YACHTING REGATTAS ❋ POLO ❋ HEAVYWEIGHT PUGILISM

ALMOST THE EVE OF THE CUP RACES

Challenger Going Into Dock to Remain Five Days for Final Fixing.

HER TRIALS AND CHANGES

Mr. Fife Evidently Satisfied, While It Is Pretty Certain That the Reliance Pleases Her Friends.

About half-past seven o'clock to-morrow morning the Shamrock III. will arrive at the Erie Basin, and one hour later she will be placed in the dock, there to remain nine days.

On Saturday of this week the Reliance will also be docked at the Erie Basin, and will remain four days.

On Wednesday, August 19, the yachts will be measured by Mr. Charles D. Mower, the official measurer of the New York Yacht Club, when they will be towed to the Horseshoe, ready for the first of the cup races, which will be called the following day, August 20.

Mr. Fife, who is in full control of the Shamrock III., is evidently satisfied with that yacht, so far as her speed is concerned, and if further changes are to be made in her gear and canvas there will be ample time to give them attention.

Mr. Iselin is pleased with the Reliance and the four days that she will be in the dock at Erie Basin will be given up to polishing her underbody and to details of a minor nature.

THE RELIANCE A LUCKY BOAT.

The performances of the Reliance during the summer are easily remembered. She has been seen under sail and in races in all kinds of wind and weather and in smooth water and bad tumble of sea. Her accidents have been unimportant. The loss of her topmast off Larchmont was due to the carelessness of a sailor, and the buckling of her gaff at Newport, after winning a splendidly sailed race, may be attributed to the same cause.

It can be set down that the Reliance is a lucky boat.

The trials of the Shamrock III. with the Shamrock I. have been under the direction of Mr. Fife exclusively. It has been his plan to make them as confusing to the American yachtsmen as possible, and he is sure that little of the real capabilities of the challenger have been revealed during her spins off Sandy Hook.

In fact, Mr. Fife is said to have congratulated himself that in this particular at least he has been successful, and that the curiously inclined on this side of the water know really nothing of the boat.

And yet Mr. Fife has been very busy with the challenger. He has repeatedly altered her trim. He has given her a new bowsprit three feet longer than was at first used off Sandy Hook, and that means that he has added to her headsail. The Shamrock III. has been for some time using the gaff of the Shamrock II., and that gives something of an inkling as to the area of her mainsail.

OTHER CHANGES MADE.

Upon her arrival here the challenger had some American and some English blocks. The latter have been discarded, and now she is entirely fitted, it is reported, with blocks made in this country. American sailmakers have been utilized in the recutting and alterations of her canvas and in making new sails.

The mast of the Shamrock III. has shown structural weakness, and has been extensively strengthened here. Its position in the boat has not been changed. When it was taken out recently at night it was in a bad way. One portion of it showed signs of collapsing like the leg of an old boot and all hands were alarmed. The spar should now stand rough water, which at any time may be looked for on the international course.

Mr. Fife thinks that he has improved the speed of the challenger over the required cup match distance of thirty miles fully three minutes since her arrival here. Naturally, his reasons for this conclusion have not been made public.

The speed of the Shamrock I. under the varying conditions of wind and water is, perhaps, so well known by Mr. Fife that his conclusions and comparisons may be erroneous. And yet it has been quite well understood by many that Captain Bevis has not been satisfied with the condition of the old boat, and he has not been able to improve it, owing to circumstances over which he has no control. This being the case, racing yachtsmen may judge for themselves of the value of the trials off Sandy Hook between the visiting vessels.

WHAT SOME YACHTSMEN THINK.

One member of the Lipton expedition has writen to a friend at home:—"After having seen the American boats sailing and knowing what the Shamrock III. can do, I see no reason why she should not win the cup."

On Thursday last the steam yacht Seminole, owned by Mr. John N. Robins, N.Y.Y.C., was off Sandy Hook for the purpose of looking at the Shamrocks under sail. On board the Seminole were a number of British yachtsmen. The yachts were seen on the home leg, there being a beam wind for most of the ten miles. All acknowledged that while the challenger is a wonderful boat she would probably meet her equal, if not superior, in the Reliance, which they had seen sail many times, though they hoped for the best.

Sir Thomas Lipton has expressed himself as being confident of winning with the Shamrock III. Still, it is reported that he has more than once said that, in his opinion, the best chance that he never had of carrying away the old trophy was with the Shamrock II., and that was lost because there was lacking a unity of action.

STILL TROUBLED ABROAD.

In commenting upon the selection of the Reliance to defend the cup, the Yachtsman, of London, thus talks:—

"The decision has been foreseen for some time, for she (the Reliance) has clearly demonstrated that, though not an all-round improvement on the Constitution, she is almost the equal of that vessel in some circumstances and vastly her superior in others which are likely to prevail in the cup races.

"The one unsatisfactory feature in the many matches sailed by the three American yachts is the uncertainty as to the form shown by the Columbia. It seems impossible that she could ever be beaten by some of the large margins on record unless through bad handling or faulty sails. At times she has shown fair speed, as in her last race, but she has never sailed a winning race with the Constitution, as she frequently did two years ago.

"Doubtless the Constitution may now have had more justice done to her, but it is more easily believed that this year the Columbia has had less than fair play. Formerly she was not only kept in the pink of racing trim, but was under the charge of the cup defending skipper, which makes it almost certain that her present form is very different from that which proved just too much for the Shamrock II.

"All estimates of the comparative speed of the Shamrock III. and the Reliance must be derived through the Columbia, the Shamrock II. and the Shamrock I., a very roundabout method of forming an opinion, but, so far as it goes, altogether in favor of the British yacht."

All of which may be answered by the simple remark that in the opinion of the Herreshoffs the Columbia during this season has shown more speed and been in better form generally than ever before.

TRIAL FOR THE RELIANCE

Beats the Constitution in a Spin Off Newport.

[SPECIAL DESPATCH TO THE HERALD.]

NEWPORT, R. I., Saturday.—Mr. C. Oliver Iselin is taking advantage of every opportunity to get the Reliance in perfect condition for her coming races with the Shamrock III. for the defence of the America's Cup. After being becalmed in the channel this morning the Reliance and her trial horse, the Constitution, went out for a spin this afternoon in a good whole-sail breeze from the Southwest.

No attempt was made to have a formal race, but the yachts started from Brenton's Reef Lightship on nearly even terms, with the Constitution in the weather position. They beat down the Narragansett shore nearly to Point Judith, footing very fast, and after a while the Reliance weathered the old boat and, planting herself on the Constitution's bow, son opened up water between them.

From Point Judith the boats made a broad reach to the eastward, the Reliance again showing her superiority. Later, both set spinnakers, under which they came up from the southeast and entered the channel, with the Reliance still leading. They picked up their moorings at half-past six o'clock, after a spin of three and one-half hours. Those who saw the Reliance sail to-day think some slight change has been made in her ballast, but they are of the opinion that whatever was done to her at Bristol has improved her going.

FIRST RACE FOR THE STRATHCONA

Defeats the Challenger, Irondequoit, for the Canada Cup by Good Seamanship.

TORONTO, Ont., Saturday.—A brisk southwest breeze of ten miles greeted the contestants of the Canada Cup races to-day. The course was a beat of seven miles, with a broad reach and a close reach home.

By sheer seamanship the first of the Canada's Cup races goes to the defender, after a close race, with a most exciting spinnaker run at the finish. At the start the Canadian was first over and in the weather position.

The turn at the first buoy was pretty. The boats made it a long port tack. The Irondequoit had been held a little high for the buoy and came down with a rush. The Strathcona shot around with a lead of 20 seconds. Twice Captain Barr tried to luff across the Strathcona's wake and pass her to windward, but he failed each time. The Strathcona finally worked out a lead of one length, two lengths, three lengths. It was done slowly and steadily.

The sea was lumpy but the Strathcona made less fuss than the Irondequoit and steadily increased her lead. Then the Irondequoit suddenly recovered lost ground. How she did so is inexplicable, but she shot up to windward, blanketed the Canadian and passed her like a rocket. This was just west of the second buoy. The time of the turn was:—The Irondequoit, 1:05:55; the Strathcona, 1:06:05.

The last leg of the triangle was a run home with the wind on the port quarter. The wind had varied a trifle, and at twenty-five minutes past one Skipper Jarvis decided that he could carry his spinnaker.

The Strathcona's big spinnaker drugged her along inch by inch closer to the Irondequot. At last she was close enough to interfere with the leading boat's wind.

The American yacht's spinnaker boom soared into the air and the sail collapsed in a tangled flutter. She luffed to keep the Strathcona from passing on her weather quarter, but Skipper Jarvis also luffed until his big spinnaker no longer drew.

The yachts were steering away to windward of their course, but Skipper Barr again luffed. Jarvis hung grimly to his weather quarter and then suddenly squared away, shooting across his rival's wake. Out came his spinnaker and away he ran. The American set his spinnaker a minute later. The Strathcona opened the gap steadily and crossed the line a winner. The official time of the finish was:—The Strathcona, 2:07:30, the Irondequoit, 2:07:50.

CHALLENGER HAS HER LAST TRIAL

Has Had Eighteen Spins in All with Old Boat and the Timers Submit Report.

The Shamrock III. sailed the last of her trials yesterday with her sister racer before going into dry dock to be put in trim for her effort to win the cup.

Fifteen additional men were selected from the crew of the Shamrock I., and they sailed on the challenger for the first time yesterday. She now carries fifty-nine men all told.

It was only a sail stretching trial. After waiting at Sandy Hook until noon for an extra jib for the new boat, the yachts ran out through the channel, but separated before they reached Sandy Hook light ship, the challenger heading out to sea. The Shamrock I. went around the light ship and then joined the new boat, after which they had a brush of a few miles to windward in a fine sailing breeze. The new boat passed the old one when the latter had some trouble with her mainsheet, and the trial was abandoned. The racers were then taken in tow.

In English waters the Shamrock III. sailed five actual trials over measured courses with the Shamrock I. They were not all thirty miles in length, but, being calculated in that way by the timers on the Erin, show that she beat the older boat an average in each race of 10m. 21s. In the thirteen trial races sailed in American waters the challenger defeated the old boat an average of 11m. 51s. on the basis of thirty miles to each race.

These averages do not include the only race in which Shamrock I. defeated the challenger, which was the result of a fluke.

THE BARBARA FIRST HOME

[SPECIAL DESPATCH TO THE HERALD.]

NEWPORT, R. I., Saturday—A cup offered for the thirty-footers by Vice Commodore Henry Walters, of the New York Yacht Club, was won this afternoon by Mr. Winthrop Rutherfurd's Barbara in a pretty race. There was a breeze of moderate strength from the southwest, and the course was six miles to leeward and back, with a short reach at the finish. Mr. John R. Drexel's Raccoon, which was sailed by Mr. Reginald Brooks, obtained a fine start and led almost to the finish, when the Barbara had a lucky slant of wind and won by twenty-one seconds. The start was at 3:22 o'clock. The summaries:—

Boat and Owner.	Elapsed Time. Finish. H. M. S.	H. M. S.
Barbara, W. Rutherfurd	4 55 52	1 33 31
Raccoon, J. R. Drexel	4 55 52	1 33 52
Carolina, Pembroke Jones	4 56 34	1 34 34

Vaquero III., Payne Whitney, fouled and withdrew.

BROOKLYN Y.C. RACES.

The special races of the Brooklyn Y. C. yesterday produced excellent sport. The larger boats sailed about eight miles and the smaller about six miles. The summary:—

Sloops.—Class A—Start 3h. 35m.

Boat and owner.	Elapsed. time. Finish. H. M. S.	H. M. S.
Winona, A. P. Sohier	3 50 07	2 15 07
Sunshine, S. S. Fountaine	4 23 15	2 48 15

Catboats.—Class D—Start 3h. 40m.

Bonita, Haviland Brothers	5 44 07	2 04 07
Squaw, H. J. Heuck	5 50 43	2 10 43

Sloops.—Class D—Start 3h. 45m.

Sandpiper, W. W. Redfern	5 18 07	1 33 07

Did not finish.

Catboats.—Class E—Start 3h. 55m.

Boozie, C. D. Durkee	5 21 10	1 26 10
Rascel, D. G. Whitlock	5 29 46	1 34 46

Did not finish.

The winners were the Winona, the Bonita, the Sandpiper and the Boozie.

YACHTING NOTES.

The steam yacht Viking has been chartered for Mr. Franklin Haines through Manning's Agency by Mr. Walter L. Clark, N.Y.Y.C., who is the owner of the Viking, also the houseboat Modoc for Sir Thomas Lipton.

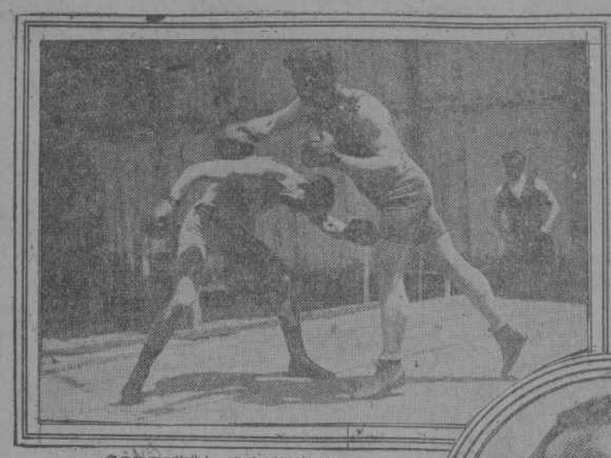
The Amicita Amateur Military Band has volunteered to give a concert at the Atlantic Y.C., Sea Gate, on the evening of August 20, the night of the first race for the America's Cup.

Through the courtesy of the Marine and Field Club, a limited number of tickets on the steamer Shimerock have been placed at the disposal of the Brooklyn Y.C. for the first and second cup races, August 20 and August 22. Members desiring tickets should notify Mr. Charles A. Kelly, secretary, No. 21 Park row, this city.

The American Catboat Club, of Port Washington, L. I., will hold a regatta on August 22, open to all catboats owned by members and non-members of yacht clubs.

The annual regatta of the Horseshoe Harbor Yacht Club, of Larchmont, will be held on August 15. There will be a competitive one design race for seven boats, to be entered from each of the following classes:—Atlantic Y.C., New Rochelle Y.C., Manhasset Bay Y.C. racebboats, American Y.C. smaller class and Seawanhaka Y.C.

PRINCIPALS IN THIS WEEK'S HEAVYWEIGHT CHAMPIONSHIP BATTLE AT SAN FRANCISCO.



CORBETT DUCKS FROM KENNY.

CORBETT'S FIGHTING FACE.

JEFFRIES AND FITZSIMMONS BOXING

JEFFRIES FIGHTING FACE.

JEFFRIES TAKING A MORNING RUN

BRYN MAWR II. TAKES POLO CUPS

Spirited Play Gives Four Easy Victory Over West Chester Second Team.

SCORE IS 12 3-4 TO 4 GOALS

R. E. Strawbridge Is Thrown from His Pony in Third Period, but Escapes Without Injury.

[SPECIAL DESPATCH TO THE HERALD.]

NARRAGANSETT PIER, R. I., Saturday.—Polo again was the star attraction for Narragansett this afternoon, when Bryn Mawr second met Westchester second in the final match for the Narragansett cups. The game was the sixth event in the Point Judith polo tourney. In a spirited fray Bryn Mawr won the match and cups by a score of 12¾ to 4 goals.

Play opened briskly, and both teams rode with snap and spirit in their fast chase for the ball. After a see-saw match R. E. Strawbridge, with a series of long drives, sent the ball flying toward the goal posts, and Harrison drove it through, scoring the first goal for Bryn Mawr. A change of ponies was called for before the first period was finished, despite th cool afternoon in their favor. At the end of the period Bryn Mawr had a lead of two goals. Both fours seemed to be evenly matched, and displayed superb team work as they galloped over the turf.

Both teams fought aggressively in the second period, and thought the play was lively the interval closed without a goal being scored. After another change of ponies the third period opened with a brisk scrimmage, in which Westchester took the lead. The team work of Bryn Mawh was excellent, and fine individual drives across filed with good direction were made by H. W. Harrison, whose clever work counted much for the Bryn Mawr team.

There were several mixups in the period, and in a scrimmage R. E. Strawbridge's pony fell and tossed his rider to the ground. Strawbridge, later in the final period, distinguished himself by scoring two goals for Bryn Mawr. Bryn Mawr maintained a strong lead, though Westchester put up a stiff defence till the final bell rang.

Among those present were Colonel John Jacob Astor and Newport friends, in his automobile; Mr. and Mrs. Harry Hawlin, with a trolley party from Newport that included Count and Countess Frank Von Larisch; Edward Gray, of Boston; L. Harrison Dulles, Mr. and Mrs. William Edgar Shepherd, E. L. Welsh, Dr. and Mrs. Benjamin Reath, the Rev. W. D. Buchanan, Miss Grace Brinckerhoff, Mrs. Joseph Dilworth, Frederick O. Beach, Rear Admiral G. E. Ide, U. S. N., retired; Judge and Mrs. Edward F. O'Dwyer, P. S. T. Randolph, Mr. and Mrs. H. B. Kane, Mr and Mrs. Edward Conner, Mr. and Mrs. Craig Biddle, Mr. and Mrs. Edward Browning, Miss Beatrice Kinney, Pelham Warren and Purdon Robinson.

The line-up:—

Bryn Mawr. 2d.	hdcp.	Westchester. 2d.	hdcp.
No. 1—A. J. A. Devereux	2	No. 1—J. A. Rawlins	2
No. 2—H. W. Harrison	2	No. 2—J. C. Cooley, Jr.	2
No. 3—R. E. Strawb'ge	3	No. 3—J. I. Blair	3
Back—Alex. Brown	3	Back—H. C. Brokaw	3
Total, team hdcp.	10	Total, team hdcp.	11

FIRST PERIOD.

Goal.	Made By.	Team.	Time. M.	S.
1.	H. W. Harrison	Bryn Mawr	0	09
2.	A. J. A. Devereux	Bryn Mawr	7	55
3.	J. A. Rawlins	Westchester	5	05
4.	H. W. Harrison	Bryn Mawr	1	05

Second period. No goal scored.

THIRD PERIOD.

5.	H. C. Brokaw	Westchester	1	16
6.	J. A. Rawlins	Westchester	3	06
7.	R. E. Strawbridge	Bryn Mawr	0	52
8.	R. E. Strawbridge	Bryn Mawr	1	02
9.	H. W. Harrison	Bryn Mawr	1	05

FOURTH PERIOD.

10.	R. E. Strawbridge	Bryn Mawr		50
11.	R. E. Strawbridge	Bryn Mawr	1	30
12.	Alex. Brown	Bryn Mawr	1	56
13.	R. E. Strawbridge	Bryn Mawr	1	40
14.	J. I. Blair	Westchester		24
15.	H. W. Harrison	Bryn Mawr		26
16.	R. E. Strawbridge	Bryn Mawr	4	30
17.	H. W. Harrison	Bryn Mawr	2	39

Referee—W. A. Hazard.

On Monday Dedham will meet Westchester I. in the opening match for the Point Judith Cup for teams of four, without handicap.

RUMSONS' LIVELY RALLY.

[SPECIAL DESPATCH TO THE HERALD.]

SEABRIGHT, N. J., Saturday.—The Rumsons defeated the Freebooters in the polo match to-day for cups given by Mrs. Irving Brokaw, by a score of 7¾ to 5 goals. This was one of the best games witnessed on the Rumson field this season, and not until the last period was the game decided. As the gong sounded, closing the fourth period, Mr. Craig Havemeyer's pony fell and rolled over him, but fortunately Mr. Havemeyer was uninjured.

The line up and summary:—

Rumson.	Freebooters.
1—W. S. Jones, Jr.	1—Craig Havemeyer.
2—Arthur McClure.	2—L. M. Ross.
3—Irving Brokaw.	3—Howard Carr.
Back—Howard Borden.	Back—H. E. Meeker.

Goals earned—Rumson, 8. Allowed by handicap, 0. Lost by penalties, ¾. Total score, 7¾. Goals earned—Freebooters, 5. Allowed by handicap, 0. Lost by penalty, 0. Total, 5. Referee—B. H. Borden.

SQUADRON A BEATEN.

Members of the Staten Island Polo Club played a match yesterday, on their own ground, with Squadron A, to whom they allowed a handicap of four goals. The Staten Island team won, by a score of 10 to 5.

The line-up:—

STATEN ISLAND.	Hdcp.	SQUADRON A.	Hdcp.
Edward Gould Smith	2	W. S. McGuire	4
Morton W. Smith	3	A. W. Putnam	1
Thomas A. Hart	1	Horace Barry	0
Charles E. Hart	2	R. C. Lawrance	0
Total team hd'p	10	Total team hdcp	0

Referee—J. C. Wilmerding.

Jeffries Favorite at Odds of 2 to 1

Champion Fancied for His Fight with Corbett in San Francisco on Friday.

BIG RUSH BEGINS FOR SEATS

California Betting Men Tell Why They Think Present Title Holder Will Win Again.

[SPECIAL DESPATCH TO THE HERALD.]

SAN FRANCISCO, Saturday.—Betting commenced in earnest to-day on the championship fight which takes place in this city on Friday night. J. J. Jeffries to-day was installed as a favorite at 2 to 1, and it is the general opinion that these figures will remain unchanged until the day of the battle.

The sale of seats has just commenced and there already has been an unusually heavy demand. The officials of the Yosemite Athletic Club, under whose auspices the fistic encounter will occur, expect the biggest crowd ever at a ring battle in San Francisco, and have no doubt that the sale of tickets will exceed $50,000.

Jeffries varied his training by taking part in a benefit performance at the Springs on Thursday night for Mrs. Stuart, the sick widow of a stage driver, and George Nutter, an old pioneer. There was no chance to "beat the door," as Jeffries sold tickets and Fitzsimmons collected at the door. The sum of $125 was realized, which was divided equally between Nutter and Mrs. Stuart.

A boxing exhibition concluded an entertaining programme. Jeffries sparred four rounds with Fitzsimmons. The work cut out was so fast that "Fitz" was well winded at the finish. The men were cramped for space, but the champion showed to be fast, both with his hands and feet, "Fitz" finding it difficult to either sidestep or duck his rushes. "Joe" Kennedy set a merry pace for "Jeff," the bout eliciting frequent applause. "Jack" Jeffries had too frequently tested the force of the champion's blows and sparred cautiously as usual when it came his turn to stand up before the big fellow.

RUMORS OF JEFFRIES' CONDITION.

Despite the reports from the camp that have told of Jeffries being in the "pink of condition," a persistent rumor has pervaded the streets of San Francisco that Jeffries was holding his opponent cheaply and was not exerting himself toward the proper condition gait. His boxing at the entertainment failed to reveal the rumored slowness and the rumored defects in wind and condition.

According to Corbett's present plan of action, he will be in and away when the champion attempts to land, and in again a moment later before the big fellow can set himself again. Much has been said and written of the new blows Corbett has developed. Experts say it is the veriest nonsense. Aman after boxing twenty years cannot lear nnew punches, no matter how adept he may be. What Corbett has done is to develop muscles which have hitherto been neglected, and will put force behind his old jabs that may surprise the "boilermaker."

Jeffries' last rough work took place today and from now on only light work necessary to keep him nimble and active will be indulged in.

Following are a number of opinions as to the outcome of the big battle:—

"Tommy" Ryan—"I have every confidence that Corbett will win. I reach this conclusion from reports of how slow Jeffries was when he fought Fitzsimmons and from what I know of Jeffries' condition at various stages of his fight with Corbett at Coney Island. On that occasion Jeffries complained of his arms being tired and he did not seem to know what to do with the elusive Corbett in front of him. Corbett is in fine shape and will make it exceedingly interesting for the present champion."

"Billy" Delaney:—"Jeffries will have no difficulty whatever in knocking Corbett out."

CHANCE TO WIN ON POINTS.

George Harding, veteran official timekeeper:—"I give Corbett a chance to win on points. He has built up a wonderful physique, showing great ambition in depriving himself of many of the luxuries to which he has been accustomed for years in order to regain the championship."

George Siler:—"Corbett's continued daily exercise must have benefited him greatly, but I am doubtful if he can change his style of fighting, even though he has the strength and hitting powers to go through. He might possibly hit Jeffries harder than he did in their Coney Island fight, but that would not do, judging from the way Fitzsimmons put them into Jeffries, without being able to stop him. There is such a thing as blinding a man with continual jabs, after which you punish him at will, and if Corbett can do that there is nothing to prevent him becoming champion. That it will be a fast fight there is no doubt, and Jeffries will have to go some to keep pace with the speedy Corbett."

Robert Fitzsimmons:—"Just wait until the champion gets riled and sets those bearlike paws in motion. Then you will see Corbett on the retreat. It won't take long, however, for Jeffries to reach him and knock him out. I have tried to hustle Jeffries in the bouts I have had with him, but it was like punching at a mountain. You can't hurt that concentrated mass of energy and muscle, no matter how you attempt to take him on."

"Biddy" Bishop, manager of Aurelio Herrera, 128 pound champion of the coast:—"Corbett has developed defensive tactics to a wonderful degree. He has always been a great boxer, but he seems to have improved during his training. If he has developed a punch Jeffries will have a hard time to avoid defeat. Reports of Jeffries' speed come from men who have seen him box with Fitzsimmons, 'Joe' Kennedy and 'Jack' Jeffries, none of whom has ever been credited with being a speedy boxer. It is impossible to form a comparison from his work with them what he will do with Corbett."

WILL BET ON HIS BROTHER.

"Harry" Corbett:—"I will bet one to ten as many times as I can find takers that 'Jim' will knockout Jeffries. I will also back 'Jim' heavily to win on points."

Richard Adams, a well known sporting man, who has spent two weeks with Jeffries:—"Had I left Harbin last Saturday after seeing Jeffries work out I would have come away with the opinion that he would be beaten. I saw him again on Monday with Fitzsimmons, when the champion made a vastly improved showing. At that time he seemed to be in perfect condition for a ring battle."

Dr. Clarence A. Tillman, after a thorough examination of the champion:—"If he makes an aggressive campaign the battle will be short and decisive."

J. W. Coffroth, manager of the Yosemite Athletic Club:—"Jeffries is such a giant in stature and such a glutton for punishment that I hold him to be invulnerable. I am inclined to believe that Corbett will make a show of the champion in the opening rounds, but that he will eventually tire. In that condition he will be at the big fellow's mercy."

NEWPORT POLO DRAWINGS

[SPECIAL DESPATCH TO THE HERALD.]

NEWPORT, R. I., Saturday.—Entries for the polo season in Newport which were made to-day indicate that the series of events scheduled will be more interesting and more exciting than for some years. There will be three different events, and except that for the Brenton's Reef cups, which will be played on the flat, the entry list is notably large. Matches are to be played morning and afternoon.

The drawings follow:—

BRETON'S REEF CUPS.

First round—Tuesday, August 18, Country Club of Westchester vs. Bryn Mawr Freebooters. Friday, August 21, Rockaways vs. winners of August 18.

NEWPORT CUPS.

First round—Saturday, August 22, morning, Westchester Polo Club vs. Meadow Brook Freebooters; afternoon, Rockaway vs. Bryn Mawr.

Second round—Monday, August 24, Country Club of Westchester 2d vs. winners of August 22. Tuesday, August 25, Bryn Mawr 24 vs. winners of August 22. Thursday, August 27, final, winners of August 24 vs. winners of August 25.

WESTCHESTER POLO CUPS.

First round—Saturday, August 29, morning, Country Club of Westchester 1st vs. Country Club of Westchester 2d; afternoon, Bryn Mawr 2d vs. Bryn Mawr Freebooters.

Second round—Monday, August 31, winners of August 29, morning, vs. Meadow Brook Freebooters. Tuesday, September 1, Rockaway vs. winner of August 29, afternoon. Tuesday, September 8, final, winners of August 31 vs. winners of September 1.

MANY PLAYERS AT NEWPORT.

[SPECIAL DESPATCH TO THE HERALD.]

NEWPORT, R. I., Saturday.—A polo record was broken to-day, in that more players appeared on the field ready for the sport than ever was the case before at Newport. The new faces were Robert J. Collier, James M. Waterbury, Jr., and Frederick H. Allen. There were also on the field I. Townsend Burden, Jr.; P. F. Collier, Reginald Brooks, Arthur S. Burden, George McFadden, George H. Norman, William E. Carter, Peter D. Martin, Frederick C. Havemeyer and Ogden Mills, Jr.

So many desired to play that six different line-ups were formed, and so there were in all six matches. The Reds won, 15 to 5, but the sides were changed so often that the score really has no meaning.

A.A.U. SWIMMING RACES.

Swimming races for the championships of the Amateur Athletic Union of the United States, will be held under the auspices of the New York Athletic Club, at Travers Island, on Friday and Saturday, September 11 and 12.

The events, open to all registered amateurs, are as follows:—Two hundred and twenty yards, eight hundred and eighty yards, one hundred yards handicap, one hundred yards, four hundred and forty yards, one mile, two hundred and twenty yards and one hundred yards, novice.

Entries close September 2 with Charles L. Burnham, at the New York A.C.

HORSES, CARRIAGES, &C.

BARGAIN.—Gentleman giving up driving will sell cheap one fine trotting Horse; very fast; perfectly gentle; also double harness, new Victoria Surrey, Phaeton, Robes, &c. Ask for EDWARD LLOYD, Mineola Stables, 84th and Broadway.

BLACK Pacer, 15.2; 8 years; sound, fearless; record 2:22½; standard and registered; must sell by 15th; price $350. S. E. WOODHULL, 202 Clermont av., Brooklyn.

BREWSTER Surrey for sale, hand made, first class condition, cheap. CREEDMORE STABLES, 204 Havemeyer st., Brooklyn.

FOR Sale—Complete turnout; brown Mare (trotting bred), about 15.1 high, perfect in every way and safe; Studebaker Runabout, good as new; Harness, made to order; Whip, &c.; any one looking for such a turnout will find it difficult to match this; price $350. Apply office ALEX. CAMPBELL MILK CO., 802 Fulton st., Brooklyn.

FOR sale—Handsome Team Cobs, J. B. Brewster Wagonette, carries four inside, fine order; Victoria by Demarest & Co., fine condition; both reasonable price. 459 West 152d st.

FOR Sale—Bay road Mare, Brewster top Wagon, Runabout, Sleigh, Harness, Blankets. GRAHAM'S STABLES, 211 West 76th.

FOR SALE—Three year Colt and mother, record 22½; sold reasonable. Inquire 100 West 28th st.

GREATEST bargain ever offered. Handsome family trotting Horse, docked tail; best horse in the State under saddle; $90. Also handsome pneumatic tired Runabout; latest style mounted Harness, Whips, Blankets; no reasonable offer refused. Store, 1,518 Fulton st., Brooklyn.

GENTLEMAN will sell at a sacrifice handsome black Mare, fine top Buggy and light Harness. W. C. L., 56 West 33d st.

GOOD saddle Horse for sale cheap. Waldo av. and Trenton st., Jersey City.

HANDSOME TEAM MORGANS.

Brown and sorrel mares, five and six years old, 15.3 hands, long tails, absolutely sound, nice mouths, accustomed to all sights, handsome as pictures, full pedigree, will be sold under full guarantee at reasonable figure. JOHN J. TIMMINS, 265 West 117th st.

HORSES boarded and pastured; every care and appointment; more than 200 acres best pasture, well shaded and watered; within two hours' drive from New York city; terms reasonable. Address Post office box 613, New Rochelle, N. Y.

KENTUCKY saddle and driving Horse, high stepping Cob, Coupe Rockaway, pilch Cart and Stanhope, used by lady, for sale cheap. OWNER, 561 Herald Downtown.

LARGEST HORSE DEALER IN NEW JERSEY.
AT AUCTION,
200—HEAD OF HORSES—200
BULL'S HEAD COMMISSION STABLES,
495-497 BROAD ST., NEWARK, N. J.,
ON TUESDAY, AUGUST 11, 1903,
BEGINNING AT 10 A. M.
WITH HORSES, WAGONS AND HARNESS.
All guaranteed horses for two days' trial, and if not as represented your money will be refunded, as I don't want any one to keep a horse if he is not as guaranteed. Will have another grand and attractive sale of Horses of every description. Any gentleman who is in need of a horse don't fail to attend this sale, as you will find just what you want. Regular auction sales every Tuesday and Friday, beginning at 10 A. M.
JOS. S. HOY, Prop.
Jacob C. Shutts, auctioneer;
J. R. Morehouse, salesman. Both 'phones.

LADIES' rubber tired low Phaeton, by Brewster; two rubber tired Runabouts, two sets Harness; all nearly new; bay Horse, seven years, 16 hands; fearless of anything; warranted sound. 19 West 55th st.

NOW is the time to have your stable repaired and renovated; we are experts in this class of work, and, with our system, which can be easily adapted to new and old stables, will guarantee to improve your stable 100 per cent. LOGAN SANITARY SYSTEM, 1,664 Broadway, New York.

RARE chance to quick buyer; lady will sacrifice handsome perfectly matched team; young, sound, gentle, high acting Cobs; also fine Carriages, Harness, ladies' and gents' Saddles. 81 Vernon av., near Marcy, Brooklyn.

SPECIAL Auction Sale.—By order of the Good Care Storage Co., of Clinton and Degraw sts., we will sell at public auction on Wednesday, August 12, their entire equipment, consisting of two bay Horses, one double truck Harness, two full panel Furniture Vans, one double Truck, one half Van, one heavy double open Wagon, one single screen Wagon, one complete set Hoisting Tackle; in addition to above will also sell such other effects of Horses, Wagons, Trucks and Harness as may be received; sale commences 1 P. M., Bedford Exchange Auction Mart, Nostrand and Park avs., Brooklyn; telephone, 1,311—Williamsburg.

SOUND, SEASONED, WELL MANNERED, HIGH CLASS CARRIAGE HORSES; LARGEST STOCK IN NEW YORK; PRICES LOWER THAN ELSEWHERE. MOSES G. BYERS, 21 WEST 62D.

STABLE to let, 17 STALLS, WAGON ROOM, STABLEMAN'S APARTMENTS and large loft; reasonable rent. 626 Washington st., near Morton.

TRUCKS, Business Wagons, all kinds; several light Delivery Wagons, little used; easy terms if required; seen Sundays. BARRETT & JOHNSON, corner Navy st., Brooklyn.

TWO small panel boot Victorias, eight passenger Wagonette, two seat Phaeton, Brewster Cart and Trap; all in perfect order. T. HANNEGAN, 237 East 53d st.

WM. H. GRAY'S.
Immense assortment of new and second hand Carriages.
63 Wooster st., near Broome.

WANTED—Lady's Saddle Horse; must be thoroughly broken to saddle, have good trot and canter, perfectly safe, free from all bad habits. Address, stating particulars, H. E. K., box 33, Deal Beach, N. J.

WANTED—Tandem Lead, Harness, Swiss Collar, silver or nickel swedge trimmings. S. E., 433 Herald.

WANTED—Percin or Caffrey light weight ¾ seat Wagon. Address CROMWELL, 497 Herald.

$400 BUYS HANDSOME PAIR COBS; SOUND, KIND; PERFECT GEMS.
M. G. BYERS, 21 WEST 62D ST.

A.—A.—Best steam Runabout in city, at reasonable cash price. Gell 122 West 42d st.

AUTOMOBILES.

"GET A HORSE!"
yells the small boy, but if you take his advice it is generally necessary that you know all about a horse yourself or get the advice of a friend who does. What a pity that most horse dealers are universally supposed to be shrewd and sharp.

Some Automobile Dealers
tell the truth about everything except a second hand Automobile they have for sale.

We Do Not Resort to Misrepresentation
to effect sales, and invite inspection of the following:

1902 Oldsmobile, good running	$300
1902 Darracq, 9 h. p., newly painted; engine good as new; cost $2,000	550
1902 Toledo Steamer, perfect order	425
1902 Waverley Electric, with top; excellent condition	400
1902 Columbia Electric Victoria, mark XXXI.; first class in every respect; cost $1,600	1,100
1902 Columbia Electric Tonneau, seats five; cost $1,800, and is rare bargain at	1,100
De Dion type Gasolene Runabout; splendid order	425

Kirkpatrick & Haradon,
PROPRIETORS,
The Murray Hill Automobile Station,
27 EAST 35TH ST.

A Winton, 1902, removable dos-a-dos, brass, gas and oil lamps, dynamo, leather top, tools, spare tires, perfect condition; satisfactory trial; $750. 352 Willis av., corner East 142d st.

A fine Runabout, with dos-a-dos seat; six horse power Holland gasolene motor; good hill climber; in first class condition; price reasonable. 62 Van Winkle av., Jersey City.

A large Locomobile Wagonette, used little, in perfect running condition, for sale at a reasonable figure; makes an elegant carryall for out of town depot work. L. W., 149 Herald.

AN Exceptional Opportunity.—A high powered French Touring Car taken for debt, will be sold at a reasonable figure; a good, honest chance to get a good machine. A. E., 148 Herald.

A check for $525 will buy my White Stanhope with top; in perfect condition; a good chance to buy a good car cheap. B. W., 151 Herald.

Big Sacrifice for Cash.
New electric Runabout, 1903 make, wooden wheels, pneumatic tires, latest improvements. SCALE, 189 Montague st., Brooklyn.

BRAND new Rambler; used three weeks; sell for $825, with top; this is the Model F Touring Car. R. A., 157 Herald.

BEAUTIFUL little Waverly Electric Runabout; will sell; figure is right. L. A., 156 Herald.

CASH for Automobile slightly used if cheap; Knox or Rambler preferred. R. S., 422 Herald 23d St.

COLUMBIA Electric Runabout; new batteries, powerful motor; will sell cheap to settle estate. R. B.,