BEST RACE EVER HELD

SUCCESS OF COMO ROAD RACE DUE LARGELY TO CHECKING

A. L. MACE WAS IN CHARGE

Forty-One Riders Entered the Race, but the Finish Only Saw Twelve Men in Line.

The checking of the riders in the one hundred-mile road race last Saturday at Como under the auspices of the Century Road club, was the most correct and complete, both in regard to position and time, of any road race ever held in the state. It was thought by several of the critics that it would be a hard undertaking to check so many riders, and especially in such a long race. There was not a single instance where the scorers were in doubt as to the standing of the riders at the finish, as will be seen in the report below. The time of the men was taken at the end of each twenty-five miles, showing a most perfect system of checking. A. L. Mace, who has for years figured as the "father" of road riders, not only in Minnesota, but throughout the country, had entire charge of the scorers, and it is due entirely to his method of checking that the race was so successful. Only twelve riders completed the one hundred miles out of forty-one starters, but at 8 p. m. the judges declared the race over and gave the riders who were still riding their exact positions at that time. This explains why the time of the last six men for the last twenty-five miles was so low.

Below is a tabulated report showing the time of the riders for each twenty-five miles:

TIME MADE AND POSITIONS WON BY RIDERS IN COMO ROAD RACE JULY 13, 1901.

Name—	25 M.	50 M.	75 M.	100 M.	
T. L. Bird, St. Paul	1:08:35	2:24:30	.....	.....	Withdrew 20th lap.
William Blum, Chicago	1:08:35	2:24:30	3:40:00	5:00:20	1st time and 3rd place.
George Harbert, Chicago	1:08:35	2:24:30	3:40:00	5:08:20	2d time and tenth place.
W. A. Powers, St. Paul	1:08:35	.....	.....	.....	Withdrew 11th lap. Fall.
Theo. Clements, Mpls	1:08:35	2:24:30	3:46:00	5:08:20 1-5	2d time and 8th place.
F. W. Whipple, Mpls	1:11:00	2:28:00	.....	.....	Disqualified 24th lap.
C. Blankenheim, Chicago	1:18:00	.....	.....	.....	Disqualified 18th lap.
Claud Kellogg, Grand Forks	1:14:00	.....	.....	.....	Withdrew 12th lap.
John Korlath, St. Paul	1:08:35	.....	.....	.....	Disqualified 21st lap.
N. C. Hopper, Mpls	1:06:50	2:43:00	3:55:00	5:15:20	4th time and 4th place.
John Epp, Chicago	1:14:00	2:35:00	4:01:00	5:15:21	5th place.
T. B. Rockey, Mpls	1:15:00	.....	.....	.....	Withdrew 14th lap.
W. V. Peterson, Mpls	1:13:00	2:37:00	4:05:00	5:25:21	6th place.
R. M. Ely, Minneapolis	1:27:00	2:53:00	4:34:00	.....	Withdrew 42d lap.
C. J. Johnson, Minneapolis	1:15:00	3:27:00	4:56:00	5:50:00	15th place. Did not finish.
H. Melby, Minneapolis	1:13:00	2:38:00	.....	.....	Withdrew 22d lap.
James McIlrath, St. Paul	1:20:00	2:47:00	4:32:00	5:38:00 1-5	8th place.
F. A. Mills, St. Paul	1:15:00	2:38:00	4:32:00	5:38:01	7th place.
C. T. Distler, St. Paul	1:20:00	.....	.....	.....	Withdrew 22d lap. Fall.
T. H. Watson, Minneapolis	1:20:00	3:01:50	4:35:00	5:54:30	14th place. Did not finish.
J. T. Kastner, St. Paul	1:09:00	.....	.....	.....	Withdrew 11th lap.
M. J. Dempsey, St. Paul	1:21:00	2:32:00	3:58:00	5:18:45	1st place.
Antonio Jensen, Minneapolis	1:50:00	2:53:00	4:34:00	6:00:00	12th place.
F. B. Treat, Minneapolis	1:19:00	3:06:00	5:15:00	6:12:00	16th place. Did not finish.
P. J. McCarthy, St. Paul	1:09:00	3:27:00	5:20:00	6:09:00	13th place. Did not finish.
Pearl Smith, St. Paul	1:14:20	3:02:00	4:33:00	6:08:45	11th place.
Al Hunt, St. Paul	1:24:00	3:10:00	.....	.....	Withdrew 28th lap.
Frank H. Morgan, St. Paul	1:29:15	.....	.....	.....	Withdrew 15th lap.
F. Miller, Minneapolis	1:23:00	.....	.....	.....	Withdrew 11th lap.
Karl Johnson, Minneapolis	1:17:00	2:41:10	4:20:00	5:46:50	2d place.
John J. MacPatterson, St. P.	1:22:00	.....	.....	.....	Withdrew 17th lap. Fall.
L. B. Savage, Minneapolis	2:06:00	4:02:45	5:37:00	6:28:00	17th place. Did not finish.
James Shotwell Minneapolis	1:32:00	.....	.....	.....	Withdrew 12th lap.
John R. Distler, St. Paul	1:21:30	.....	.....	.....	Withdrew 1th lap. Fall.
R. M. Nystrum, St. Paul	1:23:30	3:07:00	.....	.....	Withdrew 22d lap.
Ben Heiger, St. Paul	1:29:00	.....	.....	.....	Withdrew 17th lap.
L. K. Linde, Minneapolis	1:47:00	3:46:00	5:36:30	6:48:00	15th place. Did not finish.

COMO ROAD RACE ECHOES.

Dempsey ,the Winner, Wanted to Withdraw at the Start.

The Chicago "bunch" rode Blankerheim Special wheels, with spring hubs.

Dempsey made a good ride, suffering four falls, one puncture and then won first place. At one stage of the race he was inclined to withdraw, owing to the hard luck he was having, but his friends insisted that he should continue riding. He rode the last part of the race in exceptionally fast time and won by a lap from Karl Johnson, of Minneapolis. Dempsey never figured in a road race until last Saturday.

William Blum, better known as "Farmer" Blum, was the main attraction, and he certainly was entitled to all the applause he received, as he rode a game race throughout.

The official who deserves the most credit is J. A. McCullum, who acted as referee. He showed no partiality whatever, and disqualified St. Paul riders the same as he did the two Chicago men. He was here, there and everywhere, and was watching the riders constantly from all parts of the lake, and as a result five men were disqualified, including Korlath, of St. Paul.

B. B. Bird showed discipline as a starter and compelled the men to be on their mark five minutes before the start.

The race last Saturday was the fastest ever ridden in competition in the United States. Five hours twenty-two minutes was the previous record, so it will be seen that six riders broke the record.

The closest finish in the race was between Mills and McIlrath for seventh place. Mills won by a tire, beating McIlrath one-fifth of a second.

Out of sixteen starters from St. Paul but five finished, and of fifteen starters from Minneapolis ten finished. Of the Chicago riders three finished out of five starters.

When Bird and Powers dropped, St. Paul lost all chances of obtaining the valuable time prizes.

BICYCLE NOTES.

Miss Margaret Hettmon, of Chicago, who accompanied the Chicago riders to St. Paul, was entertained by the lady members of the Minnesota division of the C. R. C. She was highly pleased with the cycle paths in and around the Twin Cities. Miss Hettmon is a rider of national reputation, having ridden over 100 centuries in about two years. She rides with ease and is an expert in following pace.

The Chicago boys were highly pleased with their visit to St. Paul and Minneapolis. They are certainly a gentlemenly crowd of boys, and the St. Paul riders do not begrudge them the prizes they took away with them.

BRIGHTON BEACH RESULTS.

Compute, at Thirty to One, Wins the Foxhall Stakes

NEW YORK, July 20.—A. H. and D. H. Morris' Compute at the liberal price of 30 to 1 won the rich Foxhall stable stakes of $15,000 at Brighton Beach today. In one of the most sensational races of the meeting he won by a scant half length, while Hyphen beat William C. Whitney's Goldsmith a head for the place. Fully 15,000 people saw the race. Twelve horses faced the starter for the star event. Long Live, Albert and Maj. Paul and Peninsular were added. Hatasco was the favorite at 5 to 2, with Goldsmith and Alan a-Dale about equal second choices at 4 to 1. All kinds of prices could be had against the others. They were sent off on the second break, with Hatasco first to show, and Compute, Goldsmith, Disadvantage and Peninsular the most prominent of the others. Alan-a-Dale was far back and was never a factor at any part of the race. O'Connor let Hatasco make the running going up the back stretch, but in the far turn Compute raced past her and showed the way into the stretch, with Hatasco, Goldsmith, Peninsular and Hyphen in close order behind him. When straightened out Hatasco again headed Compute, but it was a dying effort, and at the last furlong she dropped back beaten, while Hyphen was closing with a well, timely rush, and Goldsmith went in to fight it out with Compute. It was a stirring drive to the wire, with the big crowd cheering and calling on their favorites. McCue held the whip end, however, and landed Compute a winner, Hyphen beat Goldsmith a head for the place.

Summaries:

First race, the Chantilly hurdle stake, mile and a half—Klondyke, 147 (Finigan), 7 to 2 and 7 to 5, won; Magic Light, 156 (Marsh, 5 to 1 and 2 to 1, second; Passe Partout, 163 (Veitch), 5 to 2 and even, third; time, 2:47 2-5. Fulminate, Mordelmo, The Driver, Double Dummy and Braughtsman also ran.

Second race, mile and seventy yards, selling—The Black Scott, 112 (Smith), 8 to 1 and 3 to 1, won; Goldilla, 105 (Shaw), 7 to 2 and 7 to 5, second; Taveia, 109 (J. Stack), 10 to 1 and 4 to 1, third; time, 1:46 1-5. Handshell, The Outcast, Disturber, Mark Lane, Thicket, Historian, Brahmin, Candiing, Zaza, Rebo, Irene Lindsay, Jere Black, Dactyl, Maretta, The Blue Coat and Anna Darling also ran.

Third race, mile and an eighth—Monarka, 163 (Shaw), 7 to 5 and 1 to 2, won; Carbuncle, 118 (McCue), 7 to 2 and 9 to 10, second; Scurry, 100 (Michaels), 9 to 2 and 6 to 5, third; time, 1:52. All Gold also ran.

Fourth race, Foxhall stakes of $15,000, six furlongs—Compute, 113, McCue, 30 to 1 and 10 to 1, won; Hyphen, 115, T. Walsh, 15 to 1 and 6 to 1, second; Goldsmith, 112, Burns, 4 to 1 and 7 to 5, third. Time, 1:13 1-5. Otis, Oom Paul, Natasoo, Master Man, Alan-a-Dale, Peninsular, Disadvantage, City Bank and Whisky King also ran.

Fifth race, six furlongs, selling—Annie Thompson, 97, Wilkerson, 4 to 1 and 8 to 5, won; Kid, 98, Michaels, 8 to 1 and 3 to 1, second; Gold Fox, 118, McCue, 6 to 1 and 2 to 1, third. Time, 1:14 2-5. Mayor Gilroy, Goebel, Anecdote, Bastile, Brandysmash, The Chamberlain, Chaos, Hoops and Himyarite also ran.

Sixth race, 5½ furlongs—Cameron, 115, O'Connor, 2 to 7, and out, won; Sombrero, 115, Landry, 8 to 5 and 2 to 5, second; Ben Howard, 115, Pickering, 15 to 1 and 8 to 5, third. Time, 1:07 2-5. Miss Patsy also ran.

LONG-DISTANCE YACHT RACE.

From Put-in-Bay, Ohio to a Point Near Erie, Pa.

PUT IN BAY, Ohio, July 20.—The sloop Sultana, of Detroit, a forty-five footer; the cutter Eva, of Sandusky, a thirty-five footer, and the schooner West Wind, of Buffalo, started today to race from a course from a stake boat anchored off Ballast Island to a light in the north pier at the entrance to Presque Isle bay, near Erie, Pa. The first boat to pass the light will receive as a prize an elegant silver cup offered by W. R. Huntington, commodore of the Inter-Lake Yachting association. The West Wind has been in Put in Bay harbor all week, and has not entered a race until today. Being the lagest boat and a good sailor it is picked by most betters as a winner. The race will probably be finished in twenty-four hours. The City of the Straits, of Detroit, a forty-five-footer, was entered, but did not start on account of not being able to get a full crew. Commodore Huntington accompanied the racers on his yacht Thelma.

The racers should arrive at Presque Isle bay Sunday morning. The distance to be sailed is about 150 miles. The start was made at 9 a. m. Many wagers have been made on the result.

ELKES AN EASY WINNER.

Rode Away From Michael and Nelson in Forty-Mile Race.

NEW YORK, July 20.—Seven thousand people witnessed a three-cornered forty-mile motor-paced race between Harry Elkes, Jimmy Michael and Johnny Nelson at the Manhattan Beach track this afternoon, which Elkes won easily, finishing two and a half laps ahead of Michael and nearly eleven laps in front of the Chicago boy, in 63 minutes 15¼ seconds. This is faster than any accepted competitive record, but probably is not as good as the time made by Jimmy Moran a few days ago at Boston. Nelson got off in the lead and was in front at the end of the first mile. Elkes moved up during the second mile in the third lap of which he passed Nelson, and in the second lap of the third race Michael also passed the Chicago rider. Elkes then cut out the pace, closely followed by Michael, and in the twelfth mile the leader had a lap on Nelson, and in the following mile Michael also left the Westerner a lap behind. In the sixteenth mile Elkes gained on Nelson with Michael half a lap away. In the nineteenth Michael got a second lap on Nelson, and in the following lap Elkes passed both, getting him three laps on Nelson and one lap on Michael. Nelson was by this time hopelessly out of the race, and Elkes had such a commanding lead that, barring accident, he had the race at his mercy. Nelson had trouble with one of his pacing machines and lost a couple of laps in consequence. In each succeeding mile Nelson kept falling further back from the leaders, while Elkes gained a second lap on Michael, finally finishing two and a half laps to the good. The feature of the amateur races was the riding of Walter Smith, the Brooklyn schoolboy, in a motor-paced race against P. G. Vancott, of this city. In the first heat, a distance of one mile, Smith won in 1:44 4-5, establishing an amateur competitive record. He also won the second heat, a distance of three miles, which gave him the match.

Croker's Horses Win.

LONDON, July 20.—Richard Croker's Altaloma filly (L. Reiff) won the Cobham plate for two-year-olds and upwards, distance five furlongs, at the second day's racing today of the Sandown second summer meeting.

At the Haydock park July meeting today Mr. Croker's Gladwin (J. Reiff) won the Ashton auction plate for two-year-olds, distance, five furlongs.

Capt. Eustace Loder's brown filly Game Chick (L. Reiff), by Gallinule out of Tierce, won the National Breeders Produce stakes of 5,000 sovereigns, distance, five furlongs.

E. Corrigan's bay gelding Tarnsey (Thorpe) won the Paddock plate.

Tennis at Magnolia, Mass.

MAGNOLIA, Mass., July 20.—The final matches in the doubles of the tennis tournament were played today and were won by Childs and McKittrick. As the present champions, Ward and Davis, were unable to defend their titles, the winners today will be the state's champions in doubles for the coming year. Although Paret was easily the best player of the four, the team work of Childs and McKittrick was much better and told in the end. The score of the match is as follows:

Final match, doubles—C. L. Childs and R. McKittrick beat J. P. Paret and R. Hickox, 8-6, 6-1, 6-1.

Marksmen at Bisley.

LONDON, July 20.—In the rifle shooting contest held today at Bisley, under the auspices of the National Rifle association, the St. George's vase was won by Private Maher, of Guernsey, with a score of 116. Sergeant Bosley, of Canada, was fifteenth, with a score of 109, wins the National Rifle badge and £50. Corporal Ommundsen, of the Queen's Rifle, of Edinburgh, won the King's prize. Ommudsen tied with Sergt. Maj. Burton of the First Hampshire volunteers. In the shoot-off the former gained the coveted distinction.

International Chess Tournament.

NEW YORK, July 20.—The German Chess association, which will hold a convention next year at Hanover, has decided to celebrate its twenty-fifth anniversary by arranging an international tournament, open to the masters of the world. The committee of the Hanover Chess club, whose chairman is Carl Schultz, is getting together a prize fund, and will shortly issue a prospectus with full particulars.

Knocked Out Kid Hubert.

EVANSVILLE, Ind., July 20.—"Kid" Hubert, of Louisville, Ky., was knocked out last night by Jack Beauschotte, of Chicago. The fight took place on the Ohio river. While it was in progress Hubert received a message announcing the death of his father.

WON BY PINK COAT

DERBY WINNER OF 1898 TAKES WHEELER HANDICAP AT WASHINGTON PARK

TIME BREAKS THE RECORD

Mile and a Quarter Was Made in 2:04 1-5, the Fastest Previous on a Circular Track Having Been 2:04 1-2.

CHICAGO, July 20.—With mighty strides the giant Pink Coat took the lead at the last furlong post in today's Wheeler handicap, and, holding his advantage to the end, finished a handy winner by half a length from the heavily weighted Advance Guard. The Conqueror II. was a close third, being only a neck behind the second horse.

The feature of the final day's sport at Washington park quite came up to the expectation, and furnished the perspiring crowd of 15,000 spectators with a royal contest. Of the fourteen horses carded to start three were scratched, Sidney Lucas, Favonius and Martimas. George Arnold, carrying 111 pounds, was added, so that a field of twelve went to the post.

Five to one was offered against any horse in the race at almost all times in the betting. John Bright finally settled down as the slight favorite. The better at post time together with weights and jockeys were as follows:

John Bright, 112, Van Duson, 9 to 2; Advance Guard, 128, J. Woods, 11 to 2; Robert Wadeel, 111, Dominick, 6 to 1; Pink Coat, 118, Dupee, 8 to 1; Vesuvian, 110, J. Mathews, 8 to 1; The Conqueror II., 107, Knight, 10 to 1; Star Chamber, 104, Winkfield, 11 to 1; Terminus, 111, Gormley, 12 to 1; Lady Elite, 99, Ransch, 20 to 1; The Unknown, 104½, Bullman, 25 to 1; The Lady, 107, Meade, 30 to 1; George Arnold, 111, Mitchell, 30 to 1.

They were at the post but a few minutes and then broke away to a good start. The Lady was taken to the front, closely followed by Waddell, these two being near the inside rail. George Arnold rushed across from the extreme outside position and took third place. Pink Coat and John Bright were the last to leave the post, but Terminus was at once pulled back to last place by Little Gormley.

The Lady was out in front to stay as long as she could, and Dominick evidently was determined not to lose his advantageous position next to her. Accordingly, the pace was fast almost from the outset. The pair in front at the start kept in the lead, closely attended by George Arnold, The Unknown and Vesuvian, with the entire field well bunched behind. As the field turned down the back stretch Woods cut loose with Advance Guard and the great chestnut moved up from the rear with a grand burst of speed. He was comparatively close to the rail, but he managed to get through and pass the trailers until he was close to the leaders when the far turns was reached. The backers of Advance Guard were jubilant, for he is seldom so close up at this period in the race. As the field swung around the far turn and the jockeys began working for an advantageous position in the stretch, The Lady was leading, with Robert Waddell second. In a close bunch was George Arnold, who was steadily losing ground; Vesuvian, who was about holding his own; Pink Coat, who was running with great, powerful strides, and the Conqueror, on whom Knight was just beginning to make his run. The last named horse was close to the rail, and as the field turned into the stretch Knight shot him to the front and he was in the lead by the time the field was well straightened away for home. The Lady had dropped back beaten, and Dominick was working on Robert Waddell, who was game but tired. Then out of the struggling bunch behind the tall form of Pink Coat came, with mighty lunges, gaining at every stride. This horse was moving faster and more strongly than any other horse in the race, and a furlong from home the result as to first place was a foregone conclusion. Pink Coat moved surely into the lead and Dupee was able to take him slightly in hand and look over his shoulder to see what the others were doing. Advance Guard was now making his last effort, but it was too late. He came with much of his usual determination in the final run and gradually overtook and passed The Conqueror, who hung on well, but was not able to catch Pink Coat, who won by a good half length.

Behind The Conqueror the horses finished as follows:

Terminus, on whom Gormley waited too long to make his run, a length in front of Robert Waddell, he a length before Star Chamber and Vesuvian, who finished head and head, then a gap of three lengths before the trailers, The Lady, John Bright, Lady Elite, The Unknown and George Arnold. John Bright ran disappointingly from start to finish and was never prominent. It is supposed his bad legs affected him.

The time was 2:04 1-5, a new record not only for the Washington park track, but for the Wheeler handicap, the former record for both being 2:04½.

Pink Coat is the property of Woodford and Buckner, and won the American Derby in 1898. Last year, carrying one pound less than he did today, he was beaten a nose for the Wheeler handicap by The Roman. His betting price at that time was the same as it was today, 8 to 1.

The other stakes on today's programme, the Lake View handicap, for two-year-olds, resulted in an easy victory for the California filly, Rosewar. Only four started.

Summaries—Weather clear, track fast: First race, five furlongs, $600—Ed Austin, 111, Bullman, 7 to 10, won, by two lengths; South Trimble, 111, Knight, 10 to 1, second; J. V. Kirby, 115, Winkfield, 7 to 1, third. Time, 1:00 3-5. Ishtar, Autumn Leaves, Bridge, Ladseer, Mollie T and Helen Print ran.

Second race, six furlongs, $600—Burnie Burton, 112, E. Robertson, 8 to 1, won by a length and a half; Canmoore, 107, J. Matthews, 5 to 2, second; Henry Bert, 107, Conley, 8 to 1, third. Time, 1:13 2-5. Harry Herendeen, Eomir, Introductor, Dalkeith, Princess Strathmore, Fred Ackerman and Brutal ran.

Third race, the Lakeview handicap, six furlongs, $2,000 added. Rosewar, 109, Ransch, 10 to 1, won by five lengths; Memnon, 116, Winkfield, 2 to 5, second; Flora Pomona, 106, J. Woods, 4 to 1, third. Time, 1:13 3-5. South Elkhorn ran.

Fourth race, the Wheeler handicap, mile and a quarter, $7,500 added—Pink Coat, 118, Dupee, 8 to 1, won by half a length; Advance Guard, 128, J. Woods, 5½ to 1, second; The Conqueror II, 107, Knight, 10 to 1, third. Time, 2:04 1-5. Terminus, Robert Waddell, Star Chamber, Vesuvian, The Lady, John Bright, Lady Elite, George Arnold and The Unknown ran.

Fifth race, Woodlawn course, six furlongs and fifty-five yards, $900—Montanic, 109, Bullman, 2 to 1, won by half a length; Vulcain, 112, J. Woods, 2 to 1, second; Livinia, 102, See, 25 to 1, third. Time, 1:15 4-5. Tayon, Sharp Bird, Anna Bain, Sevoy and Money Muss ran.

Sixth race, mile and a half, $600—Alaska, 108, Knight, 2 to 1, won by a neck; Frangible, 100, Schwartz, 5 to 1, second; Knight Banneret 102, See, 3 to 1, third. Time, 2:24¾. Tammany Chief, Joe Collins, Hosi and Evelyn Byrd ran.

Interstate Tennis.

CINCINNATI, July 20.—At the interstate tennis tournament this afternoon, in the finals in the ladies singles, Miss Closterman, of Cincinnati, defeated Miss Atkinson of Chicago, former champion of the United States. Score, 6-2, 8-6, 6-4.

In the men's single, Little of Princeton, defeated Collins, of Chicago, 3-6, 8-6, 6-5, 7-5.

Walthour Wins at Medford.

BOSTON, July 20.—Bobby Walthour won the fifteen-mile motor-paced race at Combination Park, Medford, this afternoon, his time being 27:15 1-5; Stinson was second, 28:59 4-5; Moran third, 29:17 2-5.

WEEK AT DES MOINES

GOOD RACING PULLED OFF AT GREAT WESTERN CIRCUIT MEET

TRACK WAS RATHER SLOW

Grew Better Toward Close of Week, and Several Horses Broke Their Records—Weather Too Hot.

DES MOINES, Iowa, July 20.—(Special.)—The principal event in Western horse circles the past week was the Great Westerdn circuit races held here. The weather was exceedingly hot and the long-continued drought made the famous kite track very dusty. On the opening day it was at least five seconds slow and very cuppy, the ground breaking away from under the horses' hoofs. However, as the meeting progressed, the track grew faster until it was well nigh in perfect condition on Friday. The attendance was large each day, the bookies did a rattling business and it was an exceptionally strong meeting.

* * *

The opening race was the 2:25 pace, and it was in every sense of the word a corker. Dr. Monical, the game son of Gambetta Wilkes, captured it, after dropping the second heat to Major Mason, and in the third going a dead heat with him. The Minneapolis gelding Removine took third money, Ed M. Jessamine, Mayola and Roy Day being distanced. The time was 2:11½, 2:09¾, 2:09¾, 2:13 and 2.20. This was a fast clip for Removine to sustain and he was overheated and his life despaired of on Wednesday, but Dr. Eaton worked faithfully and managed to bring the game pacer out, and he will probably start at Ottawa, Ill., this week.

The second race called was the 2:40 trot and was won in hollow style by the wonderfully fast California mare Sue, with George Loomis' John Audubon second, the St. Paul mare Annie Ripley third and Van Meter fourth. Time, 2:15½, 2:16 and 2:21¼.

The 2:16 pace was one of the most hotly contested of the meeting, and Lola Mix, the marvelous South Dakota mare, won the first two heats and Charles Dewey the next two, the race being postponed until Wednesday, when Lola Mix went out and won it in a terrific drive from Dewey. The time was 2:12¼, 2:12¼, 2:15½, 2:13¼, 2:10½. Dewey's owner conceived the idea that the horse was not driven to win inasmuch as he won from the mare at Davenport the week previous, and accordingly sold him at auction later in the week, the price paid being $610. As he is entered in $10,000 worth of stakes later in the season this is a very low figure for a horse with a record of 2:09½. In this race Anterose took third money, and the St. Paul horse, Dell S, fourth money, Kittie Powers and Kona W being fifth and sixth respectively.

Wednesday's card was an attractive one and began with the 2:30 trot, which was a five-heat affair, Baronmont taking the first two heats and Rose McIntz, the speedy Wisconsin mare, the next three. Sunshine was third, Billy B fourth, Philip Lockheart, who injured himself, being drawn in the third heat, and Beatrice distanced. Time, 2:20¼, 2:21½, 2:22½, 2:23¼, 2:24¼.

The 2:10 pace was on the sensational order, and brought forth a hefty field of starters. Emmet H won the first two heats in a drive, but then "blew up," the St. Louis mare, Sophia, winning the third, fourth and sixth heats after bruising finishes under the whip. Mark Derby stole the fifth heat right at the wire from the mare, but failed to nose out in the last heat. The good Faribault mare, Minnehaha, went a mighty good race, considering the uncertain footing, and earned forth money, finishing well up in the front tier. The other starters were Frellmont, Country Girl and Barney McCoy. Time, 2:13¼, 2:16½, 2:10¼, 2:13¼, 2:11½, 2:14¼.

The 2:20 trot was won in handy style by Domitian, after Mayor Swift had taken the first heat, Earl King was third, Dulcie fourth, Robin Downs fifth, Sen Sen sixth and Harry M last. Time, 2:14½, 2:14¼, 2:15¼, 2:16¼.

Thursday was the greatest day of the meeting and drew a tremendous crowd, who viewed the very hotly contested events with great pleasure. For the second time during the meeting Dr. Monical won the 2:5 pace, playing with his field, except in the second heat, when the Minneapolis horse, Gale, stole a march on him and landed the heat after a hard drive down the stretch. Time, 2:12¾, 2:15½, 2:11¼, 2:11½.

In the 2:23 trot Lord Linton won the first heat, but was beaten the next three by Victoria Phallas. Time, 2:16½, 2:15¼, 2:16¾, 2:17¼.

The 2:13 pace was a hot proposition from start to finish, and the fifth and deciding heat was postponed until Friday. The good son of Fortune Hunter, Sandy P, captured the first and second heats in 2:08¾ and 2:11¾, lowering his record, which was 2:12½. The fast Chicago mare, Carmelita, took the third, fourth and fifth heats easily in 2:11¼, 2:12 and 2:16½. Tags was third, Teah fourth, Tommy Wilton fifth, Dr. Pettit sixth, Plumline seventh and You Bet eighth.

* * *

The first heat of the 2:27 trot on Friday was won by the St. Paul mare, Annie Ripley, in 2:18½, but she was nervous and unsteady, and, after finishing last in the second heat, was badly distanced in the third. Miss Dewey won the race, Lady Constant ne second, Jessie C third, Baby Islam fourth, Symbol fifth, Dufton sixth and Annie Ripley last. Time, 2:18½, 2:20½, 2:20½, 2:20¾.

The 2:19 pace was won by a jog by Emoline, Lou McGregor second, General Otis third and McClennehan fourth. Time, 2:15¾, 2:18, 2:14¼.

The concluding race of the meeting was the 2:14 trot, and it took five heats to decide it. Patola, the fifteen-year-old black mare, winning the first, Ida Sultan the second and Listerine, the California crack, the next three. Black Robert was fourth and Bessie Gilbert fifth. Time, 2:13¾, 2:13¾, 2:15½, 2:17½, 2:16.

On Thursday afternoon Dick McMahon drove Major Mustovite an exhibition mile, accompanied by two runners. The time hung out was 2:07¼, but many watches in accurate hands caught the time in 2:06¾. A second trial resulted in the slow time of 2:10½.

West Nine Wins Again.

West Publishing company's team added another victory to their long list yesterday. The victim this time is the F., O., K. & Co. team. The score stood 11 to 3 in the fifth inning in favor of the Wests, with two men on bases and no one out, when Kern, of the Wests, stole second by a pretty slide. The umpire called him safe, but the F., O., Kirk & Co. team disputed this decision and refused to continue the game. The Wests agreed to call the runner out, and still they refused to continue.

The game was forfeited to the West team by the score of 9 to 0.

Batteries—Wests, Departi and Woshafsky; F., O., K & C., Abel and McKay. Umpires, Glennor, Welters and Hurley.

SHARKEY AND MAHER DREW.

Wrestled Mixed Style at Philadelphia Ball Ground.

PHILADELPHIA, July 20.—The mixed wrestling match between pugilists Tom Sharkey and Peter Maher at the ball ground of the Philadelphia American league this afternoon resulted in a draw, neither man showing that he possessed great knowledge of the wrestling game. Sharkey won the first bout, a catch-as-catch-can in 7:10. The second bout, collar and elbow, was won by Maher, in 2:25. The third was at the Graeco-Roman style. They pulled and hauled away at each other for the prescribed twenty minutes, at the expiration of which, neither man having secured a fall, Referee Herman Wolf declared the contest a draw.

Last Season for Crescens.

TOLEDO, Ohio, July 20.—George H. Ketcham, owner and driver of the world's champion trotter, Crescens, announced today that this is his last season on the track. At the close of this season he will be sent to New York, where he will be placed in the stud. Mr. Ketcham says that he hopes to establish a new world's record this season.

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Twenty Odd Tables.

We have selected from our unusually complete Table stock 20 of the new, handsome Parlor and Center styles in curly birch, golden oak, Flemish oak, imitation mahogany, square or round tops. A glorious lot, and the price on each one is cut in two. They go at .... EXACTLY HALF-PRICE

Bicycles Here's the chance of a lifetime. Our Crawford, Yale and Archie Mac lines, both ladies' and gentlemen's styles, cushion frame, chainless included. Take your pick from 1901 styles and makes at 75c on the dollar, or a reduction of ..... TWENTY-FIVE PER CENT

Best Baby Carriages.

All our Haywood Baby Carriages and Go-Carts, the best in the world—rubber tires, tempered springs, patent brakes, new style bodies, in fact every one we have—at a straight reduction from our usual low prices of

TWENTY-FIVE PER CENT.

Small Dresser.

A very convenient article. Substantial. Hardwood, nice mirror; just the thing for small bedrooms. The price has always been $10.00, During July reduced to $7.65

China Closets.

A great upsetting in prices of our stock, the largest in the city. Prices range from $9.50 to $85.00 each. Style like cut, polished oak, carved back, bent glass ends. It's our regular 286. Always $18.50. Now you can buy it for $15.95

Gasoline Stoves—A limited number of good ones, 2-burners, which go this week for $2.45

China Matting—20-yard roll; new style; regular $5.00. This week only..... $3.00

Ingrain Carpets—Beautiful patterns; good quality; extra value; yard, ranging from 75c to... 25c

Porch Screens—First-growth bamboo; perfect sunshades; 8x7. Each..... $1.32

Rattan Rockers—New style; roll arm; high back; finely woven, ornamental posts.. $3.85

Sewing Rockers—Reed seat; green, red and light finish; easily worth $2.00, for $1.19

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CUP RACES DO HARM

LONDON FIELD SPEAKS DISPARAGINGLY OF INTERNATIONAL YACHT CONTESTS

CONTEST BETWEEN BUILDERS

Interest Taken in Cup Races Is That Which Governs the Feelings of the Vulgar.

The following remarks on the subject of the America's cup contests constitute one of the leading articles in a recent issue of the London Field:

Half a century has passed since the schooner America won the cup which during the last few years has attained such remarkable notoriety on both sides of the Atlantic. The trophy was presented by the Royal Yacht Squadron and originally possessed no special importance beyond the fact that it had been won by the America from a fleet of fifteen somewhat indifferent vessels in a race around the Isle of Wight without time allowance. Today the cup is the cause of ebullitions of patriotism on the part of thousands of persons knowing nothing of yacht racing in the United States and throughout the whole British empire. We have always regarded it as a matter for regret that national sentiment should enter into a yacht race, and while, during the fifty years which have elapsed since the cup went to Sandy Hook, yacht architecture has seen many beneficial changes, some of which have been induced by the result of the earlier stages of the international contest for the America's cup, there are features in connection with the more recent races which have not been altogether pleasing to sportsmen.

The cup won by the schooner America in the year 1851 was presented to the New York Yacht club six years later, on the understanding that it should be held in trust by that institution as a perpetual challenge cup for all nations. The first challenge for the trophy was made by the late Mr. James Ashbury in 1870, with his schooner Cambria, and since that date several distinguished and experienced yachtsmen have raced for the coveted prize without success. Their efforts have brought to light numerous interesting phases in connection with the relative merits of American and British yachts. Up to the year 1886, when the late Lieut. Henn raced the Galatea against the American center-board cutter, the Mayflower, the principal feature of the races was the question whether the broad and shallow type of center-board yacht used in America was superior to the narrow and deep vessels which were then built in this country. The result of some matches between the small British cutters of the narrow type, Clara, Maggie and Madge, which had gone to New York to race with the American skimming-dish sloops, had taught the American yachtsmen the value of the fuller and narrower body in a seaway, and the Puritan, which raced against Sir Richard Sutton's the Genesta in 1885, and the Mayflower were a compromise between the old narrow English yacht and the extremely wide old-fashioned American sloop. The success of the Puritan and the Mayflower in the America's cup contests was, on the other hand, a valuable lesson to British yachtsmen, who learned from the performances of those vessels the value of beam and moderate draught of body. Hence, in the following season the old British method of measuring the tonnage, which was really responsible for the development of the long, narrow and deep-bodied type of yacht, was abandoned in favor of a rating rule suggested by the late Mr. Dixon Kemp, and this, by reason of the similarity to the rating rule used by the New York Yacht club, led to the gradual evolution of an identical type of racing yachts in both America and Great Britain. So far America's cup matches have been productive of nothing but good results, and the races which followed between the Thistle and the Volunteer were both interesting and instructive. During these matches, however, the Americans began to make the matter a national affair. So much so, indeed, that Mr. Dixon Kemp, writing in the Field in 1889, two years after the Thistle and Volunteer races, advised the New York Yacht club committee to endeavor to tone down the overpowering and rather frothy national feeling which the possession of the cup appeared to provoke in the United States, and not to foster it by extravagantly describing the cup as the greatest trophy in the world, and such childlike exaggerations. It would have been better for the sport of yacht racing had yachtsmen on both sides of the Atlantic been ready to follow Mr. Dixon Kemp's advice.

In the races between Valkyrie II. and Valkyrie III., owned by the Earl of Dunraven, and the cutters Vigilant and Defender, in the years 1893 and 1895, the so-called patriotic broilings over the cup were greatly increased in the United States, and we regret to say that in the more recent races the interest taken in the America's cup has been of the kind which governs the feelings of the vulgar mob rather than the sentiment which should animate sportsmen. British yachtsmen have watched this new phase of yachting with the utmost regret. They have seen the time-honored interests of the sport thrust on one side, and the moment has arrived when they should guard against the introduction of irrelevant issues and