THE UNIVERSITY RACE.

Annual Contest Between the Harvard and Yale Boat Crews.

THE CRIMSON WINS EASILY.

Harvard's Rejoicing Over Her Victory.

TIME, 20M. 44 1-2S.

NEW LONDON, June 28, 1878.

Harvard has won. She will float the crimson high next year and can rest on her laurels, having beaten her old-time rival by good hard work, judicious training and superior skill and muscle. It was a magnificent race in everything except the bare fact that it was not close enough. It was too one-sided. And yet the wearers of the blue deserve the highest praise for their pluck and perseverance against a dead certainty of defeat. They knew they were beaten from the first six lengths that were rowed, for Harvard swept away from them at the start and left them noting but a stern chase, an up-hill game to play, with defeat staring them in the face.

When New London went to bed last night there were signs of a storm. A heavy shower seemed inevitable, and vivid flashes of sheet lightning lit up the heavens at rather too frequent intervals. Everybody came to the conclusion that it was to be the old story—rough water and a postponement till the afternoon or possibly the next day. At seven o'clock I looked out of my window, over the river a far down as Pequot Point, and the water was as smooth as a sheet of glass. Not a ripple disturbed the surface, and the morning wore a sort of heavy, hzy, tropical look that betokened a hot day and a good course. The noisy revellers of the night before, who made the corridors of the hotels reverberate with the miscellaneous sounds that only a college crowd can manage to emit, were out surprisingly early, and by half-past eight the few who could get breakfast in the dingy little hotels were on the street discussing the prospects. It was soon evident that the race would be rowed on time, and active preparations were made for transportation to the various points of observation along the river. A few pool sellers who had come down from Boston tried to get up some enthusiasm by putting up some straw bids, but the business flagged and the auction sales were suspended.

BAD ACCOMMODATIONS FOR VISITORS.

It is safe to say that not one-fourth of the guests at the Crocker House had been able to get breakfast. The HERALD correspondent, with three others, had the pleasure, after waiting just three-quarters of an hour in their seats in the dining room, of trying to pick up a bite of something in a grocery store. A box of strawberries, some wine biscuit and two bananas, with a glass of milk, constituted their matutinal meal. Were it not for this drawback of lack of hotel accommodations New London could easily hold her head high as a course for college regattas. The committees in charge did their work well, and the crews and their friends were enthusiastic in their praise of the attention they received.

IMMENSE CROWDS ON LAND AND WATER.

By half-past ten the streets were lined with people, all wending their way to the scene of the regatta. The country people were out in all sorts of vehicles, and the variety was pleasing as well as picturesque. On the grand stand there were collected over a thousand people, while all along the banks on both sides large groups of sightseers were visible, sitting, standing and reclining on the rocks and bluffs that skirt the river. Every conceivable sort of craft, from the proud looking river or sound steamer to the unsightly dock dory, was to be seen. The picture presented at the river was one of marvellous beauty and endless variety of shade and line. All the vessels were gayly decked with bunting, flags and streamers floated in the breeze and the deep blue of the water serving as a background completed the scene.

PREPARATIONS FOR THE RACE.

Soon after half-past ten the Harbor Master came along in a stout tug and cleared the course. The referee's launch shot along between the rows of flags and spars like a little butterfly among the trees of a forest. The press boat, laden with scribes and decorated with flags and streamers, next followed, and everybody expected a start to be made at once. Still eleven o'clock came and there was no sign of a start. The observers on the grand stand could see nothing but a few dimly defined specks away beyond the Navy Yard point, which proved to be nothing but the referee's boat, the Harvard launch and a few small boats.

At 12h. 4m. a thin spiral column of smoke shot up from the bluff beyond the starting point and in a few minutes the blades of the oars gimted in the sun and the rival shells were shooting through the water at the rate of twelve miles an hour. The scene as the boats rounded the point was magnificent; the two crews pulled and pulled with might and main, Harvard slowly but surely drawing ahead of her competitor.

The scene at the finish was remarkably exciting. Harvard came over the last quarter pulling her long, sweeping stroke of 38 to the minute, and dashed by the flagboat with a splendid burst of speed. The Harvard boys, who had been cheering lustily from the time the crimson came in sight ahead of the blue, now fairly burst out in raptures, and the old rough "Rah! Rah! Rah!" resounded along the river. Yale came down pulling a plucky stroke of 32, crossing the line forty-five seconds behind Harvard and about ten lengths in the rear.

THE RACE FROM THE PRESS BOAT.

At a late hour last night the Gypsey was assigned to the press instead of the Cygnet. The holders of the thirty tickets distributed by the Harvard and Yale officers were entitled to go on this boat, but as there was much danger that she would not keep up they were requested to go on the Cygnet. Just before the Gypsey started Mayor Waller invited all collegians to go on this boat who had tickets, and at the same time shouted to the Captain "Start your boat; be quick about it, Captain. Bear me witness, gentlemen, that I invited all collegians here with tickets to go on this boat." After the boat had started about ten Harvard men jumped on, at which the press men were rather disgusted, but sent up a lively cheer for Mayor Waller.

The boat steamed up the river by the Harvards' to the Yale quarters over almost glassy water. A slight breeze from the northwest cooled the air. The river was full of craft, from rowboats to the largest steamers. There were many yachts from New York flying their club flags and all the boats were beautifully decorated. The Gypsey, after a look at Yale, dropped down and lay to off the Harvards' quarters. At a quarter past eleven one oar appeared from the Harvard boathouse, and the platform train took up its place on the opposite bank just off the finish. At 11h. 23m. the umpire's boat appeared down river and came along up and whistled to the Harvard men, who came lounging down from their quarters to their boathouse. Then she went on and landed at the Yale quarters to take on cook. At 11h. 38m. the Yale crew were seen rounding the point. They pulled slowly down, stopping constantly, to the starting place and got into position at 11h. 43m. Just before Yale took her position the umpire's launch whistled for Harvard, and soon her shell appeared from the boathouse and was dropped carefully into the water. But there was much delay about the Harvard crew getting off from their float and the Yale boys had to sit in the hot sun for twenty minutes. It was seven minutes before the crew got under way for the start after their shell was in the water. They pulled across at a stroke of 30 to the minute and were in line at three minutes past twelve. On the way over Bancroft practised his men on starting. They take the first stroke, a slow pull, a long stroke deep in the water and follow it up quickly with the second. The first twenty strokes are pulled very fast and then they settle down to steady work. The press boat, owing to a shoal, had to keep at some distance from the crews at the start, but they were in full view about an eighth of a mile away. Yale took the water first and got away first at the "Go," leading Harvard by about six feet. But their "time" was poor, as they were pulling too fast a stroke, and Harvard's strong, clear strokes brought her bows even before the boats were two lengths from the start. Harvard shot ahead, and, before the eighth of a mile buoy was reached, had left a length of clear water between her rudder and Yale's bow. Yale soon came down to 36 to the minute, while Harvard pulled away at 36 all through till the last quarter. At the end of the first half Yale was thoroughly demoralized, the men pulling wildly and hardly trying to keep time. Rogers rolled outward and Thompson seemed to have lost his head. The boat rocked from side to side, owing to the lack of unison in the catch of the different men. At the end of the mile Yale spurted and seemed to be about to close up the wide gap. But no, for she soon fell behind again, and Alurich steered in behind Allen, thus giving up all chance of winning. The rest of the race to the last quarter was without incidents, the two crews keeping their respective positions and pulling a steady stroke, Harvard at 36 and Yale 34. Harvard's lead steadily continued, and it was evident there was no snap in the Yale boat. Yale's stroke was slower than Harvard's, but still her oars moved through the water faster. The hang on the full reach just before the catch was the noticeable fault, and this it was which made the number of strokes to the minute lower. The men pulled too fast to keep time well with each other, but "hang" reduced the speed of the boat. The lack of time through the whole boat made it roll badly and caused the men in the waist and stern to spatter. It was not their fault, for it is impossible for No. 8 to dip his oar clean unless the boat is steady. Thompson did good work for the Yale boat, also Taft and Trumbull, but the poor form and lack of strength right through the boat prevented success from crowning individual efforts. Harvard's stroke was the perfection of time and grace. No "hang" on the full reach, but the eight blades dipped the moment the eight backs got forward. Their time was good, and they pulled a beautiful, clean stroke, free from all spattering.

As they approached the last quarter of a mile Harvard quickened to 38 or 39 and spurted over the finish in 20m. 44½s., the fastest time on record. Doubtless they would have made better had they been pressed at all. Yale's attempt at a spurt for the finish was a miserable failure, for the men had no strength left for it. They pulled wildly over the finish in 21m. 29s., showing signs of fatigue.

The Gladwish had been the first boat behind the crews and now slowed up to let the press boat come alongside and take back its fugitive passengers. The Yale crew got aboard their launch and towed their boat back to their quarters. Harvard pulled slowly by the grand stand and then to the umpire's boat, and received official notice of their victory and time. The press men took this time, and then their boat put into her dock, having done good service and given entire satisfaction.

The Harvard crew expressed themselves ready to row another race this afternoon and started off at a stroke of 30 to the minute for their quarters, about four miles away.

Mr. Danforth, the president of the Harvard University Boat Club, received the champion colors from the umpire, Professor A. M. Wheeler, of Yale.

FROM THE TRAIN.

The arrangements for the mammoth moving grand stand were carried through with eminent success. Twenty-five cars each bore eighty people, many of them collegians, and all wearing the blue or crimson, to the starting place before the race began. The river new was very fine as the cars went along the bank, the myriad crafts, great and small, with crowded decks and streaming pennants dotting every square of water surface near the finish. The quiet at the start was broken at twelve o'clock by the echo of the first gun. The Yale appeared first and then Harvard paddled over from her float on the left shore. "Are you ready?" sung out Professor Wheeler, without delay. "Go!" The two boats leaped forward on the instant, Yale taking the dip first at 33 strokes to the minute, Harvard dashing off at 38. The steamers followed puffing. Harvard soon shows her nose to the front; her whole length follows. What is the matter with Yale? Harvard is edging away from her. The train slacks or hurries with the onrushing boats. At the quarter Harvard is two lengths ahead. Her stroke is precision itself; Yale's time is uneven, early as it is. Before the first mile is passed Harvard leads by four lengths and has dropped her stroke to 36. Yale is pulling 32. Yale spurts along now, but to no avail. At the Navy Yard Harvard leads by eight lengths. The crews are out of sight passing Manacoke headland; when they emerge behind it Harvard is still more ahead. Yale's life has left her boat. Her oars have fallen to pieces. Curtiss is splashing and away behind time. The whole crew do not keep time with the stroke, are clipping badly and losing ground by the long hang on the full reach. Thus they proceed to the finish, now and then lost to sight as they glide by the anchored ships toward Winthrop Point. Nearly there, a spurt is made and Yale is left far astern and simply paddling in. Harvard's magnificent sweep continues, her men all in splendid form. The race is ended, the most decisive ever pulled, and the unenthusiastic spectators in the cars went back to their depot and disembarked.

In the afternoon the Harvard visitors and their friends, to the number of about three hundred, paraded the streets and escorted the victorious crew to the Crocker House, where the flag was presented by Mr. Danforth, president of the club, who had received it from Professor Wheeler at the judges' boat. The Harvard boys gave three times three for Danforth, for Bancroft, the Captain, Watson, the coach, the New London Regatta Committee, and everybody who had been friendly to the crew. The crowd then dispersed and the champions went around to see their friends.

The town is quiet to-night, and no doubt the shopkeepers and hotel proprietors will have to wait another year for their harvest.

SOUTHERN BOAT RACING.

SECOND ANNUAL RACE BETWEEN THE UNIVERSITY OF VIRGINIA BOAT CLUB AND THE TOBACCO CITY BOAT CLUB—THE FORMER THE WINNERS.

[BY TELEGRAPH TO THE HERALD.]

LYNCHBURG, Va., June 28, 1878.

The second annual race between chosen crews of the River Boat Club, of the University of Virginia, and the Tobacco City Club, of this city, took place upon the magnificent course of the latter club this evening. The River crew consisted of T. A. Carter, bow; T. Hampton, No. 2; B. D. Gibson, No. 3; C. L. Andrews, stroke; John Redwood, coxswain. Colors cardinal red and gray. Their boat was a paper gig; 41 feet keel, 22½ inches beam.

The Tobacco City crew was composed of J. B. Hill, bow; John S. Morris, No. 2; B. L. Owen, No. 3; Harry Pole stroke; C. W. Langhorne, coxswain. Colors buff and blue. Their boat was also a paper gig, 47 feet keel, 29 inches beam. Both boats were built by Waters & Son, of Troy, N. Y.

Each crew made a good start, and, for several strokes, were neck and neck. The superior training and oarsmanship of the University crew was, however, soon apparent, and they began to forge slowly ahead of their opponents, pulling 38 strokes to the minute, and swinging to their work gracefully and effectively, while the Tobacco City crew set out with 36 strokes to the minute, which they increased to 40 as they realized that their competitors were gradually creeping away from them.

The banks of the river on either side were lined with an immense concourse of spectators, who manifested their interest and excitement by the waving of hats and handkerchiefs and by deafening hurrahs and cries of encouragement. At the half-mile stake both crews were doing nobly, the red and gray swinging back and forth with the measured beat of a pendulum, still maintaining their original 38 strokes and putting several feet of clear water between themselves and their determined competitors, who were taking water energetically at the rate of 40 strokes per minute and manfully endeavoring to regain the space they had lost. At the buoys the universities had gained a boat's length and had turned and resumed their measured 38 stroke on the homeward stretch ere the buff and blue had half completed their turn. At the half-mile post the red and gray were leading easily by three or four lengths, apparently equal to a gallant spurt had one been necessary, but still maintaining their original stroke, and still gradually but steadily adding to the distance between themselves and their plucky competitors, who were struggling manfully but fruitlessly to hold their own; but skill and oarsmanship were too much for mere strength unaccompanied by these necessary adjuncts, and the red and gray shot gracefully across the line in 13m. 28s., amid the boisterous plaudits of their fellow students, followed by their brave but badly beaten competitors, some four or five lengths behind, in 13m. 53s.

THE CORNELL FRESHMAN CREW.

IN TRAINING TO MEET HARVARD NEXT MONTH—WHAT IS THOUGHT OF THE MEN.

ESSENORE, N. Y., June 28, 1878.

The Cornell freshman crew have arrived at Esenonre and are the wonder of the ruralists and the admiration of the city folk, who flock here in great numbers to witness their "general training days." Esenonre is the Indian title of the same racing course made famous last August by the Courtney-Riley-Johnson-Ten Eyck-Laberger single scull race. The nearest city is Auburn, with its 20,000 inhabitants, a dozen miles distant, and easily accessible by the Southern Central Railroad, which borders the lake the entire length of the three-mile course which the collegians are to row over. The railroad company has made generous provision for the oarsmen by erecting boathouses on the beach for their shells and paraphernalia and substantial cottages higher up on shore for their bodily comfort. The Cornell boys have now been in their training quarters nearly a week. Mrs. Potter, who "kept house" for the victorious Saratoga crews, is still with them, and maintains a watchful eye over the culinary arrangements. Their mess are confined almost exclusively to good steaks and roasts, with occasionally a meal of fish. Plenty of oatmeal, cracked wheat and coarse farinaceous food are eaten with an unlimited quantity of milk and a proper quantity of good tea. The use of coffee, beer, wine or other stimulant is prohibited. Rice and tapioca form most of their deserts, while all rich pastry is carefully eschewed.

THE CREW.

The last taken statistics of the crew are as follows:—

	Age.	Weight. Lbs.	Height. Feet.
Allen	18	182½	5.10¾
Arnold	24	147	5.10½
Cole	20	160	5.09¾
Cowles	19	161½	5.11¼
Curtice	22	148	5.09½
Jaynes	21	172	5.10
Shinkle (captain)	21	185½	5.09¾
Waterbury	20	160½	5.09¾
Foster (substitute)	23	135	5.08
Average	20 8-9	161 2-9	9 11-12

"Little Eastun" is coxswain, weighs 110 pounds, aged eighteen years, and seems to fully appreciate the responsibility of his position, which he fills in good style.

Two pulls are taken daily, excepting on Sunday, when a long walk constitutes their exercise. The first pull is at half past five A. M., the second late in the afternoon, and something over a dozen miles are traversed by their shell in its daily spins. They are now practising in an eight kindly loaned by Columbia, but will have a paper boat before the race on July 17.

Larmon and other oarsmen are now in training at Ithasenore, and every evening when they take their pull the place presents a very animated appearance. Crowds come up from Auburn, the rustics sweep down from over the hills, while the numerous pleasure steam yachts on the lake also deposit their quota of interested spectators. The Cornellians are stalwart young men. Courtney has recently been heard to exclaim, when seeing the crew on the water, "That's an almighty good stroke." He is of the opinion that one man in the crew shows signs of overwork, but thinks Harvard will have to pull "a mighty good race" to go to the front. The Easterners have not arrived yet, however, but are expected among the first days of July.

The Cornell crew have only been together since May 25, and have many faults in their rowing, which are likely to be corrected as they become more familiarized with the business in which they are now "fresh." Commodore Baker and "Jack" Lewis, of the victorious crew of '76, are with them, who are ever ready with advice and criticism. Captain Ostrom will also encourage them with his presence and counsel a week or more before the race. Under such capable guidance Cornell certainly should not complain of a lack of careful coaching.

COURTNEY AND DEMPSEY.

Apropos of Courtney, it may be interesting to Dempsey's friends to learn that he has been unable to sit in a shell since his involuntary plunge bath in the cold waters of Seneca Lake, at Geneva. The pain in his side still continues, but the chagrined champion asserts that he will beat Dempsey on the Fourth if he can use but one arm and one leg!

"Is there any secrecy as to what disposition was made of the stakes in the Geneva race, or as to what sort of a compromise you and Dempsey agreed upon?" was inquired of Charley.

"Why, there wasn't anything done about it," he replied. "That $1,000 is now in the Geneva bank, and it cannot be touched without a written order from the referee."

SCULLING RACE.

LOWELL, MASS., June 28, 1878.

The two mile sculling race between David Kennedy, of Lowell, and Michael Lynch, of Salem, to-day, was won by the latter by three lengths. Time, 14m. 21s.

YACHTING.

POUGHKEEPSIE, N. Y., June 28, 1878.

A match race between the yachts Mollie and Gypsey, of the Central Hudson Yacht Club, will take place over a twenty mile course, near this city, to-morrow.

YACHTING NOTES.

The annual regatta of the Seawanhaka Yacht Club, fixed for the Fourth of July, has been postponed until later in the season.

Sloop Eugenie has been chartered by Mr. E. M. Brown, of New York, and for the season will be stationed off the Pequot House, New London.

The English cutter being built at Greenpoint, L. I., by Mr. James Stillman, the owner of the schooner yacht Wanderer, is fast approaching completion. She will be about the same length as the Volante, having less beam and more depth of hold. Mr. Stillman will present the boat to a younger brother.

It is possible that Mr. William C. Langley, owner of the schooner Comet, will challenge Mr J. Roger Maxwell, owner of the schooner Peerless, for the Bennett Cup, won by the latter at the regatta of the New York Yacht Club on the 14th inst. The challenge cannot be issued until the expiration of thirty days, and if it is done the race will doubtless fall on some day the latter part of July. Mr. Langley, it is reported, has secured the services of Captain Joe Ellsworth to sail the Comet. Mr. Maxwell always sails his own yacht in regattas and match races, and will do so to defend the Bennett Cup if challenged.

At the auction sale of the sloop yacht Emma B., foot of Wall street, yesterday afternoon, she was bid in for $670.

The following passed Whitestone, L. I., yesterday:—Yacht Breeze, E.Y.C., Mr. J. G. Munot, from New York for Newport and Boston; yacht Meta, S.Y.C., Mr. William E Iselin, from New York for New Rochelle.

Yacht North Star, N.Y.Y.C., Mr. Charles A. Stevenson, left her anchorge, off the HERALD station, and proceeded eastward on a cruise.

The schooner Vesta, N.Y.Y.C., Mr. Keen, from New York, is at anchor off the hotel wharf at Whitestone, L. I.

Schooner Resolute, Mr. A. S. Hatch, owner, left Newport yesterday for City Island, where, after repairs, she will at once go into commission. The yacht has been chartered by Mr. Arthur Cheney, of Boston, for the season.

Steam yacht Vedette, N.Y.Y.C., Mr. Philip Phœnix, arrived in Newport harbor yesterday.

COCK FIGHTING.

AN INTERESTING MAIN FOUGHT IN A COUNTRY BALLROOM—NEW HAVEN ROOSTERS SUCCUMB TO BRIDGEPORT AND NORWALK'S PLUCKY FOWLS.

STRATFORD, CONN., June 27, 1878.

Some three hundred sporting men and game bird fanciers assembled Tuesday evening in an obscure apartment, once used as a ballroom, in a building situated two and a half miles from the New Haven railroad bridge, which crosses the Housatonic River north of this quiet town and in full sight of the Stratford lighthouse, to witness a contest between fighting cocks from New Haven, Bridgeport and Norwalk. Ever since the main fought last winter in Westport, at which time New Haven suffered defeat, there has been a growing desire among the sports of that city to redeem the prestige then lost. With that end in view the best birds have been obtained by New Haven, the most skillful trainers employed, and the same may be said of her adversaries, the result being the bringing together of a finer lot of game fowls than was ever seen before at one time in this part of the State. According to the articles of agreement the parties were to fight a main of cocks and "stags," in thirteen battles, seven cocks, weighing from 4 lbs. to 5 lbs. 8 oz. each, and six stags, weighing from 4 lbs. to 5 lbs. 6 oz. each, and fight all that fall in, the stake being $15 on each battle and $100 on the odd battle, $25 forfeit, the New York rules, with a fair code of regulations, to govern. The hour named in the agreement for the sport to commence was nine o'clock, and Bridgeport and Norwalk with their birds were on hand promptly at that hour, but owing to the fact that the New Haven boys, who, fearing the city police, started for the fighting ground in wagons after nightfall, lost their way twice and had to retrace their steps, no business could be done till late. Two precious hours were further lost in a dispute between New Haven and Bridgeport as to what constitutes a regulation spur heel, and the first battle did not occur till about one o'clock Wednesday morning. The dispute resulted in fixing the main at eleven instead of thirteen battles.

The pit in which the fighting took place was a work of art, and, though improvised, showed that the designer knew what was best to insure the success of a cock fight. Commodious seats, arranged on the four sides of the ball room, like an amphitheatre, enabled all to see. A well known New York sporting man had the Bridgeport chickens in charge, New Haven selecting a Connecticut man to act in the same capacity for her. The referee was an expert from Bridgeport. Toward midnight there were apprehensions that either the Bridgeport or Milford authorities had heard of the main and would attempt to break it up. These proved groundless, and the exercises went on uninterruptedly to the close, Wednesday's noontide sun smiling approvingly upon the victors, and inspiring the vanquished to hope for better luck next time. There was a good deal of betting on the result of the various battles, and much money changed hands.

THE FIRST BATTLE.

New Haven pitted a blue-red cock weighing 5 lbs. 8 oz. against a brown-red stag, same weight, from Bridgeport. Two finer birds never were seen in a pit. Bridgeport demonstrated her training in the first round, while it could be said of New Haven that she fought nobly. The stag was too much for her, and after nine rounds, during which both birds displayed great powers of endurance, Bridgeport was declared victor. Time, 32 minutes.

SECOND BATTLE.

New Haven pitted a four-pound red pyle, a beautiful chicken, against Bridgeport's brown-red muff, same weight. Bets of $25 to $5 on the pyle were offered and no takers. Until after the second round it was evident New Haven had all she could do to hold her own; but a few well directed blows from the pyle taught Bridgeport that "blood will tell." At the end of seven rounds New Haven killed Bridgeport outright. Time, 28 minutes.

THIRD BATTLE.

Bridgeport faced a brown-red weighing 5 lbs. 8 oz.; New Haven a blue-red, same weight. For ten minutes the pit seemed far too small for two such plucky fighters, as they feathered it all over like a huge nest. The brown proved to be too much for the blue, and the latter pecked the dust in exactly 23 minutes.

FOURTH BATTLE.

Bridgeport sent in a pyle of 4 lbs.; New Haven a magnificent black-red, same weight. Both were quick fighters and furiously hard hitters, but the pyle's endurance proved superior to the black-red's training, enabling Bridgeport to score another victory. Time, 19 minutes.

FIFTH BATTLE.

This was a severely contested fight. Bridgeport pitted a blue-red, 5 lbs., against New Haven's black-red, same weight. Both birds were rattling fighters, and not till after a desperate struggle, lasting 35 minutes, did the black-red win.

SIXTH BATTLE.

Bridgeport pitted a blue red pyle, 4 lbs. 13 oz., against New Haven's red pyle, 4 lbs. 14 oz. It was the most stubbornly contested fight during the main, and was won by the little pyle in 29 minutes.

SEVENTH BATTLE.

New Haven brought out another brown, red, 5 lbs. 3 oz., Bridgeport a brown red, 5 lbs. 2 oz. Both fowls were game and the hardest hitters yet put into the pit. For a time it was anybody's fight, but the Bridgeport chicken won. Time, 22 minutes.

EIGHTH BATTLE.

Bridgeport pitted a light spangle, 5 lbs. 7 oz. against New Haven, a red pyle, 5 lbs. 7 oz—two very heavy birds, which came to the scratch and made a rattling fight from the beginning to the end, the pyle winning in 26 minutes.

It was now after sunrise, and each party had won four battles, leaving three battles to which to decide the contest. From the fifteen cocks remaining in the coops must be taken the stock with which to accomplish it. An injudicious selection would prove fatal. It was well into the morning when the took place. New Haven put forward a light hackle, 4 lbs. 4 oz.; Bridgeport a light red muff, 4 lbs. 5 oz. This was a give and take fight all round, both chickens being what may be called wicked fighters. Odds were offered in favor of New Haven, the muff doing splendid work at the same time. It was of no use, however, as the hackle killed its bird and won the battle. Time, 40 minutes.

NINTH BATTLE.

TENTH BATTLE.

It was now Bridgeport's turn, and she sent in a light red stag, 4 lbs. 14 oz., to compete with New Haven's red pyle, a noble bird, weighing 5 lbs. 1 oz. Six rounds were fought, when victory was scored for the stag. Time, 30 minutes.

ELEVENTH BATTLE.

Even battles, and the final and deciding one to be fought caused a good deal of excitement among the sports, the old hall room resounding with their shouts. New Haven did her level best by bringing to the scratch another red pyle, 4 lbs. 2 oz., which Bridgeport confronted with a spangle of 4 lbs. 4 oz. It was a long and tedious fight, ending in clear and undisputed victory for Bridgeport.

MONMOUTH PARK.

PROGRAMME FOR THE FIRST DAY OF THE SUMMER MEETING OF THE MONMOUTH PARK ASSOCIATION—THE ENTRIES.

[BY TELEGRAPH TO THE HERALD.]

LONG BRANCH, N. J., June 28, 1878.

The New Jersey Central Railroad will run cars into Monmouth Park and deliver their passengers close to the grand stand, the terminus being in the grove, about one hundred yards away, from whence there is a new plank road leading to the stand. The trains that run to Monmouth Park will be special, and visitors can leave the foot of Liberty street at a quarter to eight o'clock A. M. and at nine A. M. The fare to the race course and back will be $1. The old route by water to Sandy Hook and thence by rail to the track can still be had, and those who love the sail down the beautiful Bay will no doubt choose that way of going, the expense being the same as by rail all the way.

A wonderful change has been effected in Long Branch in the last few days, and now everything has an appearance of life and business. The arrivals at the hotels have been very good, and several expect full houses by to-morrow night. The Ocean House has over two hundred* guests, and the West End and Mansion House have more people on their books than they have ever had before at this early stage of the season. The other houses are all doing well, and landlords smile sweetly at the prospect before them. As the races commence to-morrow there has been quite a rush of horsemen to this seaside resort. The programme for to-day's races embraces six events, in which are entered many of the best horses in the country. An old racing man said last night he never saw a finer programme for a day's racing.

The first race, a dash of three quarters of a mile for a purse of $300, has the following entries:—Darnley, 115 lbs.; Idalia, 113 lbs.; Bramble, 106 lbs.; Dr. Koestier, 106 lbs.; Egypt, 122 lbs.; Judith, 101 lbs.; Faithless, 117 lbs.

In the Long Branch handicap, one and a quarter miles, the probable starters will be Cloverbrook, General Phillips, Vagrant, Danger, Little Reb, Simoon, Garrick, Milan and Alleveur.

For the Jersey Derby the starters will be The Duke of Magenta, Spartan, Danicheff and Grinstead's Alarm colt.

The fourth event is the Hopeful Stakes, for two-year-olds, in which the following will probably start:—P. Lorillard, W. Astor, G. L. Lorillard, Morris, Lewis & Stearns, Dan Sparling, Belinda and Peter Hynes.

The selling race, a dash of a mile and a half, closed with the following magnificent field:—Brunette, 98 lbs.; Wild Rose, 84 lbs.; W. I. Higgins, 100 lbs.; Fusilade, 78 lbs.; Frank, 106 lbs.; Fugitive, 109 lbs.; Lounger, 97 lbs.; Hattie F., 101 lbs.; Rhadamanthus, 124 lbs.; Durango, 100 lbs.; Eugene N. Robinson, 89 lbs., and Thomas K. (formerly Preston), 103 lbs.

The day's sport will conclude with the steeplechase, which closed with the following entries:—Trouble, 170 lbs.; Waller, 165 lbs.; Coronet, 154 lbs.; Proctom, 152 lbs.; Derby, 150 lbs.; Deadhead, 154 lbs.; Dandy, 140 lbs.; New York, 142 lbs.; Bay Rum, 140 lbs.; Lord Zetland, 140 lbs., and Wild Oats, 136 lbs.

There was a large attendance of sporting men when the pool selling commenced at the West End Hotel, and the genial voice of Bob Cathcart was soon inviting the speculators to business. The following pools were sold during the evening:—

THE THREE-QUARTER DASH.

Bramble	$50	70	90
Judith	11	14	15
Idalia	12	16	21
Egypt	6	—	—
Faithless	5	—	—
Dr. Koestier	3	—	—
Darnley	1	—	—
Field	—	26	21

MILE AND A QUARTER HANDICAP.

Danger	$50	100	100
General Phillips	30	65	60
Little Reb	16	32	35
Garrick	15	30	30
Cloverbrook	12	20	25
Alleveur	11	25	20
Milan	9	18	20
Simoon	5	10	12
Vagrant	5	8	10

THE JERSEY DERBY.

Duke of Magenta	$50	100	100
Spartan	15	—	—
Danicheff	5	—	—
Alarm Colt	2	—	—
Field	—	35	40

THE HOPEFUL STAKES.

Morris	$50	100	75
P. Lorillard	35	60	45
G. Lorillard	30	65	45
Belinda	15	30	20
Dan Sparling	7	15	10
W. Astor	5	15	15
Lewis J. Stearns	4	10	8
Peter Hynes	4	8	6

THE SELLING RACE.

Fugitive	$40		100
Rhadamanthus	20		55
Higgins	7		15
Hattie F.	4		—
Lounger	6		—
Brunette	4		—
Frank	4		—
Thomas K.	4		—
E. N. Robinson	3		—
Durango	2		—
Fusilade	2		—
Wild Rose	1		—
Field	—		40

THE STEEPLECHASE

Reed	$35	60	100
Brown	15	28	45
Wood	8	15	25
Wild Oats	3	8	15
New York	3	6	10
Bay Rum	2	5	8
Lord Zetland	1	5	8

A match was made to-night between Mr. P. Lorillard's Spartan and the Dwyer Brothers' Bramble for $2,000 a side, $1,000 forfeit, one and one quarter miles, with 110 pounds up, to be run on Saturday, July 6.

FLEETWOOD PARK.

There was a fair attendance of the lovers of trotting at Fleetwood Park yesterday to witness the sport, which gave general satisfaction. The track was in excellent condition. The contest was for a purse of $100, divided, for three minute horses, mile heats, 3 in 5, in harness. There were originally ten entries, nine of which came to the post. The following is a

SUMMARY.

FLEETWOOD PARK—TROTTING—FRIDAY, June 28, 1878.—Purse $100, divided, for horses that have never beaten three minutes, mile heats, best 3 in 5, in harness.

Starters.

William E. Weeks' b. g. Wizz	1	1	1
John Driscoll's ch g. J. Kelly	5	2	3
H. Williams' blk. g. Reynolds	2	5	6
John Moore's b. m. Sea Queen	6	9	2
Charley Dickeman's rn. g. Harry	1	3	5
D. C. Flemington's b. g. Broox	3	6	7
A. Williams' b. g. Big Chief	8	4	4
D. B. Goff's blk. g. Jersey M	7	7	9
J. L. Doty's g. g. Gray Jim	9	8	8

TIME.

	Quarter.	Half.	Mile.
First heat	39	1:18	2:40
Second heat	40	1:20	2:44
Third heat	40	1:21	2:44

WEST SIDE PARK.

The West Side Driving Park, which is situated a mile from Jersey City Heights, N. J., was fairly attended yesterday by a number of well known turfmen. There were two events on the programme. The weather was delightful and the track in superb order. The first event was for horses that have never beaten 2:50, mile heats, the best three in five, in harness. This brought out three starters—viz., P. Manee's gray gelding William, J. Bennett's bay gelding Tommy and L. Dunham's bay mare Carrie White. In the pool selling William was first choice at $10, Tommy $5 and Carrie White, $3. The first heat was taken by Tommy. In the second heat William held the lead from the word until the homestretch, when Tommy captured him and won by one length. The third heat resulted in William winning by half a length from Tommy. The fourth heat and race was won by Tommy at his leisure. William was awarded second money and Carrie White third.

The second event was for double teams, mile heats, best three in five. It had four entries, but only two came to the post and these were A. Wood's black gelding Shorty Fountain and gray gelding and P. Manee's bay gelding O. U. A. and brown gelding. The former team had the call in the pools at $15 to $10.

The first heat was a dead heat, as both the teams crossed the score head and head. The second heat proved to be also a dead heat, after a desperate struggle between the teams. The next three heats and race were taken by O. U. A and mate easily. The following are the

SUMMARIES.

WEST SIDE DRIVING PARK, NEW JERSEY—TROTTING—FRIDAY, June 28, 1878.—Purse $100, for horses that have never beaten 2:50; $60 to first, $30 to second and $20 to the third horse; mile heats, best three in five, in harness.

Starters.

J. Bennett's b. g. Tommy	1	1	2
P. Manee's g. g. William	2	2	1
L. Dunham's b. m. Carrie White	3	3	3

TIME.

	Quarter.	Half.	Mile.
First heat	42	1:23	2:47¾
Second heat	40	1:23	2:48
Third heat	42	1:24	2:42½
Fourth heat	40	1:25	2 47

SAME DAY.—Purse $75, for double teams; $40 to first, $25 to second and $10 to the third horse; mile heats, best three in five.

Starters.

P. Manee's b. g. O. U. A. and b. g.	0	0	1	1	1
A. Wood's blk. g. Shorty Fountain and gr. g.	0	0	2	2	2

TIME.

	Quarter.	Half.	Mile.
First heat	46	1:28	3:00¼
Second heat	48	1:30	2:58¾
Third heat	47	1:29½	2:59
Fourth heat	42	1:26	2:56¼
Fifth heat	47	1:29	3:06

MYSTIC PARK.

FOURTH DAY OF THE JUNE TROTTING MEETING.

MYSTIC PARK, MASS., June 28, 1878.

This was the fourth day of the June meeting. The first race was for a purse of $600 for 2:30 horses. Five heats were trotted, but the race was not finished.

SUMMARIES.

J. Trout's ch g. J. G. Morrill	3	3	2	2	1
M. G. Dobson's Bee Marguerite	6	5	1	4	4
J. P. Gilbert's b. s. Dan Gorceum	5	2	4	5	2
H. G. Smith's b. m. Volunteer Girl	4	4	3	3	3
T. McGoughlin's b. m. Morris	1	6	6	1	dis
A. B. Post's b. m. Lemon	2	1	5	6	dr.
D. Bigley, Jr.'s, br. g. Judgment	dis.				

Time, 2:30½—2:31½—2:29—2:31¼—2:36.

SECOND TROT.

Purse $600, for 2:34 horses, divided; $300, $150, $90 and $60.

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