

SPORTING EDITOR - Harry Beecher
RACING - Francis Trevelyan
YACHTING - Duncan Curry

SPORTING NEWS TOLD BY EXPERTS.

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IT'S TOUGH LUCK FOR BEANS.

Cold Weather May Prove Serious for the Washington Meeting.
JOCKEYS MUST PRACTICE.
Sloane's Absence from the Saddle This Winter Is Telling in England.

By Francis Trevelyan.
Only a week to the opening of the racing season in the East, and the winter still will be the means of almanacs may tell us that it is gone, but we know better. Of course a continuance of the bad weather is going to work serious harm to the Washington meeting quite apart from the matter of horses being backward in condition.

The Washington meetings have always had to depend principally on New Yorkers for their support. The natives will not warm up to the sport, no matter how good a brand of the article may be given to them. A Summer season of the kind we have seen in the past, and a winter of the kind we are now experiencing, will do much to reduce the number of spectators at the races. It is almost impossible to get any Washingtonian to attend the races unless he gets a badge entitling him to free admission.

A gentleman who was connected with the St. Asaph track was talking about the "beans" of the season. "I don't know," he said, "but I think the beans are in the Hotel, and the house was crowded with racing men, who, almost without exception, were there to see the business of the house, was almost doubled by the meeting, but I noticed that the proprietor never came to the track. So I said to him: 'Why don't you come out and see us sometimes?' 'Well, I'll be pleased to,' he replied, 'where's my badge?' And that was a fair sample of the way they all act down there.

But we shall have to have some better weather than last week's if the racing season is to be successful. It is not only the "beans" that will be affected, but the "beans" of the season. It is not only the "beans" that will be affected, but the "beans" of the season. It is not only the "beans" that will be affected, but the "beans" of the season.

The Washington Jockey Club has, since its inception, always "played in hard luck" to some extent. The meeting that will open next week would have had a chance to redeem all the bad luck of the past but for the lateness of the season. The decision of the courts about the legality of betting will make a big difference. Although the public at large nourishes the idea that the professional racing man is invariably a pretty tough character, the majority of them have too much respect for themselves and their belongings to care to take any risk of getting into the clutches of the law even for a merely technical offence to which no disgrace attaches itself.

It came as a good deal of a surprise that the Westchester Racing Association should have secured the \$10,000 champion steeplechase. This is the event that the Coney Island Jockey Club hoped to make one of its features. The Westchester Racing Association is a new organization, and it is not yet known whether it will be able to hold its own against the established clubs. It is not yet known whether it will be able to hold its own against the established clubs.

We have heard a good deal in the past about the absence of practical support of the cross-country racing from the gentlemen interested in the National Steeplechase and Hunt Association, but now this must surely be changed. It is not yet known whether it will be able to hold its own against the established clubs.

Today's Probable Winners.
At New Orleans.
FIRST RACE—FRANK BELL, LADY ELERSKIE.
SECOND RACE—SALVAREE, CHELSEA.
THIRD RACE—JULIO STRALMAN, NICKED.
FOURTH RACE—GOLD FOX, WATER CREST.
FIFTH RACE—FLEEDA, SISTER ALICE.
SIXTH RACE—NORA S. L. E. CATON.

THEY ALL SAY JIMMY MICHAEL WILL BE A GREAT JOCKEY.



ASK almost any trainer, jockey or stable hand that has been making his headquarters around Gravesend the last week or two how Jimmy Michael, once the "midget king of the wheel," is going to do in his new vocation among the thoroughbreds and you will get virtually the same answer from all. Public opinion, as thus exemplified, seldom will have had a harder setback than if Michael's supremacy of the cycle path is not equalled on the race course. Michael himself is not saying so, at least certainly not for publication. He lives up to the proverb that speech is silver, but silence is golden. He just says wood and says nothing. Sawing wood in his case means the punctual and dutiful fulfillment of the minor and major duties that are incidental to the lot of every budding jockey. Since he reported for duty to Frank McCabe, who presides over the destinies of "Phil" Dwyer's stable, he has gone right to work as earnestly and sincerely as if he were some ragged little pickaninny from the South that sees for the first time a glimpse of possible fame and fortune. To ride in the first and second sets of horses that McCabe sends onto the track is only a part of Michael's duties—the less irksome part in fact. Remember, this little Welsh lad has been really a "king" in a tinpot way, maybe, but more really a ruler of men than many a one to whom has come the foolish tinsel of an empty sovereignty. He could be "king" still, the possible way; but he has thrown up what seems to him a hollow and profitless sham and voluntarily assumed the hardships of one of the most arduous careers in the world for the sake of a possible mastery of his triumphs.

Michael has been associating with Tod Sloane. You would never guess so till you see him astride a thoroughbred. Then it shows; but where Sloane would be ready of word, facile in reply, epigrammatic even, Michael is dumb. In a jockey reticence is supreme virtue, and if the Welshman was king awhile, he may be canonized on horseback. "That lad will make a jockey, sure," is the way McCabe, a considerate, thoughtful man, apart from his excellence as a trainer of thoroughbreds, puts it. "He has been with Sloane a great deal in the past winter. There is no use to deny that, whatever any of us may have thought, the new style of jockeyship goes. We have got to recognize this, for it brings the results. Michael has Sloane's seat. He is going to be a success as a jockey. I have been through the mill myself, and I know. "Why, he's got all these boys around here beaten already," chimed in another trainer, John Miller, a member of a family of famous jockeys, whose brothers, Charles and William, in their day, rode some of the most famous horses this country has ever had—Harry Bassett, Glenelg and the like. "Look him over as he comes by, and see his seat and hands." Michael's early experience in the saddle, it is said, was much wider than he has cared to assert, even if of a crude sort. He seems a natural horseman, and on this experience he is grafting the result of thought and association with such masters of the art of race riding as Sloane. Though to-day he can scale as low as 105 pounds—and can doubtless scale below this—he is powerful. His loins, back and legs are very strong, and since nature seems to have endowed him with that best of horsemen's gifts, good hands, it is no wonder if he has as great a mastery of the horse as of the noisier steed of steel.

A horse tried to bolt with Michael while the Journal's photographer was at work, did bolt and get away in fact, but Michael had him in hand in less than two furlongs. Nothing raw and inexperienced about that.

NEW YORK'S TEAM IN BAD SHAPE. The Outfield and Pitching Department Are as Yet Incomplete.

CHARLESTON, S. C., March 26.—The Giants will be without the services of Captain Doyle for several days. His injured leg is still very lame and he could merely hobble around with the assistance of a cane to-day. He overtaxed his strength yesterday while officiating as umpire for three innings. Doyle chafes under the restraint, for none of the players is more ambitious than he to get into proper playing condition. McFarlan is in very much worse shape than his captain and he has not been able to leave his room since the night of his accident. There are no bones broken in his injured ankle, but it is still badly swollen and it is doubtful if he is able to play again while the team is in Charleston. This will handicap McFarlan seriously, for he takes on less easily and it is difficult for him to reduce himself. It appears now as if McFarlan's chances of making the regular team are very slim. If Flannan is unable to play at the opening of the championship season, the making up of the outfield will be another serious problem for Manager Day to consider. One of the catchers has been utilized in the field so far but happened on Fort Snodgrass. The points of interest around this quaint old city again attracted the players to-day and they scattered in various directions, bringing back another load of souvenirs. Many of the men visited Fort Moultrie on Sullivan's Island, where they were the spectators of the Second Artillery who played against them yesterday. The soldiers proved themselves very hospitable entertainers, showing the very best of interest in the new batteries of disappearing guns, etc., and taking them in a jaunting car. The historical old fort were collected. An invitation has been extended to the Giants to play a game with the soldiers on the grounds of the latter. The officers at the Fort are very anxious that they can be game players, and they promise to make it a gala affair if the invitation is accepted. Manager Day has the matter under consideration.

DEFENDER'S BIG SAIL. NOLAN WON BY YARDS. Probable that the New Yacht's Main-sail Will Contain Over 7,000 Feet of Canvas.

BRISTOL, R. I., March 26.—Duck wove from Sea Island cotton is the material from which the new cup defender's sails are being made in the new loft on Burnside street, according to the latest information, and the material will probably contain over 7,000 square feet of canvas. The steel gaff, which will be completed within two or three days, will reach out between 68 and 70 feet, at a height of 80 feet above the deck at the boom. The boom, fully ten feet longer than Defender's, is also well under way, and a tower-steel topmast will be started next week unless orders are changed. Nothing has yet developed to indicate that the Journal's first estimate of the total sail area is much out of the way. The largest increase is expected to be upward. Her inward curving topmasts show clearly that "captain" Sail expects her to hold out under pressure of upper courses, and she pronounced "trouble hump" affords much less of lee rail and deck to drag through the water than the comparatively straight topsides of the 1895 champion.

New Orleans Entries.

First Race—Six furlongs—Bain Pin, 100; John Boone, 100; M. Dwyer, 100; G. M. 100; L. 100; M. 100; N. 100; O. 100; P. 100; Q. 100; R. 100; S. 100; T. 100; U. 100; V. 100; W. 100; X. 100; Y. 100; Z. 100.

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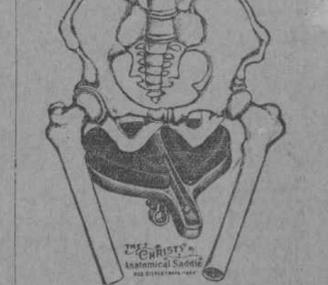
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FOR SALE—An open boat, cat rig, 18 feet long, 4 feet wide, in good condition. Price \$25.00. Call on J. H. M. at 124 East 124th St.

THREE RACES ADDED.

Two-Mile Event Added to the Harle Regatta Programme to Attract College Crews.

The Regatta Committee of the Harle Regatta Association met yesterday afternoon in the Newport Boat Club's room. It was decided to add three new races to this year's Memorial Day programme and also decided to give emps to the rowers instead of banners, as has been custom for many years past. A senior four-oared race, an intermediate four-oared race and an intermediate eight-oared race are added races. The main object of the committee in making the latter event an open affair is to attract college crews. The following were chosen to officiate: the regatta, Referee, Dr. Walter B. Peck of Columbia University; starter, Theodore Van Ruden, Atlantic Boat Club; clerk of course, Dr. Casady, Harlem Rowing Club; assistant clerk of course, Leon Mayer.

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Office Hours, 9 A. M. to 9 P. M. Sundays, 9 to 12.