 10, won; Miss Edith, 108 (Fain), even for place, second; Red Rose, 105 (Estep), 87 to 10 to show, third. Time—1:01. Inquieta, Kalinka, Lady Robbins, Pink Lady, Axis, Jean Grey and Daisy Platt also ran.

Second Race—Six furlongs: Hedge, 100 (McCahey), 43 to 20, won; Nonpareil, 105 (Byrne), 39 to 20 for place, second; McClintock, 105 (Goose), 89 to 20 to show, third. Time—1:13 3-5. Absurd, Beautiful, Dorbie, Dynamite, Artisian, Bert Getty, Creme De Menthe, Winifred G. and Phil K. also ran.

Third Race—Mile and a sixteenth: Brig, 105 (Ganz), 75 to 10, won; Buckhorn, 110 (Peak), 1 to 5 for place, second; Manager Mack, 102 (Estep), 2 to 5 to show, third. Time—1:45 2-5. Merry Beau, Gates and Sir Denrah also ran.

Fourth Race—Six furlongs: Helmet, 111 (Ganz), 11 to 20, won; Coy Lad, 98 (Callahan), 33 to 20 for place, second; Wondawhy, 93 (McCahey), 11 to 20 to show, third. Time—1:12 4-5. Rolling Stone, W. J. Hills, Caliph and Sir Blaise also ran.

Fifth Race—Mile and seventy yards: Puck, 100 (McCahey), 31 to 10, won; Leopold, 111 (Borel), 73 to 20 for place, second; Sister Florence, 90 (Allen), 7 to 4 to show, third. Time—1:43 2-5. Garneau, Gaybird and Star Oryan also ran.

Sixth Race—Mile and a sixteenth: Wishing Ring, 102 (Estep), 3,767 to 4, won; Earl of Richmond, 105 (Byrne), 252 to 20 for place, second; Nan Ferguson, 102 (Callahan), 41 to 20 to show, third. Time—1:47. Swagy, Summer Night, Spindle, Charley Straus, Pluvius, Ragman, Bottles and Jack Right also ran.

METROPOLITAN TENNIS UNDER FULL HEADWAY

Important Matches Disposed Of Despite Clouds and Later Rain.

TOUCHARD OUSTS MAHAN

Eliminates Opponent in First Round by Consistent Playing.

After a rather desultory beginning on Saturday the tennis tournament for the metropolitan championship got into full swing yesterday. Matches were run off in rapid succession on the fifteen grass courts of the West Side T. C., at 238th street and Broadway, until the rain forced a halt shortly after 5 o'clock. Only one match remains in the first round, that between G. S. Groesbeck and G. C. Shafer. These players were ready to take to the courts, but the lowering clouds prevented them. There are less than half a dozen second round matches remaining, while three of the third round contests have been disposed of.

The playing of some of the younger division held more interest for the spectators than the meeting of Gustave F. Touchard and Lyle E. Mahan, which was the attraction provided for the championship court. Still the gallery was faithful to the stellar pair and sat patiently in the broiling sun while Touchard, who was in fine stroke, steadily wore down Mahan's defence and earned a straight set victory. The first set went to Touchard, 6—3, but Mahan got busy early in the second and had the lead at three games to two. Touchard, playing well back, had no difficulty in evening the score on his service, and Mahan being unsteady in the next game the score went to 4—3 when Mahan made a double fault. In the next game Touchard seemed to try how close he could get to the line, and though he frequently passed Mahan some of the shots landed just outside the margin. He varied his style then and scored the last two aces on two wicked drives that sailed just over the net with such speed that Mahan could not return them. With the score 15—40 in the final game, Mahan, who was serving, ended the match by making a double fault, the score of the second set being the same as the first.

When this match was concluded it was discovered that W. M. Washburn, twice winner of the interscholastic championship and now a freshman at Harvard, was giving N. W. Niles a royal battle. It was only on Saturday that Niles showed he was in form by retaining his Massachusetts title, and there was considerable surprise when it was announced that the younger player had taken the first set, only allowing his opponent two games. Washburn was playing the steadier game and those who remembered that the schoolboy had beaten R. D. Little in the national championship tournament last year were prepared for a reversal of form. Niles began to get his puzzling twist service working and by a judicious use of cross court shots scored many points. He was helped along by many double faults that Washburn made while sending the ball over the net with all the strength at his command. Once or twice Washburn earned the applause of the crowd by fairly passing the New Englander, but the set went to Niles, 6—3.

In the deciding set the first two games went to Niles, one being a love game. There were several fast rallies and in nearly every instance that Washburn lost the point it was because he apparently tried a cut stroke on a rising ball and just failed to get it over the net. Washburn then broke through Niles's service and took the third game. He followed this by cleverly outplacing Niles and brought the score to two all with a love game. Washburn could not judge his returns in the next game and Niles took the lead again, only to be caught once more when he failed to make a point against Washburn's service. The seventh game was the turning point and was replete with fast rallies. Washburn's inability to get the ball over the net, although returning with plenty of force, was his undoing and Niles took the game while his plucky opponent was at 30. Niles showed such skill in placing that he took the next two games without giving a chance and the set and match ended at 6—2.

Harold Hackett was forced to do his best against E. A. Lowther when after he had won a love set the match took on a different aspect. Lowther took the first and second games of the second set before Hackett realized that he had to play real tennis. The third and fourth went to Hackett. Then Lowther began getting the odd game against service until the score stood 5—4 in his favor. His low drives gave considerable trouble and Hackett had difficulty in getting under them. By varying his drives with lobbing Hackett managed to puzzle his opponent, but he had to fight for every point until he won at 7—5.

R. Baggs played better than he knew how in the first set against Dean Mathey and to the surprise of the experts took it at 6—1. The Princetonian struck his gait then and won the other sets, 6—1, 6—0. F. C. Inman, the holder of the title, did not seem to be in as good form as when he got the second leg on the trophy. He had to fight hard to win the first set against Edgar Leonard, 8—6, but gained his way into the second round by taking the second in easier fashion at 6—2.

H. H. Hackett, C. K. F. Andrewes and C. F. Watson, Jr., all won their third round matches in straight sets and were the only players to get that far. It is expected that a start will be made in the doubles to-day, for which there are some great combinations entered.

The summaries:

First Round—W. M. Washburn defeated Ross Barchard by default, N. W. Niles defeated Charles Edwards by default, C. A. Lindley defeated Col. W. A. Bethel by default, Gustave F. Touchard defeated Lyle E. Mahan, 6—3, 6—3, Dr. William Rosenbaum defeated F. W. Gwynne, 3—6, 6—4, 6—1, R. Baggs defeated A. W. Warden, 6—4, 6—4, Neil Stevens defeated F. F. De Rham by default, F. C. Inman defeated Edgar Leonard, 8—6, 6—2, W. C. Cragin, Jr., defeated R. Le Roy by default, H. B. Sanlin defeated A. S. Runyon by default, C. P. Stewart defeated Richard Bishop by default, F. B. Washburn defeated Dr. A. Wadsworth by default, A. S. Cragin defeated L. O. Condit by default, Alfred Stillman defeated C. W. Isbell, 6—0, 6—2.

Second Round—Dr. Ewing Taylor defeated W. D. Bourne, 6—0, 6—1, C. K. F. Andrewes defeated A. Norton, 6—3, 7—5, A. L. Ranney defeated Newton Rae by default, H. H. Hackett defeated E. A. Lowther, 6—0, 7—5, W. M. Hall defeated George H. Bartholmew by default, R. D. Little defeated A. D. Hammett, 6—0, 6—4, Craig Biddle defeated P. Cumming, Jr., 6—0, 6—1, N. W. Niles defeated W. M. Washburn, 2—6, 6—5, 6—3, Gustave F. Touchard defeated C. A. Lindley, 6—2, 6—4, Dean Mathey defeated R. Baggs, 1—6, 6—1, 6—0, Alfred Stillman defeated A. S. Cragin, 6—2, 6—0, A. S. Dabney defeated G. W. Wightman, 6—2, 6—0, Wylie C. Grant defeated G. A. L. Dionne, 6—0, 3—6, 6—4, G. M. Rodman defeated W. H. Wood by default, C. Leonard defeated Alan Fox by default, J. S. Cushman defeated John Reece, 6—3, 6—1, C. A. Sparks defeated Walter Roberts by default, D. L. Weaver defeated E. P. Larned by default, C. F. Watson, Jr., defeated M. S. Charlock, 6—7, 6—2, A. A. Dederer defeated George Clark by default.

Third Round—C. K. F. Andrewes defeated Walter L. Pate, 6—0, 6—0, H. H. Hackett defeated A. E. Ranney, 6—1, 6—0, C. F. Watson, Jr., defeated A. A. Dederer, 6—1, 6—0.

POLO PONIES FAGGED OUT.

Philadelphia Troopers Win Game of Six Fast Periods.

PHILADELPHIA, Pa., June 17.—The polo game between the teams representing the First Troop Philadelphia Cavalry and the Philadelphia Country Club B team was stopped to-day at the end of the sixth period with the score at 11½ goals to 3 in favor of the troopers owing to the condition of the ponies. The ground was soft owing to the heavy rain, the ball was slow and the ponies were fagged out by the terrific heat.

The troopers set a terrific pace from the start. In the fourth period they made a runaway race of the game, six goals being scored in that period.

FEW AT LONDON HORSE SHOW.

Opening Disappoints—Judge Moore Scores First Day Victory.

Special Cable Despatch to THE SUN.

LONDON, June 17.—The opening of the horse show at Olympia was disappointing. The attendance was small, owing to the bad weather and also because the show is conflicting with Ascot, now the rendezvous of society. The American contingent consisted practically of Judge Moore and Mrs. Moore, Mr. and Mrs. Stotesbury and Alfred G. and Reginald Vanderbilt. In the Russian challenge cup Judge Moore's four took second prize.

J. T. Hyde said the small attendance was due somewhat to the weeding out of the entries during the first week and that the second week would see the really picked winners of the various classes. The King and others of the royal family will attend on Monday, and it is expected that the last week will be marked by large crowds.

J. S. Draper of Massachusetts, who is an exhibitor for the first time this year, has engaged Miss Rasmussen, who made a sensation at the New York Horse Show, to ride his entries. One of the features of the show is the opening appearance as an exhibitor of Mona Dunn, the nine-year-old daughter of a Toronto banker. She is the youngest exhibitor in the world, and has a stable of twenty horses. Another feature was the parade of various breeds of English and continental horses, including the King's famous creams, the Prince of Wales's pony and others from the royal stables.

CLOSE FOR MEADOW BROOK.

International Polo Ists in Extra Period Game With Cooperstown.

Two of the international men were in the lineup of the Meadow Brook polo team that met a fast four from Cooperstown, N. Y., on the Grace Field at Great Neck, L. I., yesterday. J. M. Waterbury and Devereux Milburn, the internationalists, were each rated at 9 in the handicap, J. S. Phipps is handicapped at 4 and his brother, H. C. Phipps, at 5, so the Meadow Brook cracks had to allow a liberal handicap to the up-State team. This made the play so close that the score was even after the regulation eight periods. J. S. Phipps, who played No. 1 and Waterbury, who followed in the lineup, were on the ball all the time and with the beginning of the extra period began a series of rushes that soon earned the goal necessary to give Meadow Brook the victory by 13 goals to 12. L. Rumsey and M. Stevenson did the best work for Cooperstown.

In the other game between New Haven and Great Neck, the home team was in receipt of a handicap of three goals. J. W. Webb, a left handed player, was in fine form for the Great Neck team and the consequence was that the home team contingent won by nearly the handicap received, the score being Great Neck, 11, New Haven, 8¾. The lineup and handicaps were:

Great Neck—No. 1, W. R. Grace, 2; No. 2, J. W. Webb, 4; No. 3, H. Hadden, 4; back, J. G. Milburn, Jr., 4. Total, 14.

New Haven—No. 1, J. C. Rathborne, 2; No. 2, J. A. Rawlins, 4; No. 3, L. E. Stoddard, 8; back, J. R. Thomas, 3. Total, 17.

Meadow Brook—No. 1, J. S. Phipps, 4; No. 2, J. M. Waterbury, 9; No. 3, D. Milburn, 9; back, H. C. Phipps, 5. Total, 27.

Cooperstown—No. 1, L. L. Rumsey, 8; No. 2, C. C. Rumsey, 4; No. 3, C. P. Bendleston, 3; back, M. Stevenson, 7. Total, 17.

RESULTS AT HAMILTON.

First Race—Six furlongs: Lewis, 97 (Ferguson), 12 to 1, won; Elma, 90 (Wolfe), 8 to 5 for place, second; Eton Blue, 94 (Ambrose), 3 to 5 to show, third. Time—1:14 2-5. Edith C., Judge Howell, Jim L., Puck, Scarlet Pimpernel, Upright and George S. Davis also ran.

Second Race—Five furlongs: Ringling, 105 (Turner), 5 to 2, won; Church Bells, 105 (Musgrave), 2 to 1 for place, second; Pike's Peak, 105 (Martin), 7 to 5 to show, third. Time—1:01 3-5. First Tromp, Miccosukee, Fatty Grub, Old Coin, Fred Levy, Flabbergast and Hot Water also ran.

Third Race—Handicap, one mile and an eighth: Star Charter, 112 (Butwell), even, won; Guy Fisher, 116 (Turner), 5 to 2 for place, second; Piccolata, 102 (Diggins), even to show, third. Time—1:53 3-5. Kormak, Blackford and Chester Krum also ran.

Fourth Race—Five furlongs: J. H. Houghton, 110 (Musgrove), 10 to 1, won; Black Chief, 108 (Martin), 5 to 2 for place, second; Lady Irma, 106 (Lounsberry), 7 to 10 to show, third. Time—1:13 2-5. Camellia, North Cut, Suffragist, Capsize and Sherwood also ran.

Fifth Race—Wentworth Plate: six furlongs: Little Father, 112 (Loftus), 15 to 1, won; La Hare, 109 (Butwell), 3 to 1 for place, second; Plate Glass, 125 (Martin), out to show, third. Time—1:13. Rockville also ran.

Sixth Race—Five furlongs: Continental, 105 (Martin), 7 to 2, won; Gerrard, 105 (Loftus), 3 to 1 for place, second; Momota, 105 (Clement), 8 to 1 to show, third. Time—1:01 2-5. Carousal, Brynary, Bob McGee, Farrier, Uncle Obie, Irish Dew and Rogusa also ran.

Two Days of Yacht Racing.

The Seawanhaka Corinthian Yacht Club announces two days of yacht racing the end of this week. On Friday a special regatta will be sailed. Cups are offered for class K of sloops, for classes L and M to sail in one class with time allowance based on actual ratings; for sloops of class P, the New York Yacht Club thirties, the 30 foot one design schooners and the Seawanhaka Corinthian 15 footers. The start of the first class will be at 12:40 from a line off the black spar buoy off Lloyd's Neck.

The annual regatta of the club will be sailed on Saturday and this is for all regular, one design and handicap classes. A first prize is offered when two yachts start, a second when four start and a third when six start in one class. Prizes are also offered for winning Corinthian crews. The start for this regatta will be at 12:40 and the starting line the same as on Friday's race. Entries should be sent to George E. Roosevelt, chairman of the race committee, 33 Wall street. Other members of that committee are Eliot Tuckerman, Everett Dominick, Harold Mestre and Nelson Doubleday.

Girls Navigate Motor Boat.

Five ambitious girls are now trying to navigate the 21 foot motor boat Gymgirl from Geneva, N. Y., to St. Albans, Vt. They intend to make this trip without masculine help. The owner, captain and engineer is Miss Mabelle M. Ford of Cleveland, who is instructor of physical culture in the Young Women's Christian Association. Her four companions also live in Cleveland. The Gymgirl was built by Fay & Bowen at Geneva and is fitted with a single cylinder motor of 5 horse-power. The boat has a spray hood and extension for use in wet weather. The route is from Geneva via the Seneca and Cayuga Canal to the Erie Canal, then through the Erie Canal to the Delaware and Hudson Canal, then north to Lake Champlain, where they will follow the west shore to Plattsburg, and cross the lake to St. Albans.

GLEANINGS FROM THE YACHTS.

The Maryland Motor Boat Club will hold a 200 mile race on Chesapeake Bay on June 29. Eleven boats are entered to date.

L. K. Knowles of Providence has purchased the motor boat Premier, which was built for John B. Herreshoff last year.

Twenty yachts of the South Boston Yacht Club started on a three day cruise on Saturday, running home last night from Gloucester.

Sayonara, one of the 31 raters to race here for the Manhasset Bay challenge cup, was successful in the Corinthian regatta off Marblehead on Saturday, defeating Amoret 49 seconds. Italia and Wianno also started.

Twenty motor boats will start next Friday in the 190 mile race of the Keystone Yacht Club to Overfall's Lightship and return. This will be the first big event of the Delaware River Yacht Racing Association.

The new 15 footers of the Corinthian Yacht Club sailed their first race off Marblehead on Saturday. They were tried in a stiff easterly wind and did well. Alfred Chase's Hiayaune won by 1 minute 21 seconds from D. R. De Lorela's Half Moon. Four started.

The racing season on Buzzards Bay opened on Saturday with a regatta of the Beverly Yacht Club. Saracen, owned by R. Winsor, Jr., was the winner in the 21 foot class. Eight started and made a very close contest. Seacoon won in the Sonder class, and Vim won in the 15 foot class.

J. G. Naefie-Whitaker has sold his cruising motor boat Ilva and is now having a 40 footer built in partnership with Charles Legins. The Ilva is well known as a long distance racer and has won many prizes. The new boat is to start in the race from Philadelphia to Bermuda next month.

AUTOMOBILES. AUTOMOBILES.

Ford
THE UNIVERSAL CAR

One lone and lonesome virtue can never make a well rounded man. It's not special features that make the Ford a great car—but the perfection of all its parts. Not one virtue, but the happy combination of an endless list of virtues, makes the Ford "the universal car."

Seventy-five thousand new Fords go into service this season—proof of their unequaled merit. The price is $590 for the roadster, $690 for the five-passenger car, and $700 for the delivery car—complete with all equipment, f. o. b. Detroit. Latest catalogue from Ford Motor Company, 1723 Broadway, New York City—or direct from Detroit factory.

MOTORISTS FEW, AFTER ALL, IN EMPIRE STATE

Only 88-10,000ths of Population Are Owners of Cars, Report Shows.

FERRIES FOR MOTOR USE

Various Services Around New York Reported—Boats and Frequency of Trips.

An analysis of the detailed report of the Secretary of State on automobile registrations in the first four months of the metropolitan district, that is the counties of New York, Queens, Kings, Richmond, Westchester and Nassau, is extremely important in contributing to the income of the State in this respect. In these six counties 38,654 of the 85,300 vehicles registered all told by the State are to be found. The fees for these cars amount to $356,695, out of a total of $749,410. The amount of fees, for cars, chauffeurs and what not, in these six counties is $425,705, as compared with $856,310.25, the State's total income from all sources for automobiles.

Some scattering odd dollars taken in by the New York branch office of the Secretary of State bring the total receipts up to nearly $500,000, so that this division represents practically 38 per cent. of the State's takings. It is small wonder that a branch was established in New York city, although automobilists with no very long memories will recall that it took some struggling to get it.

New York county leads the list in totals of all sorts. Here there are more than 20,000 cars and nearly 16,000 chauffeurs. The total taken in in this county was $240,000, more than a quarter of the State's whole takings. Kings with $83,000 and Erie county with $57,000 are next in line. Westchester with $48,000 is fourth.

It is worth while noticing that although $5,000 cars are registered in this State, chauffeurs' licenses attain only 36,000. This is a pretty clear indication that more and more owners drive and maintain their own cars. The disparity in numbers of professional drivers and of cars is growing each year, although there is no letup in the numbers that the automobile schools are turning out. It doesn't mean because a man is a licensed driver that he has a job, so that not even 40 per cent. of the cars in this State are manned by hired drivers.

maintain their own cars. The disparity number more than 3,600 and "foreign" chauffeurs more than 2,300. The total receipts from without the State are $45,000 from these sources.

The very carefully got up list furnished by the Secretary of State shows some interesting details as regards distribution of cars. These ought to be guides to the dealers, showing them where interest is flagging and where there are opportunities to sell automobiles. The automobilist seems always like a pretty important member of the community, and to judge by the fuss that is created over him from time to time, it must appear as if the motorist were in the minority, instead of being away in the majority.

For instance, New York State is the largest in point of motoring population, yet here in this State of more than 9,000,000 folks (1910 census) there are only 81,678 cars registered. This is exclusive of the "foreign" machines in the State total. Thus the motoring population of the State is 88-100ths of 1 per cent. of the total population.

An interesting table is one that shows the number of vehicles registered, by counties, as compared with the census of those counties:

	Total vehicles.	Population.
Albany	1,298	173,666
Allegany	376	41,412
Broome	1,028	78,809
Cattaraugus	459	65,919
Cayuga	634	67,106
Chautauqua	944	105,126
Chemung	542	54,662
Chenango	340	35,237
Clinton	292	48,220
Columbia	469	43,658
Cortland	419	29,249
Delaware	325	45,575
Dutchess	1,104	87,661
Erie	6,347	525,985
Essex	267	33,458
Franklin	277	46,717
Fulton	417	44,524
Genesee	575	37,015
Greene	246	36,214
Hamilton	23	4,378
Herkimer	472	56,426
Jefferson	931	80,382
Kings	7,687	1,634,351
Lewis	177	24,849
Livingston	517	28,037
Madison	387	39,249
Monroe	4,298	283,212
Montgomery	553	37,567
Nassau	2,762	33,930
New York	20,705	2,762,522
Niagara	928	92,026
Oneida	1,842	184,137
Onondaga	2,768	200,298
Ontario	754	52,286
Orange	1,419	116,061
Orleans	586	32,060
Oswego	419	71,664
Otsego	416	47,216
Putnam	180	14,665
Queens	2,223	284,041
Rensselaer	1,048	122,276
Richmond	754	85,969
Rockland	485	36,873
St. Lawrence	614	89,065
Saratoga	478	61,917
Schenectady	920	88,235
Schoharie	214	23,855
Schuyler	88	14,094
Seneca	291	26,972
Steuben	634	83,362
Suffolk	2,370	56,128
Sullivan	272	33,808
Tioga	235	25,624
Tompkins	433	38,647
Ulster	765	91,769
Warren	358	32,223
Washington	317	47,778
Wayne	776	50,179
Westchester	4,723	283,055
Wyoming	413	31,880
Yates	213	18,642
	81,678	9,113,614

What these figures show, as well as anything else, is that there are many counties in this State which admit of growth in the automobile line, although the present scarcity of machines in proportion to population may mean an unfertile field.

The Bureau of Tours of the Automobile Club of America has gathered the following items in reference to ferries in the vicinity of New York which are used by automobile tourists:

The 130th street ferry to Edgewater has an additional boat on service to maintain a twenty minute schedule in the morning and a fifteen minute schedule from 1:30 P. M. to 9:00 P. M.

On the ferry between Tottenville, Staten Island, and Perth Amboy, N. J., there has been added a new boat. This permits of extra trips besides the regular schedule on holidays, Sundays and other times during the rush hours.

The Rye, N. Y., and Sea Cliff, L. I., ferry has improved the approach to the slips so as to obviate a criticism made last year.

Both the old and new companies between Nyack and Tarrytown are operating, thus furnishing greatly improved service at this point.

The Newburgh and Fishkill ferry has two boats in operation and is able to maintain a fifteen minute schedule between these two points.

The new ferry service between Clason's Point, N. Y., and College Point, L. I., is operating regularly on a half hour service, thus helping motorists from this part of Westchester county to reach Long Island without the long trip through the city to the Queensboro Bridge.

The summer time table on the Huntington, L. I., Norwalk, Conn., service goes into effect June 17. This provides for two trips each way on Sundays and Fridays.

The Bridgeport, Conn., Port Jefferson, L. I., ferry will commence its summer schedule on June 24, providing for two round trips daily between these points.

The service from Port Jefferson to New Haven is now in operation, leaving New Haven at 9:30 A. M., and Port Jefferson at 3:30 P. M., instead of at 4:30.

The Montauk Steamship Company, operating between New London, Conn., and Sag Harbor and Greenport, L. I., began the summer schedule of two round trips daily, on June 15.

Charles H. Green, who staged two automobile shows for the Brooklyn Motor Vehicle Dealers Association, has been appointed chief of the department of manufactures of the Panama-Pacific International Exposition. Mr. Green will have to do with all the exhibits pertaining to manufacturing industries, which will be shown in several buildings.

HARVARD CREWS' WORK ENDED.

Oarsmen Will Get Comparative Rest Before Clash With Yale Friday.

NEW LONDON, Conn., June 17.—All of Yale's crews put in generous amounts of work on the Thames to-day, and Coaches Rodgers and Coo