JENATZY, A BELGIAN, DRIVES THE CAR IN CUP RACE.

Baron de Knyff of France the First to Finish -Americans Have Bad Luck and Are Out of It-Jarrott, Englishman, and Driver Hurt-Keene's Machine Disabled.

that their sixty horse power cars, driven capably, are as good as anything on the road for the peculiar course over which the race was run. Anybody seeing the steading the road for the peculiar course over which the race was run. Anybody seeing the steading the road for the peculiar course over which the spectators to spoil the enjoyment of the spectators by letting them know he had been hurt. noss with which the brilliant Belgian engineer Jenatzy took the curves or shot along the straight would have been inclined to place him as a sure winner over track where constant vigilance was imperative and a car's responsiveness and rel'ability the highest desideratum.

Similarly it was obvious that the Ameriundertook. Gabriel, the Frenchman, was set right and started at 8:50. not well suited with his torpedo-like Mors He lost thirty-five minutes because of dirt car, which developed early a disastrous in the gasolene clogging the inlet of the habit of giving false explosions from the exhaust pipe, which again and again cost him many precious minutes. The struggle was thus reduced to the Mercedes and Panhard care, and a great race they gave.

A remarkable feature of the result is that while a car made in Germany takes the championship, there was not a German riding in the race to-day. Difficulty arose some time ago when the Mercedes company wished to nominate as drivers of its three cars, which were the only German candidates, three of its workmen.

The British Automobile Club objected to this and insisted that drivers must be eligible for membership in the German Automobile Club. The result was that M. Jenatzy, a Belgian master engineer; Baron de Caters, a Belgian amateur, and Foxhall Keene, the well-known American sportsman, were selected. The French and English teams comprised experienced racers but the Americans, Winton, Owen and Mooers, were practically novices at pro-

first indication of the final result came at the end of forty-five miles, when Jenatzy mile near Ballyshannon on the third round came chasing down the straight from Athy only a few yards behind Owen. The Mercedes man's champions cheered him from the grand stand spanning the road here, and in a moment, while going sixtytwo miles an hour, his left hand rose to salute and then again clasped the con- the third round. trolling lever as the car shot like a project!le past Owen into the second circuit.

Credit for the success of the race as a racers. spectacle was due to the general public, which was most willing to conform to the regulations. The only accidents were due to the drivers themselves. The fact that Jenatzy's three journeys over the smaller circuit came within three minutes of each other is evidence of the mastery of the output to stop and repair it.

I do George with Blake second. Blake s this been riding 4:37 elapsed time from the start. He started an hour and twenty-four minutes after Edge.

On the fourth circuit at 12:54. At that hour ne had been riding 4:37 elapsed time from the start. He started an hour and twenty-four minutes 22 seconds.

The race of the four-cared shells for the Puritan cup was won by the University of Pennsylvania, the four that rowed second to Cornell at Poughkeepsie last week. Pennsylvania won the race by one second in 7 minutes 50 seconds.

The Vesner centinede was not in the race course that cool, determined driver was able to achieve.

The expectation that the narrowness of the roads would prevent a gaining driver from passing his leader proved wrong, as all three of the first finishers managed to pass Edge while going at racing pace. Even the American cars did not suffer by collision, though at times they bounced about the road like rubber balls.

Rain began to fall just after Jenatry finished, and a fresh wind gave a good course for the final runners. The Michelin tires on the Mercedes cars obviously worked better than the Dunlop tires on the Napier machines. The Panhards had nothing to complain of on this score.

Of the dozen starters Jenatzy started fourth as the first candidate of the team representing Germany, which was the last of the four countries to challenge. Next year the championship must be decided on

The French did well collectively, as all three of them finished. Jenatzy was alone among the German representatives to finish, as Edge was alone among the English starters to cover the entire course.

Barring deductions to be made for time consumed in passing through the several control areas, M. Jenatzy won the automobile race for the International Cup is in outline two irregular triangles set to-day. Jenatzy finished at 5:37 in tho

afternoon. René de Knyff, of the French team, fin-ished first at 5:35 in the afternoon, but he owed fourteen minutes to Jenatzy on the original starting arrangements, the Belgian having started fourth, two places be-hind Do Knyff. There was an interval of seven minutes between each starter.

In the final result Jenatzy won by ten minutes from De Knyff, barring the deductions for the control areas. Jenatzy's elasped time over the entire course of 303 miles 765 yards, including the delays in the control areas, was approximately ten hours and eight minutes. De Knyfi's time was slightly over ten hours and eighteen

Henri Farman of the French team, who started sixth, made a determined finish and will run De Knyff close for second place.
The face began at 7 o'clock this morning This was the fourth contest for the cup, it being won by S. F. Edge, in France, last year. Four nations were represented, each entering a team of three men. To each team was allotted a distinctive color, and all the cars of each team were painted accordingly. The men, the cars and the

American (red)-Alexander Winton, Winton car; Percy Owen, Winton car; Louis P. Mooers, Peerless car. English (green) -S. F. Edge, Napier car; Charles Jarrott, Napier car, and J. W.

French (blue)-Rene de Knyff, Panhard car; Henri Farman, Panhard car; and M. Gabriel, Mors car. German (white)-Baron de Caters, Mercedes car; Foxball Keene, Mercedes car,

and Jenatzy, Mercedes car. At 4 o'clock the race was between De Rnyff, Jenatzy and Gabriel, with the odds in favor of Jenatzy. Jenatzy's indomitable nerve had been one of the features of the race. His times on the first, third and fifth circuits, each of forty-five miles, did not vary more than two minutes.

The veteran of the contestants, De Knyff, Gabriel began badly, but afterward did self about the head. was driving at a magnificent pace. Edge completed the fifth circuit at 3:34.

His time was half an hour werse than Gabriel's. The only other candidates left were Do Caters and Farman, who were reported to be keeping up a dashing pace, and Winton and Owen, who had had trouble with their

machines. Owen entered the third circuit at 3:44 and Winton at 3:05. The latter's car seemed to bump a good deal. A cool breeze and a gray sky made the early conditions for the race very favorable, although the dust was rather trying.

Toward noon a cold rain began to blow from the southwest, followed by thunder from the west. A heavy shower began to fall at 12:50, rendering the track greasy and dangerous. The rain was blown across

and dangerous. The rain was blown across the faces of the drivers as they sped along

from Athy.
It was announced officially at 2:15 that Forhall Keene had retired from the race. He found that his axle was going wrong and threatened to break near the Kilcullen and threatened to break near the Kiloullen and the race was run on the road from the stopped there. The news way. The race was run on the road from the stopped there. The news way. The distance was \$55% and he stopped there. The news Paris to Lyons, The distance was \$55% a. P. M., also to morrow 10.30 A. M. Newark vs.

GERMAN AUTO THE WINNER. erratic course. This was the last to a Mercedes car during the day. Charles Jarrott, the English popular erratic course. This was the first mishap to a Mercedes car during the day.

Charles Jarrott, the English popular

Charles Jarrott, the English popular

Charles Jarrott, the English popular favorite, was thrown from his car near Stradbally and his collarbone was broken. His driver, Bianci, had his leg smashed and sustained severe internal injuries. The steering gear of the machine broke while the car was descending a hill, and the car broke in two. Jarrott was able to lift Bianci from under the wreck. Baron de Caters, one of the German

racers, did a very sportsmanlike thing after the accident to Jarrott, whom he was BALLESHANNON, June 2.—The four nations which are the pioneers in self-propelled locomotion have had their Irish Derby, and it has resulted in confirming several seconds by doing this. He was louder to the accident to the anxiety of Jarrott's friends because of rumors in regard to the accident, he pulled up his car at the grand stand in order to inform them that the mishap was not a serious one. He lost several seconds by doing this. He was

Stocks, an English rider, took the wrong course and rushed into a wire fence. He

was not injured, but his car was damaged and he was compelled to retire. The car of Mooers, of the American team, broke down early in the race near

The Americans seemed to have bad luck rom the start. Winton was unable to Similarly it was obvious that the Ameri-can cars were not suited for the work they with his machine. He got his carburetter

Winton reached the Athy control at 9:54 the race that he seemed a sure winner, and Edge finished the race alone and won carburetter.

In addition to the mishap to Winton at the start, by which he suffered a heavy handicap, Keene and Farman both had to dismount to rectify their engines, and each lost a few minutes. It is learned that Winton had trouble with his machine two days

At the end of the first round the Belgian Jenatzy, riding a Mercedes car for Germany, appeared to be making the best time.

appeared to be making the best time.

The doctor's car went forward after Gabriel, who was on the second round, owing to a report that he had met with a mishap.

At 10 o'clock the race was going at full stride, with all the contestants holding their own in remarkable style except the Americans, who had had very bad luck. Just before the start at 7 o'clock Winton's carburetter went wrong and it took forty minutes to rectify the trouble. This time Winton loses. He changed places with Owen and started eleventh instead of third. Owen himself was overtaken at lightning speed by the Belgian professional Jenatzy.

Edge of the English team, last year's winner of the cup, finished the first round just about 10 o'clock and seemed to be holding his own.

At 11:26 Chevalier de Knyff, on a French

longed road work.

The start went off smoothly but for Winton's difficulty and the nervousness of Stocks and Mooers, who each lost somewhat at the start through unpreparedness. The first feeting the first feeting the first feeting the first feeting to the first feeting to the first feeting the first feeting to the first fe

Keene rushed through on entering the courth circuit at 12:54. At that hour he had to George with Blake second. Blake's time

He was compelled to stop and repair it. When Owen took Winton's place as the third starter there was a sufficient number of Americans present to give him a hearty

The highest speeds made over the measured mile at Ballyshannon were: Edge, 64; Baron de Caters, 66, and Jenatzy, 64 miles

Rene de Knyff completed the fourth circuit at 1:05 P. M., and was driving in a determined fashion. At the end of the third circuit Jenatzy had led by two minutes over De Knyff and at the end of the fourth looked like the winner. Gabriel at that time was third and was improving his position.

As neither Mooers nor Winton had then completed the second round they were vir-tually out of the race, and Owen had not yet finished the third round, which left him a very poor chance.

De Knyff and Jenatzy were very close at the end of the fifth circuit. De Knyff made the circuit in 1:19:40 and Janetzy in 1:21:16. Jenatzy finished the sixth circuit in 1:31:32, De Knyff in 1:33:39, and Gabriel in 1:43.63. There was a brilliant assemblage in the stands here and along the course, which was strongly guarded by the Royal Irish Con-

Farl Dudley, the Lord Lieutenant of Ireland, arrived at Ballyehannon at noon. He was received by the band playing the national anthem, which was sung by the people. The band then played the national

airs of the four countries competing. together so as to form an eccentric figure 8. The cars went four times over the larger oop of the 8 and three times over the smaller loop, covering the base line between them seven times. The total distance is \$68 miles 765 yards. The winner will be the man who covers the course in the short-est time, and this will be figured by deducting from the total time of each car the time consumed in passing through towns where controls are established and a reduced rate of speed is imposed. The cars were started one at a time from Ballyshannon Crossroads near Old Kilcullen.

The distance around the castern triangle

is forty-seven miles and around the western, fifty-six.

The official net times of the racers have not yet been issued, as the returns from the controls are incomplete. The gross times of the first four are officially given as fol-

Jenatzy ... 10 15 0 1-5 De Knyff ... 10 25 0 4-5 Farman ... 10 26 44½

It is reliably stated that Jenatzy's time, after the control deductions, will be 6 hours 36 minutes 9 seconds, showing an average speed of 56% miles an hour compared with Gabriel's average of 65 miles in the Paris-Bordeaux race. The delay in issuing the figures does not affect the result. Jenatzy wins the cup, and it practically certain that DeKnyff is second.

Jenatzy's name has long been a familiar one in French automobile annals. He is a Belgian, although representing Germany in this contest, having been selected almost at the last minute by M. Jellinec, of the Daimler Company to form one of the German team. Last year he was a participant in the Ardennes circuit race, driving one of his own gasolene cars, and had made excellent time on the first two rounds, when one of the front wheels broke while he was going at full speed on the straight road. The car ran on three wheels for some hundreds of yards, when it turned over

100 horse power. René de Knyff, the second man, who will get a special prize offered by a member of the English Automobile Club, is premi-r among French automobilists. He won his first big triumph in 1898, when he won the Paris-Bordeaux race, and followed it by annexing the "Tour de France" the following year. Temporarily eclipsed by Fournier, winner of the 1901 Paris-Berlin and Paris-Bordeaux, he came to the front again last year, when he almost won the Bennett Cup for France. De Knyff drove a specially built Panhard car.

The car used by Janetzy was a Mercedes,

especially built for the event and rated at

The race was Instituted in 1900, when James Gordon Bennett presented the cup to the Automobile Club of France, with the condition that it was to be a perpetual challenge trophy for a road race open to all nations having automobile clubs recog-nized by the Automobile Club of France. In the first race France had it all her own

other competitor to finish. Winton(America), Jenatzy (Belgian) and De Knyff (France) all had accidents and had to quit. · In 1901 the race was run in conjunction with the Paris-Bordeaux event on May 29, and again it was practically a failure from the standpoint of furnishing good competition and a spectacle. Uniy one of three Englishmen entered for the race put in an appearance. That one was S. F. Edge, but he was unable to get to Paris with his English tires, and having no time to get fresh

ones from home he put on French tires. That barred him from the race. The Germans were unable to get German-made bodies fitted to their cars in time for the race, and so it was started with three Frenchmen in it—Charron, in a twenty-four horse-power
Panhard: Levegh, in a Mors, and Girardot,
in a Panhard. Charron and Levegh broke
down and Girardot finished alone in a crippled condition. He made the 327½ miles in
the net time of 8 hours 50 minutes 59 seconds,
or at about the rate of thirty-seven miles an
hour Last year the race was run in connection

with the Paris-Vlenna contest, the cup race finishing at Innsbruck, a distance of about 379 miles. S. F. Edge of England was the only competitor not of France. The other only competitor not of France. The other contestants were Girardot, Fournier and De Knyff. Fournier and Girardot broke down before completing half the Journey. Edge had only a thirty horse-power Napier, while De Knyff's Panhard was twice as powerful. The English machine proved the more reliable, however, for De Knyff broke down near the finish, when he was so far ahead in the race that he seemed a sure winner.

FIRST "AMERICAN DENLEY" Not a Decided Success-Argonauts o

Toronto Win Stewards' Cup. PHILADELPHIA, July 2,-The first effort

of the newly organized American Rowing Association to establish an "American Henley on the Schuylkill River to-day was not a decided success. The regatta failed to attract the interest of the people and the oarsmen, while the work of the officials in keeping time was very erratic. One or two of the events were decidedly interesting, while a majority resulted in easy victories, with small fields.

The most interest in the regatta was attached to the race of the eight-oared shells for the Stewards' Cup. This resulted in an easy victory for the Argenauts of Toronto. The only college crew they met was the Yale freshman, whom they defeated by about six lengths. The University of Pennsylvania had an eight in the race made up of fresh-men and others. This crew finished third, less than a half length behind Yale. The

The Vesper centipede was not in the race against the Pennsylvania and Philadelphia Barge Club crews because their boat buckled after they had taken only a few strokes. At the trolley bridge they had to be taken from

the trolley bridge they had to be taken from their boat, as it was sinking.

The university crow won easily. The double scull race for the Schuylkill cup was an easy victory for Engle and Lockwood of the Vespers in 8 minutes 42% seconds. The interscholastic race for eights for the Franklin cup was won by the Boston crew.

The first pair-oared shell race was the most exciting of the day. It was a beautiful contest between Debeacke and Exley of the Vespers, and Duffield and Mower of Detroit. It was neck and neck between the crews all the way to the finish. Because of the hard struggle the work began to get ragged toward the finish. Detroit won the race by a scant half length. E. F. Rivinus of the Philadelphia Barge Club won the second senior sculls. The Bachelors beat the Crescents in the four-oared gigs. the Crescents in the four-oared gigs.

MAY ENJOIN ELBERFELD.

New York National League Club's Atter-

neys Preparing Papers. Baseball harmony received another jolt yesterday, and Elberfeld, the shortstop of ing when the yachts left the harbor and they the New York Americans, may be restrained had sent small club topsails aloft, but from playing. This the latest chapter in baseball history growing out of the playing of

George Davis with the New York Nationals. The New York National League's attorneys yesterday were preparing the papers for an application to the Supreme Court for an injunction to restrain Elberfeld from playing.

It is though? the reported contemplated action of the Chicago American League club, which contends that Davis belongs to it and it alone, had a bearing on the move yesterday of the organization headed by J. T. Brush.

The New York Americans are due to play here to-morrow. They are at present incapacitated by an injury to Third Baseman capacitated by an injury to Third Baseman Conroy, but have been playing fast ball of late in the West. When President Pulliam of the National League said Davis could play with the New Yorks it was on the ground that the American League broke the spirit of the peace agreement by allowing Elberfeld to come here, but while the American League presents a solid front in declaring that it was entirely within the bounds of the peace agreement for Elberfeld to join Griffith's team, the National League is by no means unanimous in the belief that it was proper for Davis to play with McGraw's team.

The latest move complicates matters, strains the already weakened amicable relations, and the situation altogether is a sweet mess. When certain magnates now in the business get out of it, the cranks will arise and cry: For this relief much thanks.

Golf for the Independence Cup. MANCHESTER, Vt., July 2 .- A field of forty

golfers started in the qualifying round of the annual open handicap tournament for the Independence Cup at the Ekwanok Country Club to-day. The scoring in the morning round was poor, owing to a high wind. W. C. Carnegle, St. Andrews, won the best gross score prize with 89. The losing eight of the first sixteen will continue to play for the "Old tilory cup. The summary of the day's play follows:

Independence Cup. Qualifying Round—George Worthington, Mount Anthony, 93, 10-83; W. C. Carnegie. St. Andrews, 89, 0-89; R. B. Leake, Albany, 92, 2-90; W. J. Evans, Englewood, 92, 1-91; J. E. Sail, C. Carle, Oakley Country Club, 93, 4-91; W. W. Burton, Ekwanok, 98, 8-91; F. O. Horstmann, Chevy Chase, 92, 0-92; Clark Burnham, Phyker Meadow, 93, 1-92; H. W. Brown, Palladelphia Country Club, 93, 1-92; H. W. Brown, Palladelphia Country Club, 93, 1-92; H. W. Brown, Palladelphia Country Club, 93, 2-94; W. F. Hitt, Chevy Chase, 93, 4-94; J. B. DeCoursey, Ekwanok, 100, 5-95; R. F. McQueen, Ekwanok, 113, 18-95.

Consolation Cup-George H. Thacher, Albany, Consolation Cup-George H. Thacher, Albany, That bird to prolifer was sailed in 47 minutes. Onsolation Cup-George H. Thacher, Albany, 106, 9-96; F. S. Wheeler, Apawals, 98, 1-97; Charles Leake, Ekwanok, 107, 10-97; A. H. Evans, Dyker Meadow, 104, 6-98; J. B. Thacher, Ekwanok, 108, 10-98; Frank Clark, Ekwanok, 112, 14-98; C. D. Cleghorn, Ekwanok, 100, 1-99; C. M. Clark, Philadelphia Country, 104, 1-100; E. Cassard, Haitimore, 100, 8-101; F. C. Brown, Dyker Meadow, 110, 6-104; T. O. Tagcher, Ekwanok, 116, 10-108; J. N. Weedfin, Hutland, 118, 8-108; F. W. Clark, Ekwanok, 113, 4-109; Dr. E. M. Fond, Butland, 115, 1-114. 4-109; Dr. E. M. Pond, Rutland, H. 1-114.

Independence Cup-First round-W. C. Carnegle, o. beat H. W. Brown, 2, 3 up and 2 to play; R. D. Leake, I. beat Dr. B. Inham, 0, 2 up; W. W. Burton, I. beat Dr. E. I. Hall, 0, 4 up and 3 to play; W. Evans, I. beat F. O. Horstmann, 0, 5 up and 4 to play; J. B. Scarle, 0, beat R. F. McQueen, H. 5 up and 4 to play; G. M. Reed, 0, beat H. L. Edwards, 2, 3 up and 2 to play; Faul Watermann, 0, beat W. F. Hitt, 2, 5 up and 8 to play; J. B. DcCoursey, 0, beat George Worthington, 4, 2 up.

Consolation Cup-F. S. Wheeler, 0, beat Dr. E. M. Fond, 0, 6 up and 5 to play; Frank Clark, 3, beat T. O. Thacher, 0, 2 up and 8 to play; F. C. Brown 4, beat C. D. Cleghorn, 0, 7 up and 5 to play; fourth pair, bye; George B. Thacher, I, beat Herbert Cassard, 0, 4 up and 2 to play; Charles Lexile, 2, beat J. N. Woodfin, 0, 4 up and 3 to play; J. B. Thacher, 3, beat A. H. Evans, 0, 6 up and 5 to play; F. W. Clark, 2, beat C. M. Clark, 0, 1 up.

SWEPT OVERBOARD BY HUGE WAVE IN YACHT RACE.

Reliance Pounds a Dent Five Feet Long Under Bow and Constitution Breaks Gaff-New Boat Only One to Get Over the Course-Takes Lead on First Leg.

NEWPORT, July 2 .- A chapter of accidents marred the race of the 90-footers sailed off this port to-day. A sailor was lost overboard from the Columbia, the Constitution broke her gaff, and the Reliance, although she managed to get around the course, pounded so in the heavy seas that there is now a dent five feet long and a foot and a half wide under the port bow, and she will go to Bristol at once to have the

damage repaired. The loss of a sailor from the Columbia has depressed the yachtsmen, and Mr. Morgan says the Columbia will not start again until the cruise begins two weeks from to-day. There was half a gale of wind blowing from the southwest by south A rough sea made the yachts pitch and dive as they never had before, and although they started out of the harbor with small club topsails set, these were quickly lowered, and the start for the first mark was made under mainsail, jib and fore staysail on each boat.

The Columbia was nearing the first mark of the course when the sailor was lost. She was a little astern of the Reliance and had nearly finished the ten-mile beat to windward. Preparations were being made for the reach to the second mark. The gaff topsail had been set and then men went out on the bowsprit to send up a jib topsail ready to be breken out as soon as the mark was passed. Four men went out on the

Carl B. Olsen was the second man on the bowsprit and was considered an expert sailorman. Suddenly the yacht took a dive and stuck her bowsprit well under one of the big waves rushing in from the south- were sent up on the stays in stops ready west. A pile of water fell on the bow of the yacht, and for a moment she staggered under its weight. Then, shaking herself, she rose out of the wave and rushed on toward the mark The first man on the bowsprit had held on safely, but Olsen had been washed off. The third and fourth men were carried inboard and thrown on the deck by the force of the wave.

"Man overboard!" was the cry, and Mr Morgan, who was at the wheel, shot the yacht into the wind. Life buoys were thrown out, and as quickly as possible some of the men ran the forestaysail down while the dingy was dropped over the side, and a sailor and one of the officers got into the boat and rowed about to find the unfortunate sailor. Several men went aloft on the Columbia to look out for Olsen, and the steam yachts Delaware, Rivlera, Surf, Rambler, the tender Park City, the tug De Witt C. Ivins and the torpedo boat Winslow joined in the search. The yachts sailed over the spot for nearly half an hour, but in vain, and then the Columbia picked up the tender dingy.

The Columbia sailed back to the harbor, and Capt. Lem Miller went ashore at once and reported the accident at the Custom House. He said Olsen was a native of Honefoss. He was shipped in Brooklyn and was unmarried. Olsen was with Capt. Miller in the Navahoe last season and was regarded as a very able sailor. Capt. Miller says Olsen was just forward of the whiskers of the martingale, and he thinks that when he was washed off he was jambed against the martingale and badly hurt, and then, falling into the water, was sucked under the boat. The jib topsail, which the men were setting, was torn to ribbons, and pieces were twisted around the bob-

Capt. Miller has been on the Columbia every year she has been out since she was launched, and he says she never stuck her bowsprit under a wave before. When the Columbia got in the harbor the three other sailors who were on the bowsprit at the time Olsen was washed off were taken to Dr. Murphy to be treated for sprains and

bruises they sustained. The starting line for the race was made about three miles east of Brenton's Reef lightship. There was a strong wind blowoutside the wind was about twenty-five miles an hour. Big seas were crested with caps of foam, and between these crests there were big holes. When near the starting line the club topsails were lowered and a eigh of relief went up when the big sails were safely stowed.

The yachts were to race over a triangular ourse, each leg being ten miles long. The first leg was to windward, and the compass course was southwest by west, that being the direction of the wind. The second leg was southeast by east one half east, and the third leg north half west. The preparatory signal was made at 12:15 and fifteen minutes later the yachts were sent off. There had been little attempt at jockey-

The Columbia crossed the line first on the starboard tack at 12:30:45. The Reliance was to windward of the Constitution, and she crossed the line with the handicap gun at 12:32:00: The Constitution was handicapped twenty-seven seconds. Each carried mainsail and jib and forestaysail. They were heeled so that their lee rails were under water. The Columbia took the port tack as the Reliance crossed the line. The Reliance tacked thre minutes later and the Constitution a minute after the Reliance. The Reliance was to leeward of all on this tack, and the Constitution appeared to be doing the best work, pointing high and footing faster.

At 12:40:00 the Reliance tacked to go after the Constitution, and at that moment the jaws on the gaff on the Constitution broke. The gaff shot forward of the mast and then snapped, the peak toppling over to lee-ward. The mainsail was torn from the luft nearly to the leach. The sails were lowered and the Satellite towed the crippled

yacht back to the harbor. Then the Reliance went after the Columbia. Each made three short tacks and at 1:14:20 the Reliance crossed the Columbia and tacked on her weather. After that she gradually increased her lead, and turned the first mark at 1:52:20, just after the Columbia had lost the sailor overboard.

the rate of 12.16 miles an hour.
After the race Mr. Iselin said that he did not want any more racing at present. "I am well satisfied with the performance

of the Reliance," he said, "and do not think

that any more races are necessary until the cruise begins. The yacht carried her sail well in the blow to-day. She had her rail under at times, but not much.

There was a big dent in the port bow, just above the waterline, which was caused by pounding in the sea. Mrs. Iselin said it was not serious and could soon be hammered out. The Constitution went to Bristol to be repaired. The Reliance is going to Bristol in the morning to be re-paired and get a new suit of sails that has been made by Herreshoff. PUBLICATIONS

IN YELLOWSTONE

A spirited article, by Lindsay Denison, detailing Mr. Roosevelt's experiences on his recent return to camp life is a prominent feature of the current issue of

THE ILLUSTRATED SPORTING NEWS

The Accompanying Pictures

are from photographs by Major Pitcher, Military Superintendent of the Park, and are

The Only Ones Taken of the President in Camp

THE ILLUSTRATED SPORTING NEWS

SHAMROCK'S CREW BUSY. Getting Out Paraphernalia Preparatory

to Trial To-day. While the Shamrock III. did not leave her mooring in Sandy Hook Bay yesterday, her crew were far from idle. More of the extra ballast was removed, the water tanks that formed a receptacle for additional tons of weight were taken out of the racer and hoisted on board the covered barge Commander, which is the latest acquisition to the Lipton fleet inside the Government station port side of the bowsprit, hauling the big at the Hook. The remainder of the sea chests piece of canvas, which was in stops, with of the crew were transferred to the barge, as were also scores of colls of steel and hemp rope. At a late hour the work was completed and Sir Thomas announced that the yacht would be ready for another trial to-day. Sail was made on the old Shamrock, her mainsail was swayed up and her headsails

> for directions to put to sea. Commenting upon the failure of the challenger to stretch her sails under the favorable conditions that prevailed, Sir Thomas said:
> "We are sorry to lose all this fine sailing weather, but after consulting with Mr. Fife and Capt. Wringe we have decided it best to get all the paraphernalia out of the Shamrock III. before trying her again. That will be in the morning and we expect to be ready to tow out before noon."
>
> "What is your opinion of the Reliance?"
> Sir Thomas was asked.

Sir Thomas was asked.

"She is indeed a wonderful boat," was the reply. "She is a formidable adversary for any craft, yet I dare say the Columbia is not in as good fettle as she was two years ago. You have a marvellously good boat, but you must have a real wonder to beat the Shamrock

this time."
Shortly before 4 o'clock the headsails of the Shamrock I. were lowered to the deck and stowed below, while the mainsail was furled and covered. Everything was made sourced and covered. Everything was made sourced about ten minutes before a heavy squall, followed by a sharp shower, struck the yachts. Steam was kept up on both the Erin and the cruiser and everything was in rendiness to slip cables and give a line to either of the racers should they at any time need assistance, but that contingency did not arrive. but that contingency did not arrive. Lipton's plans at present are to give the yachts as severe tests as possible to-day and to-morrow and rest the crews on Sunday in order to be in shape for the work scheduled for next week, which will be a race every

ARROW BEATS OTHER FLIERS. Darts Away From Vamoose and Asbury

day, weather permitting.

Park With Only One Boller Working. Charles R. Flint's twin-screw yacht Arrow, which made a trial trip last summer at the rate of forty knois an hour, gave another exhibition of her speed yesterday morning by defeating Walter Lewisohn's flier, Vamoose, and the new twin-screw passenger steamer, Asbury Park, in a three-cornered race from Atlantic Highlands to the Battery. The Flint flier made the trip with only one boiler in commission and was timed from the Southwest Spit, where the main ship channel turns to the northward to the Battery Landing, in 51 minutes. She waited fourteen minutes after Mr. Flint and Mr. Cromwell, his guest on board, had gone ashore, and then steamed out toward the Asbury Park, which was looming up through the mist to the southward. Giving a derisive shrick from her siren when abreast of the passenger boat, the swiftest steamer in America dashed away to the southward and

America dashed away to the southward and quickly disappeared in the veil of fog.

The steamer was making her regular 8 o'clock trip from the Highlands and the two swift yachts "by accident" happened to be in the vicinity of the Spit. The Asbury Park was tearing up the bay at a twenty-mile clip before the two yachts were straightened out in the wake of the passenger vessel. She was fully a mile ahead and almost hidden in the haze when Capt. Packard, who was on the bridge of the Arrow, rang the jingle. The black yacht almost leaped out of the water as the engineer opened the valve and, with her engines humming a song of victory, she caught and passed the Asbury Park in six minutes.

In the mean time the Vamoose, which was

six minutes.

In the mean time the Vamoose, which was scarcely 330 yards astern of the Asbury Park, was passed "as if she was a dock," as a sailor expressed it The Arrow was soon lost sight of from the Asbury Park, but the scream of the siren on the Flint yacht reminded the passengers on the larger craft that there had been a race. The distance that separated the two boats when the Arrow reached the Battery was fully a mile and a half. the Battery was fully a mile and a half.

"And we only used one boller," sadly remarked Capt. Packard, as the Arrow swept around in a circle close to the Asbury Park, and the black flier again headed down the

Police Squeich New Boxing Club in Windsor. Ont.

BUFFALO, July 2 .- Jim Kinney's attempt to establish an athletic club at Windsor, Ontario, under the boxing laws of Canada, for the purpose of conducting fistle battles, has proved a dismal failure. The police authorities of Windsor notified the Buffalo fight promoter this morning that any attempt on moter this morning that any attempt on his part to pull off a boxing bout in Windsor would result in his arrest. When Kinney received the notification from the police he immediately declared off the scheduled twenty-round contest between Matty Matthews of Brooklyn and Otto Sieloff of Chicago, which was to have taken place in Windsor on the night of July 3. The meeting of Matthews and Sieloff was to have been the initial contest before Kinney's new club. test before Kinney's new club.

Matty Matthews, accompanied by Tommy
West and his manager, Marvin Smith, arrived
here this morning from New York. Matthews
will probably remain here and assist Gardner in his preparation for his fight with Root.

Father and Son on Same Baseball Team. New Haven, July 2 .- Yale men heard today that Jimmle O'Rourke, who played on sail for the reach on the second leg. Prepa- the 'vareity ball team this season, had be-rations had been made to send a small club | come a professional, thus putting himself topsail up, but having no competitor, the yacht kept on with no topsail. She gybed around the second mark at 2:44:10 and then set a balloon jib topsail for the third leg, which also was a reach.

The wind lightened considerably on this

SEABRICHT, July 3 .- The final of a series of The third ten miles was sailed in 47 minutes in seconds, which was at the rate of a little letter than twelve miles an hour. The twenty miles reaching had been sailed at the seconds at the Rumson campus to-day attracted a large crowd. It was the final game of the series, and the Westchesters made it three straight. giving their opposers made it three straight, giving their opp two goals and scoring 14 goals to 9 for the Rumsons. Goals for the winning team were made by Cooley and Blair, while, for the Rumsons, Ralins, H. S. Borden and R. J. Collier made the pionts.

> Walthour Wins Motor Paced Race. BALTIMORE, July 2 .- Several thousand persons were at the Collseum here to-night when Bobby Walthour, paced by Charles Turville, easily won from Nat Butler and Howard Freeman in a five-mile motor paced Yachting Notes.

Hans Isler, Hoboken-The present deed of gift

WITH THE HARNESS HORSES. Good Racing at Orangeburg. Good harness racing marked the opening day at Orangchurg yesterday:

2:30 class; tru:"">
2:30 class; tru:""
2:30 class; For horses that started in 1902 and did not win over \$500; purse \$500:

High Winds and Slow Times.

Nashua, N. H., July 2.—Three events took place at the Nashua track this afternoon, but on account of a high wind, slow time was made in nearly every 2:40 class, trotting: purse \$500.

Luraro, bl. m. by Bon Flzzaro (Ralston)5 1 2 1
Fairy Vale, b. s. by Redheart (Downey)1 2 1 3
Normal Mald, b. m. (Cox) 2 4 4 2
Kitty Wilkes, b. m. (Rathbun) 3 3 3 5
Lady Mac, b. m. (Bever) 6 5 5 4
Lulu Mapes, b. m. (Hicks) 4 dr.

Time—2:273/4: 2:243/4: 2:261/4: 2:301/4: 2:261/4
2:19 class, pacing; purse \$300.
Johnny Wiseman, b. g., by Wilkes (Cox) 3 1 1
Darlus, b. g., by Pred Wilkes (Bowser) 1 2 3
Daniel Webster, b. g. (Cook) 2 3 2
Lucille, bl. m. (Histot) dis

Time—2:173/4: 2:17: 2:181/4: 2:211/4

BINGHAMTON, N. Y., July 2.- The track was to perfect condition for the third day of the Central New York circuit races here to-day. There was not as much splitting up of honors as was ex-

220 class, pacing; purse, \$400;
Lizrie H., b. m. (E. Smith) 1
Greatord Giri, b. m. (Mondy) 2
Thelma., b. m. (Marah) 6
B. O. S., ch. g. (Wilson) 5
Unego, b. g. (Bentley) 5
London C., blk. g. (Liker) di Time-2:1814, 2:19, 2:1714, 2:1814-

Favorites Beaten at Johnstown. JOHNSTOWN, Pa., July 2.—The second day's races of the Lake Eric Trotting Association was full of surprises. In the 2:15 trotting the favorite, Topsy, won, but in both the 2:15 pacing and 2:20 trotting the favorite falled to make good. trotting the favorite falled to make good.

2:15 class, trotting; purse, \$400:

Topay, b. m. (Sherry).

Single H. s. g. (Commings).

Ben Hall, b. g. (Turner).

Joan of Arc, b. m. (Haywood).

Time, 2:1614, 2:1614, 2:1614.

2:20 class, trotting; purse, \$400:

Burr Woodnut, s. m. (Grady).

Tiger Tom, b. g. (Gray).

2:15 class, pacing: purse, \$400:

2:15 class, pacing: purse, \$400:

Mohawk-Hudson Valley Meet. HUDSON, N. V., July 2.—There was a large attendance to-day at the Mohawk-Hudson Valley meet. The track record of 2:13's was easily broken by Hettle G., owned by Thomas W. Murphy of Gien Cove, L. I., the mare stepping the mile in 2:10%. The management had offered \$50 if the track record was broken.

Racing at St. I outs.

ST. Louis, July 2.—Orris, favorite in the feature event, won handliy by a length from Helen Print. Virgle D'Or ran away three miles in the warming up and was drawn, all bets being declared off and a new book made. up and was drawn, all bets being declared off and a new book made.

First Race—Five furiongs—Wreath of Ivy, 115 (Higgins), 8 to 5, won: Bush Smith, 160 (Lauden), 25 to 1, second; Lila Noel, 115 (Wolff), 25 to 1, third. Time, 1944. Anna Hardy, Mattie Rand and Falcon's Pearl also ran. Sararose finished third, but was disqualified for fouling. Heedown fell. Second Race—Six furiongs—Bine Grass Girl, 163 (Higgins), 9 to 1, won; Cardwellton, 113 (Smith), 4 to 1, second; Mike Strauss, 136 (Shilling), 6 to 1, third. Time, 1:17. Herodiade, Orpheum, Eliza Cook, Stub, Weird and Sceptro also ran.

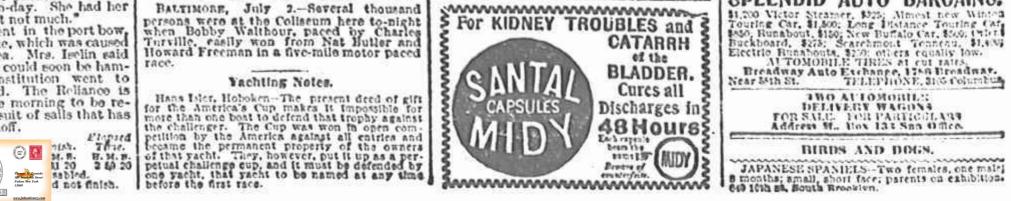
Third Race—Five furiongs—Bell the Cat, 109 (Smith), 6 to 1, won; Athena, 102 (Bonner), 2 to 1, second; Tiomaine, 100 (Higgins), 8 to 1, third. Time, 1914. Lonians, Regina D., Bustler, Allen's St. Luke, Thales, Allegrette, Hast Du Geschen and Gefenel also ran.

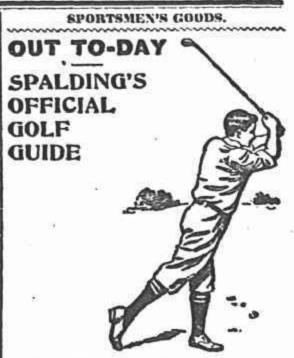
Fourth Race—One mile and a sixteenth—Orris, 97 (Shea), 2 to 1, won; Helen Frint, 98 (Smith), 18 to 5, second; Fettijohn, 92 (Higgins), 3 to 1, third. Time, 1:30. Huccleuth also started.

Fifth Bace—One mile and 70 yards—Lasto, 101 (Bonner), 16 to 1, won; Gas Lighter, 94 (Shilling), 6 to 1, second; Galanthus, 98 (Shea), 20 to 1, third. Time, 1:3814. Tony Lapping, Dr. Jones, Ben Hullum, Straggier, Daddy Bender, Ida Penrance, Class Leader, Lord Meiville and Judge Cantrill also ran.

Sixth Race—One mile—Golden Giliter, 100 (Wallace), 5 to 1, won; Kenova, 100 (Shilling), 1 to 2, accond; Landela, 100 (Louden), 8 to 1, third. Time lacet, 5 to 1, won: Kenova, 100 (Shilling), 1 to 2, arcond; Jandola, 100 (Louden), 8 to 1, third. Time, 1:63'(. Killy Clyde also started.

Savable May Start in the Bealization. CHICAGO, July 2.- Savable will be shipped East to-morrow and may compete in the Realization Stakes at Sheepshead Bay next Tuesday. Savable's wonderful performance yesterday when he forced Alan-a-Dale to the utmost to break the world's record for a mile settles the question of his class Jockey 6'Neil, it is said, will have the mount on Savable.





PUBLICATIONS.

Contains the new rules, past season's records; how to play golf, by Vardon and Braid; how to lay out a golf course; useful hints; glossary of technical terms; how to select clubs; pictures of well-known players

giving the name of every golf club in the United States, its post office address, amount of dues, initiation fee, open months, number of members, length of course, visitors'

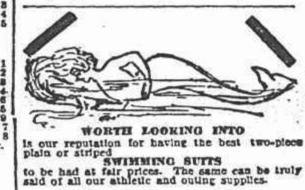
fee and method of access,

DIRECTORY OF GOLF CLUBS,

PRICE 10 CENTS

For sale by all news dealers and A. G. SPALDING & BROS.

STORES Nassau Street Write for Spaiding's complete Catalogue of Spring and Summer Sports. Free by mail.



Arthur Johnson & Co., 🔏 Golf & Tennis Outfitters, 55 W. 42d St., very near cth Av.

HORSES AND CARRIAGES.

VAN TASSELL & REARNEY'S
Auction Sales
OF HORSES AND CARRIAGES
ARE HELD REGULARLY EVERY
TUESDAY AND FRIDAY
((Commencing at 10 o'clock).
AT THEIR HORSE AUCTION MART.
130 and 132 East 13th St.
Between Third and Fourth Avs., New York.
Catalogues ready morning of each sale. Purchasers will always find a large and interesting list to select from.
Those desiring to sell can make entries as any time up to 5 P. M. the day before the sale.

CLEARING OUT SALE OF HARNESS AND
HORSE GOODS.
Fine White Web Single Buggy Harness, \$6.52.
Other styles at \$7.75, \$11.00 and \$12.00. Fine Breast
Collar Surrey Harness, \$15.00. Horse Sheets, 652
Lap Dusters, 75c. Coolers, \$1.00.
PETERS HARNESS & SADDLERY CO.,
68 West Broadway, near Chambers St., upstairs. ATTRACTIVE, handsome, sound, stylish, gentle cob; has been ridden and driven by ladies the past year. Brewster, victoris, brougham, station wagoz. Waldorf trap, family surrey (seat four), Silvers runabout, harness, English riding saddles, bridies, robes, whips, fixtures, de. COACHMAN, private and the fixed learness and the coach was received. stable. 65 Madison av., near 27th st.

HIGHAND LOW WHEEL RUNABOUTS
AT GREAT BARGAINS.

STATION WAGONS, TRAPS, STANHOPES.
LARGE STOCK BUSINESS WAGONS.
WH. B. BISHOP, 36 WARREN ST. R. G. GREEN'S CARRIAGE WAREROOMS.

149-150 East 129th Street.

100 Styles, New and Second Hand.
Surreys, Runabouts, Phaetons, &c.
in stock. For sale at attractive prices.

BUSINESS WAGONS, \$2.50 WEEKLT PAT-MENTS: ALSO FURNITURE VANS AT BED. FORD WAGON WORKS, \$54-260 REDFORD AV., BROOKLYN. TEL. 1311 WILLIAMS-BURG. EDWARD CALLANAN'S SONS.

184 West 66th St., just east of Broadway.

NEW AND SECOND HAND CARRIAGES.

HIGH GRADE REPAIRING. LOW WHEELED RUBBER TIRED RUNABOUT, depot wagon, four-passenger trap, six-passenger canopy-top surrey, top stanbope, for sale cheep, storage. Telephone 112 Harley.

HANDSOME SORREL HORSE, 15 hands, new rubber-tired runabout; harness, whip and lap robet all \$225; bargain. DeGray, Palisade Park, N.J. BESINESS WAGONS, Farm Wagons, Handy Wagons, Open Wagons, lowest prices. MUTCAL WAGON COMPANY, 542-544 Hudson.

RACING AT SHEEPSHEAD BAY.

June 18 to July 7, 2:30 P. M. Rain or Shine.

14TH DAY—THE PANSY and 3 Other Races.

Leave East 84th St., E. R. via L. I. R. R. at II A. M.,

12:10, 12:40 (1:90 Parior Car Train), 1:10, 1:40, 2:0

2:40, 3:10, Take ferry foot Whitehall St., N. V.,

II A. M., and thereafter every 20 minutes, connecting at 32th Street, Brooklyn, with Brooklyn

Heights Trolley direct to track. Fare 10 cents.

Ample accommodations returning by this toute.

35 minutes by trolley, Brooklyn hapid Transis

from Brooklyn Bridge (N. V. sides), Bridge trains

via Klugs County and Brighton Beach Road, also

Flatbush Avenue Surface Line via Brighton Peach

Boad, every 10 minutes. From Broadway, Williams

burg, take Occan av. cars. Concert by Lander.

GRAND STAND, \$2.00. FILED STAND, 756

AUTOMOBILES. SPLENDID AUTO BARGAINS. \$1,700 Victor Steamer, \$25; Almest new Winted Touring Car, \$1,800; Long Pistance Touring Car, \$850; Runabout, \$150; New Buffalo Car, \$500; Unit I Buckboard, \$275; Scarchmost Tenneau, \$1,800; Electric Runabouta, \$2.00; others equally low.

Al TOMOBILE TIRES at cut rates,
Breadway Auto Exchange, \$750 Breadwar,
Near 55th St. TELEPHONE, \$305 columbuts

TWO AUTOMORILES
DELIVERY WARDING
FOR SALE. FOR PARTICULARS
Address M., Nov. 133 San Office.