SPORTS OF THE FIELD, SPORTS OF THE TRACK, SPORTS OF THE WATER.

WILL BEAT ALBION

New American Yachts and Their Build.

AN INTERNATIONAL RACE.

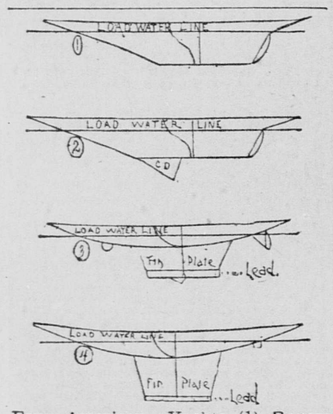
The English Are Saying Some Very Saucy Things.

BUT WE ARE USED TO THAT.

The New Yacht Navahoe Will Make It Lively for Our British Cousins.

It is now more than half a decade since our cousins across the Atlantic have met us on the bounding billows for the possession of the famous international trophy, the America's cup, that historical symbol of prowess on the waves. This intermission has but whetted the appetite of American yachtsmen for the fray, says a New York correspondent. Every sporting eye in the land is watching the construction of the different boats that are intended as defenders of the America's cup. To be sure, those eyes have not seen a great deal as yet, for an almost impenetrable veil of secrecy envelops the movements of the skilled artisans who turn out such gracefully curved things of marine beauty from a cumbersome, heavily planked, ribbed skeleton of a keel and hull. Sure enough do they make nautical joys forever.

But not alone does the great international contest dominate the discussion of



Four American Yachts—(1) Rogers Syndicate, (2) Morgan Syndicate, (3) General Paine, (4) Boston Syndicate.

yachting matters. There will be no diminution of the interest in the great club run of the New York Yacht Club from New London to Newport and return, which ever characterizes the annual cruise of that club in August, with its immense flotilla of schooners, sloops, cutters and yawls. The prizes for the Goelet cups, trophies of boom magnificence, which heretofore have Miss Fenfined to boats of the New York Club, will, likely enough this year, through the general-mindedness of the donor of the trophies, be open to competition by any foreign craft that may happen to be in our waters next August. Such interesting contests as those furnished by the Sewanhaka and Brooklyn yacht clubs, the Eastern Yacht Club of Massachusetts, the Boston Yacht Club, the Hull Yacht Club, the South Boston Yacht Club, are again scheduled as fixtures for 1893. And they will all be tributary to '93's success in yachting.

The trial races between the American boats for the selection of the craft to meet Lord Dunraven's Valkyrie will be fairly consuming in interest, leading up to a fever pitch of excitement for the mighty struggle of October, when it will be determined whether American designers and American sailors or our English brethren of the same class are the masters of the waters.

We shall be very well able to form a judgment on the abilities of what Englishmen are building this year in the way of boats from the races for the Royal Victoria Yacht Club's gold cup, as Royal Phelps Carroll's new boat, the Navahoe, a Herreshoff creation, is entered for that contest. These races will be held in England in August or September, and, as there are several regattas on the Clyde and the other English courses about the same time, Mr. Carroll is expected to enter the Navahoe in several of them.

It will be a matter of no little disappointment if the Navahoe does not make things rather lively for our British cousins in some of these contests. It surely ought to be betting at even that she will return to America with a few trophies at least.

Lieutenant William Henn, who gave us such a good race with the Genesta and Galatea, seems to think that Mr. Carroll's Navahoe has an all-round good chance of winning a few trophies in the English contests in which she is to be started. Lieutenant Henn is so good an authority that whatever he says in this respect must be accepted with a great deal of credence. The lieutenant has placed himself on record in the premises and for that reason he can be quoted. He says, among other things: "In the last three contests for the cup the American yacht was invariably shorter than the Britisher. The Genesta, 81 feet, L. W. L., was met by the Puritan, 80 feet, L. W. L.; Galatea, 87 feet, by Mayflower, 85 feet; Thistle, 86 feet, by Volunteer, 85.6 feet."

Speaking of the races that the Navahoe's owner is especially interested in, Lieutenant Henn says: "I think the conditions which govern the matches for the Brenton Reef and Cape May cups are not generally understood by the majority of our yachtsmen, for, if the challenger should win these cups he can hold them only for thirty days after the race without liability to challenge, and upon expiration of said period the winner of these cups must accept any challenge, and be prepared to sail a race over the same course, within the space of fifteen days next ensuing the receipt of such challenge, or forfeit the cup to the challenger; but if he succeeds in holding these cups in two consecutive races he will not again be liable to challenge until the commencement of the yachting season of the next year ensuing. Also, any yacht challenging the holder must deposit $500 (100 guineas) with the regatta committee, to be forfeited in case the challenging party is not successful in winning, otherwise to be returned to him. If forfeited, to be invested in a cup to become the property of the challenged party. The Cape May cup will become the bonafide property of any yacht holding it successfully through three consecutive contests."

The course for these cups is from the Needles, Isle of Wight, to and around a stake boat off the harbor of Cherbourg and return, and will be sailed according to the rules of the New York Yacht Club, but without allowance for time. It will thus be seen that, should the Navahoe succeed in winning these cups, she can be challenged after an expiration of thirty days, and if she is beaten she can again challenge.

At the present time the Genesta holds the Brenton reef and the Wenda the Cape May cup, and, barring flukes and accidents (which in a cross-channel match are quite possible) the Navahoe ought to have little difficulty in retrieving both trophies.

Now, a word as to the boats that are on the ways, and which will play an important part in the yachting affairs of the current year. Altogether there are eight under construction, of which a number of Americans are building four, while England is turning out the remaining four. These eight yachts represent all types of marine architecture, from the English cutter to the radical Yankee fin.

The American owners, the Archibald Rogers syndicate, the E. D. Morgan syndicate, General C. J. Paine and the Boston syndicate. The Herreshoffs, of which firm the famous blind designer, Nat G. Herreshoff, is the leading member, are building the first-named boats; Hawley of Boston the Paine boat, a creation of the general's son, John B. Paine, and Pusey & Jones of Wilmington, Del., the Boston syndicate boat, designed by Stewart & Binney.

The British owners are Lord Dunraven of the Valkyrie, the Prince of Wales, a Scotch syndicate and A. D. Clarke. G. L. Watson designed the Valkyrie and Wale's boats; W. Fife Jr. the Scotch syndicate craft, and J. M. Soper, Mr. Clarke's boat.

The American boats, with one exception, are being built entirely of steel. That exception is the Morgan craft, the submerged hull of which will be plated with Tobin bronze, while the upper part will be of steel. The bronze will add materially to the weight of the craft, but Designer Herreshoff declares that the smoothness gained and the non-fouling properties of the bronze will more than offset the increased weight. The bronze plate entails an expenditure of $5000. Every one of the British-built boats will be of composite construction—that is, they will be wood planked on steel frames.

Particular attention is being directed, in the construction of these boats, to immense area of sail and more canvas will be spread than ever before. Booms of really gigantic size are being turned, and skillfulness in manipulation of such tremendously heavy-rigged boats will in truth cut a most important figure. The English boats, excepting Soper's, which is a semi-fin craft, are keels. Of the American vessels the Navahoe and the Morgan boats are centerboards, the Rogers is a keel and the two Boston boats are fins of the most pronounced type.

The length of these boats on the load water-line is about eighty-five feet, barring Soper's which runs along to ninety feet. These figures will give a pretty good idea of what the boats are like, and, when it is added that the length over all is forty feet greater than the load water-line in each case, the mind's eye will have no great task in realizing what extreme "overhangs" there are in the most modern types of marine architecture. There is this much to be said about the American boats. None of them has any decided advantage over the other in material and weight, and, for that very reason, they will stand upon a more even footing than ever before. Outside of Lord Dunraven's Valkyrie, the one boat in England which is focusing the attention of our yachtmen here is the Soper ninety-footer. She is the longest single sticker ever turned out by the builder, Fay of Southampton, and he has shoved a veritable fleet of "cracks" into the waters in his day. She is expected to give Mr. Carroll's Navahoe the hardest kind of a battle for the royal Victoria gold cup. Her overhangs are nearly half of her water line length, and her main boom, ninety feet in length, is the longest slung in a British boat in years. In fact, Mr. Soper has designed a boat that has out-Americaned Americans.

Mr. Carroll suggested to Lord Dunraven that the Valkyrie and the Navahoe make a race of it across the Atlantic when the Navahoe returns, and the Valkyrie comes to meet the flower of our cup defenders' flock in these waters; but Dunraven courteously declined on the plea that he wished the Valkyrie to be as fit as a fiddle in the great international contests. Nobody ought to find fault with Dunraven for that, for he will have everything at stake, while Mr. Carroll shall have finished the major part of his racing schedule for the year and he is not to be interested as a competitor in the trial races on this side. And again, if anything got out of gear with the Valkyrie in a trans-Atlantic race it might open up the way to a cry that the American cup defender won on a "fluke" or that the British boat at a most decided disadvantage. This is precisely what we Americans wish to avoid. The races must be absolutely on even terms so far as boat and boat are concerned. The New York Yacht Club does not desire the boat which shall be chosen to carry out the cartel it has accepted from the Royal Yacht Squadron, through whom Lord Dunraven challenged, to win the America's cup on anything that bears the slightest suggestion of a "fluke."

On this side of the Atlantic comparatively little is known about Lord Dunraven. In the House of Lords he is a Liberal, and his opinion of liberalism is to allow that a person who does not happen to agree with you may be as honest as yourself and, possibly, more farseeing and correct. He is brainy, wealthy and popular, and, although an Irishman and an Irish landlord at that, he is kind and generous, albeit he has frequently stood out for justice to landlords as well as to tenants. His very liberalism led Dunraven to favor the opening of art museums on Sundays, much to the outspoken chagrin of his fellow-members of the Sunday society, of which he was at one time the president. He was appointed in 1885 Under Secretary of the British colonies. For years he has been among the foremost yachtmen of England, and two years ago he started to bring over the Valkyrie (not the present one, however,) to race, but the hitch in the America's cup prevented. He moves in the highest circles of British aristocracy, but is said to be democratic withal.

J. A. FYNES.

SMASHING CLAYS.

Second Shoot of the United States Gun Club.

The United States Gun Club, which is composed of sportsmen representing San Francisco, Oakland and Alameda, held its second shoot of the season yesterday at Alameda mole. The following is a result of the shoot at twenty-five artificial birds, viz: Baker 17, Debenham 17, Slack 12, Webb 19, Richardson 19, Baum 18, Billington 17, De Pue 10, Ernst 17, Andrews 16, Olsen 17, Stewart 17, Varney 18, Hall 10, Grubb 12, Wheeler 11, Schultz 14, Daniels 22.

The club shoots for a handsome rifle on the fourth Sunday of each month. At the end of the season, which will be in August, that is, prior to the opening of the game season, the scores of each member will be aggregated and the one having to his credit the largest number of kills or breaks will be presented in thorough sportsmanlike style with the handsome shooting-iron.

The officers of the club are: President, J. C. Richardson; vice-president, D. G. Grogan; treasurer, L. E. Hall; secretary, C. W. Debenham; managers—E. Olsen and V. D. Shephard.

The club holds a medal shoot on the second Sunday of each month at the same grounds.

James Montgomery of Reno, a Nevada cattle-raiser, is at the Baldwin.

Encouragement for the Feeble.

So long as the failing embers of vitality are capable of bein rekindled into a warm and genial glow, just so long there is hope for the weak and emaciated invalid. Let him not, therefore, despond, but derive encouragement from this, and from the further fact that there is a restorative most potent in renewing the dilapidated powers of a broken down system. Yes, thanks to its unexampled tonic virtues, Hostetter's Stomach Bitters is daily reviving strength in the bodies and hope in the minds of the feeble and nervous. Appetite, refreshing sleep, the acquisition of flesh and color, are blessings attendant upon the reparative processes which this priceless invigorant speedily initiates and carries to a successful conclusion. Digestion is restored, the blood fertilized, and sustenance afforded to each life-sustaining organ by the Bitters, which is inoffensive even to the feminine palate, vegetable in composition, and thoroughly safe. Use it, and regain vigor. 22

BICYCLE CONTESTS

Races to Take Place at Alameda.

DECORATION DAY EVENTS.

Gossip About the Men Who Have Trained for the Trials of Speed on the Wheel.

It is now a foregone conclusion that the bicycle races at Cycle Park, Alameda, on Tuesday afternoon will excell in interest and excitement any similar contests ever held on the coast. The Alameda Bicycle and Athletic Club, under whose auspices the meeting will be held, has succeeded in securing a list of entries including all of the fastest riders in Northern California and long enough to insure several hours of uninterrupted sport. Indeed, with no less than seventy-five men waiting for the crack of the starter's pistol, the trouble will be to complete the programme before the shades of evening fall.

Strange to say, the work of the official handicapper, F. D. Elwell, seems to give general satisfaction. His most difficult task was in assigning the distances in the mile race in which the crack men are to compete. The handicaps as finally fixed are as follows:

George H. Oscar, W. J. Edwards and Walter F. Foster—scratch. C. S. Wells, J. E. Alexander—25 yards. J. C. Smith, Theo A. Schlenter—30 yards. G. A. Nissen, C. L. Davis—35 yards. J. R. Sampson, R. L. Long, H. C. Smith, J. A. Desimone, E. F. Nissen—40. F. M. Magill, A. L. Hubbard, Reuben Ready, David Marshall, W. H. Toepke, W. J. Caldwell—50 yards. M. F. Rose, T. R. McOnen, Oscar Osen, Otto Ziegler, P. J. Grindell—60 yards. A. Redbury, H. F. Ferrill—70 yards. Al Ehman, C. J. Belloli, W. R. Lipsett, C. D. Smith, L. A. McDonald—75 yards. J. B. Harris, L. E. Marsh, F. C. Reynolds, Herbert Gunn—80 yards. W. A. Terrill, Otto Putzker—85 yards. W. A. Dexter, 90 yards. G. W. Simpson, E. S. Battles, T. J. Cullen, James Henderson, Russell Cushing, Wilber Walker, C. N. Langton, H. V. Ready, A. Berryessa—100 yards. M. A. Griffith, 110 yards. J. Gillies, J. H. Hutoff, W. H. McDonald—120 yards.

This race is certain to be very close and exciting. There are so many entries that there will be five heats before the final, which will probably narrow down to a contest between Wilbur J. Edwards, the little giant of Palo Alto; Walter Foster, Alameda's first love; and George Osen, the biggest and jolliest rider of the Garden City. Between these men, who will also compete in the two-mile race for the L. A. W. championship, it will be impossible to name the winner until he crosses the tape. Whoever may prove victorious will be given an ovation at the finish, for all will have hosts of friends among the spectators.

The novice race is expected to develop several surprises. So many men whose records are unknown will struggle for supremacy that exceptionally good time is likely to be made. Sampson, who did so well in the twenty-five-mile race over the San Leandro triangle, is something of a favorite across the bay, but he will have very dangerous competitors in Ziegler, Nissen, Smith, Terrill and several others, and it may be taken as a straight tip to keep an eye on Granger Long when the bell rings for the last lap.

In the two-mile championship contest, J. C. Smith of San Jose and H. T. Terrill of the Bay City Wheelmen will disappoint their admirers if they do not at least win places in the final heat. There are two other men who must also be taken into account when considering the probable outcome of this race. They are Wells of Sacramento and Davis of San Jose. On a mile track Wells, who is a heavy-weight, is quite at home, but he finds it difficult to hold the corners on the Alameda course, notwithstanding the scientific manner in which the track is banked.

Jack Alexander is also a man to be feared. He is very speedy and has been carefully trained.

Magill of the Alamedas is in good form and will do his best to make a record, though he may not capture a prize.

George Osen has done all of his training on the San Jose track. His condition is therefore unknown to his rivals, all of whom have a wholesome respect for his gigantic figure when it looms up astride a lilliputian wheel on the track.

Wilbur Edwards has just received a new twenty-pound racer. It is a beauty, and if he can become used to it before Tuesday it will materially assist his speed by its lightness.

The Alameda track, which is the best on the coast, is in splendid condition and will be swept as clean as a floor on Tuesday morning. The races will begin promptly at 2 o'clock.

The officers of the day have been chosen, as follows: Referee, F. D. Elwell; judges, G. P. Wetmore, H. F. Wynne and Al Cole; timers, George H. Strong, L. A. Lamory, E. Montig, H. C. Finkler, W. H. Leaner and F. E. Browning; scorers, S. G. Scovern, F. A. Barnes and A. F. Merigot; umpires, J. F. Hancock, Charles Lutcke, A. L. Storey and J. Van Dalen; starter, R. A. Smyth; assistant starter, F. Howlett; clerks of the course, S. A. Burrell, W. D. A. Chase and E. H. Lake; announcers, J. S. Dunnigan and S. Middlemas.

Besides the bicycle contest there will be two handicap running races, for which several noted sprinters have entered. Altogether, the day's entertainment projected by the Alameda Bicycle and Athletic Club promises exceptional enjoyment to all lovers of amateur sport.

Frank Waller, the "Flying Dutchman" of the Acme Club, who is now in the East, is strongly backed by Harry Leeming, the well-known trainer. In a contribution to the Sporting Life Mr. Leeming says:

I see in this week's paper some very sarcastic remarks from Tommy Edge, editor of British Sport, in regard to Frank Waller running in the Cuca-Coca race. The reason why he is not running in the above race is that when he came under me to train it was with the distinct understanding that he did not go to England.

In regard to him stating that Frank Waller has ever made the statement that he could ride 480 miles in twenty-four hours, it is entirely false; but knowing that Tommy Edge likes to back his fancy, if he will forward $500 to your paper I will immediately cover it and bet him that amount, or a little more if he likes, that whatever any Englishman accomplishes in twenty-four hours with a chain safety in the Cuca-Coca race that Waller beats it within six weeks of the time it is accomplished. I will give him a little more information, too—that it will be done on an American-made bicycle from start to finish.

Jesse Ives is hard at work inventing a home trainer for cyclists. He proposes to connect the chain gearing with the Alameda Club windmill, so that when the breezes fail to blow would-be racers can pump the tank full of water while exercising.

HANDBALL GALORE.

Lively Tossing by the Amateurs in Both Courts.

Handball enthusiasts had their fill of sport yesterday. Both courts were crowded to their utmost capacity and the scores were considerably above the average in comparison with those recently made.

Jean Vogelsang, better known as "Twinpeaks," a rising young player in this city, showed some fine qualities as a tosser. Vogelsang has held a high place in the ranks of the amateurs for several years past. Recently he has been training and has succeeded in getting himself into good condition for a match with one of the crack players of Oakland, which will shortly be arranged for a purse.

The benches at Ryan's were crowded with spectators, who witnessed the opening game between Sergeant James McGonnigle of the army, who arrived from the Benicia barracks last week and issued a general challenge to amateurs, and Vogelsang.

The game was well contested by both players and some good point tossing was done by each. The cavalryman displayed unusual powers of endurance, and after a stubborn contest captured the game by a close score: 12—15, 15—12, 15—11.

In the doubles Austin Henry and Collins defeated Hurley and Slattery in two straight games. Score: First rub, 15—10, 13—15, 15—6; second rub, 15—12, 10—15, 15—11.

Val Flood, the vegetarian, and Vogelsang next played Haskings and Cummings, each team capturing a bout. Score: First rub, 15—10, 9—15, 15—13; second rub, 7—15, 15—10, 12—15.

A rattling single between Sullivan and Hurley followed, the former winning first honors. Score: 15—12, 13—15, 15—10.

A triple handicap between Sarcander and Swipes, the newspaper boy champion, and Vogelsang was next played, the latter winning with a close score. 15—10, 12—15, 15—13.

The usual triple handicap between John Jones, the champion of Australia, and Joseph Lawless and Austin Henry, the local players, was next played. The contest was close and exciting throughout, but the Australian's superior powers of endurance and his almost phenomenal way of covering the rear court proved too much for his adversaries and he won the game in three out of four bouts played. Score: 18—21, 21—17, 21—16, 21—18.

It was officially announced yesterday that John Jones, the champion of Australia, would leave for the East about July 1, and will immediately on his arrival go into training for his match with Phil Casey of New York, who at present holds the championship. The prospective match has formed the leading topic of conversation among the cranks for some time past, and considerable money will be wagered on the event.

Arrangements are being made by a number of Jones' friends to tender him a benefit previous to his departure East. Ryan's court has already been secured for the occasion and some of the leading players of the West will participate in the games which will be played on the 11th prox.

A good crowd was present at the Union Court where they witnessed some good sport. In the doubles, Condon and Johnson played Kelly and P. Hutchinson, each team winning a bout. Score: First rub—15-10, 15-12. Second rub—9-15, 11-15.

G. Hutchinson and Kelly were defeated by P. Hutchinson and Farrell in two straight rubs. Score: First rub—15-12, 15-13. Second rub—15-9, 15-8.

J. Lynch and Kelly next played Johnson and Leary, each team scoring one bout. Score: First rub—15-7, 15-11. Second rub—10-15, 13-15.

A triple handicap between Riordan and Kelly and P. Hutchinsod, followed, the former winning. Score—21-17, 21-18, 21-19.

THE RIFLES RANG.

Club Shoots at Shell Mound.

A Number of Good Records Made and Many Prizes Won by Crack Marksmen.

Battery C of the Second Artillery Regiment was represented by forty members in the shoot at Shell Mound yesterday. Sergeant O. F. Huber made the best score, averaging 84 per cent.

Individual scores were as follows:

		Per Ct.
Captain Boxton	37	31—68
Lieutenant Richter	39	37—76
Lieutenant Huber	44	40—84
Sergeant Robin	40	8—78
Sergeant Huber	44	40—84
Sergeant Siebe	36	38—74
Sergeant Moore	41	41—82
Corporal Kinge	40	39—79
Corporal Wolfert	37	33—70
Corporal Kallmann	38	41—79
Corporal Corcoran	31	37—68
Private Otten	27	33—60
Private Ringen	39	39—78
Private Meyer	30	28—58
Private Lemetzyer	35	37—72
Private Cooper	32	37—69
Private Ahlborn	39	34—73
Private Saur	35	32—67
Private Golly	34	31—65
Private Irish	41	27—68
Private Peters	44	40—84
Private H. Kinann, F. W.	39	35—74
Musician Meyer	41	41—82

Company D of the First Regiment held its regular monthly shoot, with the following scores:

R. E. F. Klipstein 41, Joseph Myers 40, H. B. Smith 37, A. J. Kleyn 34, Edward Hanrahan 33, W. A. Burdick 32, Edgar Grant 31, Chris Walker 29, William Coyle 29, A. B. Graff Jr. 27, J. Yaeger 23.

The regular monthly shoot of Battery E, Second Artillery Regiment, resulted as follows:

Utschig 44, Seely 42, Dittes 38, Buckingham 37, Dewyer 37, Deeney 37, Crawford 37, Swedlund 35, Cunningham 33.

The medal shoot of the Germania Schutzen Club gave the following scores:

Champion, F. O. Young, 420; first class, J. E. Klein, 404; second class, H. Huber, 395; third class, L. Haake, 415; fourth class, C. Nobmann, 332; first best, H. Heilberg, 25; last best, F. O. Young 25.

The Nord-Deutscher Schuetzen medal shoot gave W. F. Garms the prize, he having won it three times.

The score was:

Second-class medal, D. Van der Mehden; third-class medal, W. F. Garms; first best shot, G. Pein; last best shot, P. Holst; most points, D. Van der Mehden.

The eagle shooting match of the Red Men's Schuetzen Club was a pronounced success. Over $300 worth of prizes, consisting mostly of medals and jewelry, was offered. The awards were presented to the winners by two little girls. H. Grieb won the first prize and was crowned king of the day with much cheering and enthusiasm. He was mounted on a throne and preceded by a band of music was escorted to the pavilion.

The other winners were in the order of their names: H. Hoffman, C. Hein, P. H. Wils, B. Metzner, B. Feurhel, F. Wirtenheuser.

A fifty-shot match was held yesterday at Shell Mound Park, between Lieutenant W. H. F. James of Company F, First Regiment Infantry, and E. C. Hayes of Company B of the same regiment. The match was closely contested and the scores made were excellent. Lieutenant James was victor but by four points.

Following are the scores:

Lieutenant James	4 4 4 5 4 5 5 5 4 4 5—	44
	5 4 4 4 4 5 5 5 5 4—	45
	5 4 4 5 4 3 4 4 4 4—	41
	4 4 4 5 4 4 4 4 5 4—	42
	4 5 4 4 5 4 4 5 4 4—	43
Total		215
E. C. Hayes	4 4 4 5 4 4 4 4 3 5—	41
	4 4 4 4 4 5 4 4 4 5—	43
	4 4 5 4 4 4 4 4 4 4—	41
	5 4 5 4 5 4 4 4 4 5—	44
	4 3 4 5 4 4 4 4 4 4—	42
Total		211

Corporal L. R. Townsend, Company B, First Regiment, shot a string of ten shots and made the following:

5 4 3 5 3 4 4 4 5 4—41

Clay Pigeons Shattered.

The Selby medal shoot of the Oakland Gun Club was held at the Oakland track, opposite Shell Mound Park, yesterday.

P. A. Merrill won the medal for the third time, killing 19 out of 20 birds at a distance of thirty yards' rise. Robinson followed with 17 birds, Slade with 17 and Fay with 16.

Merrill, Robinson and Haas have each won the medal three times. The next shoot will decide the contest, as the one winning four times keeps the prize.

THE survival of the fittest seems to be the great law of nature. That is why White's Yucatan Gum still remains, while others have come and gone.

THE GREAT DAY.

Metropolitan Handicap on Wednesday.

MONOWAI WILL BE THERE.

Talk About the American Derby, the Oakland Races and Other Horsey Things.

The next great event to be decided on the Eastern turf is the Metropolitan handicap. This great event as a mile and a quarter will be decided at Morris Park, New York, on Wednesday, the opening day of the New York Jockey Club's meeting.

The event is causing considerable interest out here, for that great colt Monowai will be one of the starters. About seventeen of the cracks of the country will face the starter, and it promisss to be not only a grand but a sensational contest.

W. O'B. Macdonough, who has been dubbed colonel by Eastern sporting writers, and Henry Walsh, his trainer, have great confidence in the colt's prowess. Macdonough bet $400 on him in the Future books to win $20,000, and since that time there have been no quotations against him. The colt was in fine fettle when he left San Jose, and he is such a hardy colt that the rough trip to New York did not affect him a bit. Several days ago he worked a mile over the Gravesend track in 1:45, and his looks and style elicited praise from all the horsemen who watched him.

Walsh has no superior as a conditioner, and it is safe to say that Monowai will go to the post on Wednesday fit to give battle to kings or queens of the turf. He is a game colt, with plenty of speed, can go a distance and with a light impost like 95 pounds should be fighting for the money at the finish of the Metropolitan handicap.

The probable starters, the odds against them in the last Future book betting, the weights they will carry and the jockeys who will ride them are as follows:

Horse.	Jockey.	Weight.	Odds
Monowai	Lakeley	95	full
St. Florian	Littlefield	133	8
La Tosca	Sims	124	6
His Highness	Overton	125	20
Yorkville	Lakeley	119	15
Madstone	Fitzpatrick	119	25
Picknicker	Hayward	116	20
The Pepper	Garrison	115	10
Leonawell	Doggett	114	20
Picpocket	McTermott	108	30
Charade	Sloane	108	20
Lady Violet	Midgely	103	20
Arturo	Swash	104	30
Julien	Griffin	100	150
The Ironmaster	A. Covington	97	50
Blume	Noble	95	30
Mars	Penn	114	20

Yorkville Belle has not shown up very well this year and likewise Lady Violet, Madstone and Leonawell and St. Florian. La Tosca has run so well at Brooklyn that her chances are greatly fancied, but the impost of 124 pounds is likely to cause her more trouble than is expected. Marcus Daly's The Pepper is said to be a greatly improved colt and with the advantage of Garrison's riding may land the purse. Californians want Monowai to win and figure very little on the relative merits of his opponents.

The interest of Californians in the American Derby is on the wane, for a few of the State's most promising candidates have gone wrong. Don Fulano, the most promising colt in the State, when well on in his work, nearly died of blood poisoning, owing to a horseshoer driving a nail through his hoof. He is fully recovered now, but can in no way be got ready for the classic event, which takes place in Chicago on June 24.

Picton, who with Cadmus was to run in the colors of T. H. Williams, died at Council Bluffs a few days ago of inflammation of the bowels, and Cadmus has been laid up at Winnemucca with kidney troubles. The trip was a bad one all around for Williams, and Cadmus' sickness set him back so much that it is a certainty that he will not be a starter.

Unless Monowai runs bang up in the Metropolitan handicap it is quite unlikely that he will be sent to Chicago.

Senator Thompson's Martinet will certainly start, but he is so far outclassed by such colts, as G. W. Johnson, Rainbow The Reaper, Sir Francis and a few others that his chances of winning are hardly as radiant as those of a person winning in a lottery.

Charley Fair's Floodgate will probably be the only California representative in the great event that is worthy to represent the State. He was a good two-year-old and is said to be a better three-year-old. It was thought for a while that Garrison would ride him, but as that famous jockey has to pilot Marcus Daly's Sir Francis, Fair will have to engage some one else.

Although there are likely to be several other starters, the horses whose owners and the public know have a chance to win the $50,000 prize, and who, in all probability, will face the starter are shown in the following list:

Horse.	Owner.	Weight.	Jockey.	Odds.
G. W. Johnson	Dr. Knapp	122	Doggett	6
Lookout	Cushing & Orth	122	Kunze	8
Don Alonzo	M. F. Dwyer	122	Lamboley	8
The Reaper	John Greener	122	R Will'ms	15
Sir Francis	Marcus Daly	122	Garrison	10
Rainbow	J. A & A. H. Morris	122	Littlefield	20
Lady Violet	Blemton stable	117	Hamilton	20
Ramapo	Gideon & Daly	122		20
Floodgate	C. L. Fair	122		20
Buck McCann	Scroggan Bros	122	Thorpe	30
Hugh Penny	J. J. McCafferty	122	McCaffery	30
Clifford	R. L. Rose	122	Martin	50
Eltham Que'n	Colonel North	117	Penny	50
Strathrose	Duke of Beaufort	122		50
Tyro	Ed Corrigan	115	Overton	25

According to reports from Oakland there will be 250 running horses on hand when Schwartz' meeting commences on June 6. Nearly all the horses that were at the Bay District went across the bay and Schwartz has had to build fifty new stalls to accommodate them. Schwartz says that he proposes to have running races all through the months of June and July, and announces that the racing will be as free from crookedness as a frog is from feathers. Charles E. Trevathan, who acted as associate judge at the Bay District, and the well-known horseman and turf writer, Joseph Cairn Simpson, will operate in the judges' stand. Dr. Aby, who for a long time was the manager of Freddy Gebhardt's Lake County stock farm, will do the starting. Aby has had some experience in this line, and as he is a man of a determined nature and a thorough horseman he should make a success of it.

Chris Smith, the famous plunger and owner of a stable of crack racehorses, the bright particular star of which is Yo Tambien, the speedy daughter of Marion, is again on his feet. Smith has won a dozen fortunes on the turf, and last year won about $200,000 with his horses. Smith is a plunger, though, and it seems that he will never stop until he wins a few million, or gets so badly broke that he cannot make a bet.

He lost all the money he made last year, and a few weeks ago did not have money enough to pay for the feed of his mortgaged string of horses. He borrowed $500 of a Louisville man, and before he left Nashville he had won $23,000 with it.

During the last few days of the Louisville meeting he was very successful in his plunges.

He put $300 with each of the dozen bookmakers on Cora Taylor, a 7 to 5 chance, a few days ago, and she won. The next day he went down the line on the 30 to 1 shot, Queen Regent, betting the bookies all they would take. She won, and Smith was over $20,000 richer. The bookies are all afraid of him now and will handle but little of his money.

Jockey Claude Burlinghame is more provident than most jockeys. He saves his money, and when he sees a good racehorse that is cheap he buys it. He now owns Sir Reel, Patricia, the sister to Misty Morn, and Queen Bee. They are quartered near the Oakland track, and Burlinghame proposes to run them at the Oakland meeting. He left for Portland a few days ago, for he thinks he can make a little money riding in that city until the Oakland meeting commences.

Domino, Dobbins, Halton, Bowers and Joe Ripley have demonstrated in the East that they are crack two-year-olds. Domino's defeat of Dobbins and Halton in the great American stakes, where he ran the five furlongs in 1:01¾, shows that he is of remarkably high class. Joe Ripley is a California-bred colt, being a product of Haggin's Rancho del Paso. He is by Hyder Ali out of a mare called Lato, and the easy way he romped home from a good field at Brooklyn, after being eight lengths behind when the stretch was reached, marks him a hard nut to crack in any company.

As a general rule colts and fillies who show remarkably well in the spring do not loom up as cracks at the end of the season. There are many good two-year-olds in the East who have not rounded to as yet, and until the season gets fairly under way it will be hard to determine which is entitled to the crown.

W. O'B. Macdonough's two-year-olds are out of form, and as yet have not shown up well. The Californians out West have been doing well. The two-year-olds and many of the older horses have been winning quite often. Baldwin is having considerable luck, for Lady Bess, Esperanza, Galindo and one or two others have won good races for him. Lottie Mills, Geraldine and Pescador all have winnings to their credit.

The sickness and death that has attended the shipping of the horses of F. H. Williams and W. O'B. Macdonough East has caused a lot of discussion among horsemen as to the advisability of shipping over the Central Pacific. A number of very valuable racehorses have died going East over the mountains, and dozens have contracted colds that incapacited them from running in the East for months.

Horsemen seem to agree that the southern route is the best, and point to the fact that E. J. Baldwin has shipped his large strings East for years over it, and Caliente was the only horse that ever died in consequence of the trip. This year over the northern route Macdonough lost The Doctor, a two-year-old brother to Gold Dollar, while a few others took cold. Williams lost Picton, and Cadmus got very sick. Theodore Winters lost that great horse, The Czar, a few years ago, and the Rancho del Paso has lost many yearlings and two-year-olds that they were sending to Tattersalls to be sold.

Isinglass, who won the English Newmarket stakes on May 17, ran the mile and a quarter in 2:02 2-5, breaking the best American record of 2:03¾, made by Banquet, over the straight course, at Monmouth.

Jockey Jimmy McLaughlin made a miserable failure in his new role at St. Louis. He was acting as starter and is said to have burnt up more money by leaving favorites at the post than did the great Chicago fire. When he left for Toronto, Billy Bruner, who had been starting the races run by electric light, was given a chance. He proved quite successful, and little complaint is now heard from the talent.

NOTES OF TROTTERS.

Ed Geers expresses the opinion that Ovid, 3, 2:15½, will pace in 2:10 this year. He is by Hamlin's Almont Jr., out of Silk, by Alcantara.

The biggest money to be trotted for in the United States this year will be at Lexington on October 7.

The event to be trotted will be the Stallion Representative stake for three-year-olds, and the first horse will receive no less than $10,000.

C. S. Upton is anxious to arrange a race between his Vitello, 2:11½, Saladin, 2:11½, and Thistle, 2:14. He wants the race to take place in August or September. It should prove a very interesting event.

The following are the entries to the World's Fair pacing stake, free-for-all—stallions, mares or geldings eligible—purse $5000: Blue Sign, Vinette, Guy, Reflector, Manager, Robert J, Yolo Maid, Mascot, Adonis and Flying Jib. This race itself will be worth going to Chicago to see. Ten better ones never came together. The meeting is from September 4 to 16.

A little chestnut horse which used to be driven to a milk wagon in Indianapolis, was one day taken out of the wagon after finishing his milk route and paced a quarter in 38 seconds. He was purchased by C. F. Kissell, who saw the performance, and is now known as Kissell's Dallas, and has a record of 2:12¾. This is nearly as remarkable as the career of San Pedro, the Los Angeles hearse horse.

Orrin Hickok has arrived at Terre Haute, Ind., with the stable of California horses that he took from the Palo Alto farm. They are: Advance, br. s., 3, record 2:22½; Alliro, b. s., 3, by Electioneer-Avona; ch. f. 3, by Palo Alto, trotted at Stockton in 2:19¼; Azate, 2:14½; Elden, br. filly, 4, trotted at Stockton in 2:19¼; Sweet Rose, filly, 2, by Electioneer, record 2:30 at Oakland and at Stockton she made 2:25¾ as a yearling.

Hickok also has with him Hulda, 2:14½, owned by Adolph Spreckels; Adonis, 2:11½; and Angelina, 2:18.

A MOTIVE WANTED.

Why Should David Brown Commit Suicide?

If David B. Brown committed suicide last Tuesday at the Harbor View baths there is so far no possible explanation of a motive. Detective Rogers confesses that he has been unable to obtain the slightest pretext for following up a clew.

He and the members of the deceased's family are particularly anxious to discover the identity of the gray-whiskered man wearing a white straw hat, who sat talking to the deceased for more than half an hour just before he went into the water. What the detective cannot understand is why this man does not come forward and tell what he knows if he has nothing to hide.

The Coroner is also determined to ascertain, if at all possible, who sold the laudanum to the deceased, and when. This information is considered of the greatest importance.

It has been ascertained that the real reason why J. H. Dickinson, counsel for the family, asked on Saturday that the inquest be postponed is that the family are not satisfied with the analysis of the stomach made by Dr. Barrington. They positively refuse to believe for a moment that the husband and father, who not only had their love and respect, but the love and respect of all who knew him, could be guilty of taking his own life