YACHTING.

"AMERICA'S" NOTES.

Structural Strength of Yachts.—The Golden Hope.—Atlanta's Trial Trip.

At Home, Nov. 27.—The cutter men, having been virtually driven from one standpoint after another in a hopeless defence of their pet craft as a type suitable for yacht building in this country, have now apparently taken refuge in the last ditch, and, with the desperate valor of a lost cause, are determined to die there, fighting. The ditch in which they are making their last stand, unfortunately for the cause they advocate, is one of so treacherous a nature that even if the defence should prove successful, the hollow nature of the ground is such that they are bound to be destroyed anyway—engulfed in the quicksands of their own fortress.

Driven successively from the claims of superiority for the cutter type in speed and sea worthiness, obliged to abandon the idea that she was fast in heavy weather, they now fall back on the claim that "the cutter on account of its sectional area can be built *lighter* and stronger *with the same sizes of material* than centreboard sloops." The italics are mine but the text is theirs. How a boat could be built lighter and stronger, with "the same sizes of material," is one of those things which as Dundreary used to say: "No fellow could understand. However, the meaning, though not very clearly expressed can be gathered from the context. What they mean to say is probably that cutters, on account of their having no opening through the keel, can be made as strong, with less size of material, than a centreboard boat of same tonnage, and so allow a larger proportion of the total displacement to be given up to ballast.

There is a certain amount of truth in this claim, but when followed out to its logical conclusion it will be found to react very strongly against the type it is intended to defend. The tendency towards reducing the weight and scantling of the hulls, in order to increase the proportion of the outside ballast, has been already carried to a dangerous extent in English yacht construction. I have on several former occasions described to you the fragile form of these boats—how they owed their structural strength solely to the extraordinary excellence of the work put into them. Fancy, single frames of 1½x2 inches, 18 inches apart, a garboard strake of 1¼ inches, side planking of ¾-inch pine, not lap straked or clinker-built, but fitted edge to edge so beautifully that they do not leak a drop so long as they retain their form, and no ceiling. This is an advantage in one way, that it enables the outside plank to be got at more readily in case of a hole being staved into it. This is the kind of boat which has been logically evolved from the idea of heavy ballast and light hull, and this is the argument which the cutter men now bring forward as their last and most powerful defence of the type. To call it the last ditch is hardly fair. It should be more properly called the last quagmire, for the more successfully it is defended the more fatal its effects upon the cause they maintain. If there was no other argument against the general adoption of the cutter type in America this one tendency would be sufficient to condemn it in the minds of all reasonable people. A type that leads to the construction of boats so dangerously fragile that they are absolutely unfit to go to sea in any kind of rough weather can never be considered a desirable type to be adopted here. The more strongly this argument is urged in their favor—that is, the argument of light construction—the sooner and more effectually will the type be condemned.

W. Clark Russell's schooner yacht Golden Hope has not fully realized all that her skipper claimed her in speed to windward. She was five whole days beating through the English Channel from the mouth of the Thames to the Lizzard Point. This was by no means up to contract speed. When the Parson purchased the Golden Hope, she was warranted to go seven knots an hour, close-hauled, in a strong wind and heavy sea. Now you see she has fallen very far short of this reasonable expectation when it came to actual work in the channel. Seven knots an hour, close hauled, with a vessel lying so close to the wind as the Golden Hope, should give at least five knots to windward, and at this rate the Channel should be cleared in fifty or sixty hours at the farthest, whereas she took five days. One reason for her being so long at this little job will be found in the fact that her skipper persisted in carrying the big square fore topsail, with its yard of 56 feet. This was certainly enough to hamper any boat of ninety tons going to windward in a heavy sea.

Mr. Russell is very fond of the fore-topsail rig—he brings it into all his vessels. It is really a very nice rig for vessels of two or three hundred tons, that could carry such spars as the rig requires, but to put them on a yacht of 90 tons is carrying the joke on his readers a little too far. When the Golden Hope was beating down the channel she carried her square fore-topsail, her mainsail, and gaff foresail double-reefed, and small jib. It was no wonder that she was so long about it. The only wonder is that she got through at all. With such an enormous preponderance of head sail it would seem to be almost impossible for any boat to go to windward against a head sea. Her square fore-topsail was bigger than her mainsail, so the only way she could possibly get to windward was by keeping this big topsail shaking in the wind all the time. If they kept it full it would inevitably drive her off to leeward, and keeping it shaking was only a modification of the evil. The Golden Hope would certainly have got through the channel in much quicker time if Mr. Russell had allowed the skipper to strike his fore-topsail and top-gallantsail yards, particularly since both yards carried studding-sail booms, which must have heavily hampered the boat in beating to windward. These same studding-sail booms came into good play afterwards when she got before the wind. They afford the author material for a spirited description of making sail on the yacht. The way the sailors "lay out" on the topsail and top-gallantsail yards and run out the studding-sail booms is splendidly told. If one could only divest himself of the main fact that the Hope was only a 90-ton schooner, all this was very nice reading, but in view of that fact it is hard to describe it by any more appropriate term than "pure bosh." It may seem rather discourteous to use such a term, but if an author seeks to build up his reputation by a supposed accuracy of nautical description and details, he lays himself fairly open to such criticism when he indulges in descriptions of so absurd a character as the putting of seven or eight men on the topsail and top-gallantsail yards, rigging out studding sails, on a 90-ton schooner.

The new cruiser, Atlanta, returned to her berth at the Brooklyn Navy Yard Thursday from her trial trip up the Sound. It appears from the published reports of the trip that Atlanta attained, at several times, a speed of over 14 knots, and on one occasion she went fully 15 knots an hour. This speed, however, could not be maintained for any considerable time, on account of defects or accidents to the engines. Two years ago I was writing several articles defending the general designs of the new cruisers Chicago, Boston and Atlanta from virulent attacks which appeared in English newspapers. I stated then that these vessels were superior in many respects to most vessels of their class and size to be found in European navies. I stated that the cruisers, from their form, would probably develop a higher speed than 14 knots (the estimated speed); at the same time I expressed grave doubt as to whether the plan of engines adopted could be advantageously applied to war vessels. This trial trip of the Atlanta has curiously verified my predictions on both points. The speed was better than the contract called for, though the engines failed to develop the required horse-power, and failed to stand the work when pressed. The officers who were on board the Atlanta, to superintend the trial, are reported as being well satisfied with the ship, and they express themselves as confident that the machinery can be made to work satisfactorily. In this connection we may be allowed to express regret that our old and enterprising townsman, John Roach, who built the cruisers Chicago, Boston and Atlanta, should have been prevented by any reason from tendering for the proposed new cruisers. New York, by this means, loses a very important source of employment, as well as her old-time preëminence as a ship building port. The contracts for all the vessels have not yet been given out, however. Most of the bids were higher than the sums appropriated by Congress for each vessel, so it is not impossible that New York may get a share of the work yet, if proper efforts be made by her leading men.

America.

AMERICAN YACHT CLUB.

A special meeting was held, Nov. 30, at the club-room, for the purpose of formally presenting the prizes won at the July regatta. Frank R. Lawrence was the spokesman, and acquitted [illegible] admirably. The Atalanta, Mr. Jay Gould, actually e[illegible] the seven prizes, but under the club rules could receiv[illegible] Mr. Gould selected the Hoagland Cup, for fastes[illegible] course.

The other prizes were awarded as follows: Eme[illegible] Cup, first class yachts, to the Yosemite, [illegible] Connor; the Emery time allowance [illegible] the Lagonda, Commodore T. C. Hoagl[illegible] Cup, third class yachts, to the [illegible] Haswell time allowance Cup, to [illegible] Cup, for naptha launches, to [illegible] Bostwick; the Bateman Ch[illegible] cutter of the Inanda, Mr. E. [illegible]

Houston & Woodbridge[illegible]t Lines 1, 2, 3
yacht for Mr. F. Lovejoy, $5 PER PAIR.
ft. beam, 9 ft. 8 in. mo[illegible] FOR SALE BY
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THE CUP MUST GO BACK.

The cutter Clara, owned by Mr. Charles Sweet, Seawanhaka Corinthian Yacht Club, was sailed last season by Captain John Barr, who is now in Scotland, and, it is said, will, next summer, take command of the Thistle, the, as yet, unbuilt challenger for the America's Cup. Since his return to Scotland Capt. Barr has unbosomed himself to local reporters, and his statements may be summed up as follows:

"A large class of centreboard boats in America, big and little, and canvased occasionally ingeniously and often outrageously, fly down the wind like an open umbrella, but on the wind are weak antagonists to British racing yachts, unless over a mill pond course. . . . I was amused to see the crews occupied in holding sheets in hand to ease away in case of an upset, and in the larger classes of centreboards axes are kept at hand to cut across the main sheet in case of any dangerous squall. For it is a peculiarity of the centreboard that laid over beyond a certain angle it will not luff up in the wind and becomes wholly unmanageable. . . . The Mayflower, the latest outcome of the American model, is not adapted for outside work, but better fitted for harbor work. She is a poor tool in a breeze, and not good enough to turn to windward against a Clyde 20-tonner. In a long turn to windward down the coast from Boston to New London the Clara came up with the successful champion, Mayflower, going the same course, and had a famous opportunity of finding out the value of the centreboard build turning to windward. Clara had topmast housed and double reef down, while Mayflower was under staysail and had two reefs in mainsail. Clara had no difficulty in coming up with the Mayflower, both being close hauled, and with a board or two Clara weathered Mayflower. The wind was dead ahead, with a steep, short sea while making the passage inside the Nantucket Shoals, and Clara was still dropping Mayflower astern when she carried away her bowsprit shrouds and was hove in the wind for repairs, while Mayflower, coming along again, took the lead. Clara, all right again, followed, and the 'twenty' had again no difficulty in passing and weathering the Mayflower. . . . Clara on other occasions made a signal example of the best American centreboards, and through the American season beat everything that was entered against her. The American centreboard Cinderella, built last winter to beat Clara, was the only really dangerous rival to the Clyde boat, and, besides being about Clara's length, was, according to British rule, of considerable more tonnage. Cinderella had her lead ballast outside, and, though a centreboard boat, was deep in the body and somewhat of a compromise between the American and British build. . . . The Americans confess to being thoroughly beaten by Clara, but allege the British model is only superior up to 20 tons, a comfortable and whimsical assurance the coming international contest is pretty certain to dissipate. . . . The Clara is far and away ahead of any single-sticker in America. . . . In rough weather the American centreboard sloops have no chance whatever with the deep-keel class of boats, such as are turned out on the Clyde. . . . I would prefer to cross the Atlantic in the Clara rather than in the Mayflower, both for safety and comfort. . . . There ought not to be any difficulty in a Scotch yacht sailing to America and carrying back the much-prized cup. . . ."

Cruel, cruel Captain Barr. How could you be so barbarous? The New York Yacht Club will no doubt at once send the America's Cup to Captain Barr, freight prepaid.

THF FOUR BIG SLOOPS.

Boston, Mass., Nov. 30—You ask for corrections of errors found in your record of winning yachts in 1886. Considering the general interest taken in the big sloop class, I am surprised to find that you have gone so far as to place the four big sloops in the wrong order, according to their performances. They should stand thus: Mayflower, Puritan, Priscilla, and Atlantic, as you will see by the following tables.

	Number of Races.	First.	Second.	Third.	Fourth.	
Mayflower...	9	6	..	1	2	
Puritan.....	8	2	2	3	.	Did not finish.
Priscilla.....	7	2	2	1	2	
Atlantic.....	6	..	3	2	1	

	Atlantic Yacht Club Regatta.	New York Yacht Club.	Seawanhaka.	Eastern.	Goelet.	First Trial in New York.	Third Trial in New York.	America's Cup.	America's Cup.	Newport Citizens' Cup.
Mayflower....	0	4	4	3	1	1	1	1	1	1
Puritan.....	3	3	1	1	2	3	2	0	0	w'hdrn
Priscilla.....	1	1	2	2	4	4	3	0	0	0
Atlantic	2	2	3	0	3	2	4	0	0	0

In the seven races between Mayflower and Puritan, the former beat the later four times. In the seven races between the Puritan and Priscilla, the former won five times. The Atlantic never won. The above tables are strictly correct, except in the case of the ending of the Atlantic Club regatta, where only Priscilla, Atlantic and Puritan raced. At the finish the wind died out entirely, and the Atlantic and Puritan drifted up steam abreast, the former drifting over on the right side of the Committee's boat, and the latter on the outside of it. It is a question whether to record Puritan as third or withdrawn, and, under that circumstance, it seems to me immaterial.

Yours, J. Malcolm Forbes.

SEAWANHAKA CORINTHIAN YACHT CLUB.

The fifth and last meeting for 1886 was held Nov. 29, at Delmonico's, Commodore A. Cass Canfield presiding.

The vase won by the Puritan at the Seawanhaka Corinthian's regatta last summer was on exhibition.

During the evening Lieut. W. Henn, cutter Galatea, came in, and was escorted to the right of the chair by Mr. J. Fred Tams. He was given a vote of welcome and some complimentary remarks, on motion of L. F. d'Orémieulx, the Secretary. At the suggestion of Commodore A. Cass Canfield, who presided, the vote was taken standing. Lieut. Henn responded to the compliment in a brief speech, in which he said that the Galatea was laid up for the season in New York waters, and that he intended to fit her out next season, and go into every race possible. He hoped for better luck than this year, but stated that it would not make much difference anyway; the sport was the main point to be looked at.

Messrs. Canfield, Tams and Sweet were appointed as a committee to revise the club's sailing regulations.

The question of purchasing or leasing a club-house for the use of the club was discussed, and a committee—Messrs. Canfield, Leland and Van Rensselaer Cruger—appointed to take charge of the matter and report on the same at the next general meeting. At present the club has no house. The club-house at Tompkinsville is controlled by the new Corinthian Yacht Club, which is a branch of the Seawanhaka. Some of the members are in favor of building a house on the Sound. Others object to this on the ground that none of the members live on the Sound, and that the only reason for the Larchmont's success was the fact that many of the members lived in the neighborhood of the club house. The owners of the large yachts object to the Sound on the ground of its shallowness. It was suggested that a club-house and basin might be built in conjunction with the New York Yacht Club on the western point of Coney Island. A majority of the members present favored that plan, if it could be consummated.

LAUNCH OF THE JULIA.

The steel schooner yacht Julia, which the Harlan & Hollingsworth Company are building for Mr. Chester W. Chapin, of New York City, Commodore of the Florida Yacht Club, was launched Nov. 30. Her masts and spars are in position, and, as soon as her sails arrive, about the middle of next week, she will sail for New York City, where she will be handsomely furnished.

The Julia is a steel-built, light-draught centreboard, schooner-rigged yacht, designed specially for cruising in Southern waters. She is 80 ft. long on the water-line, 21 ft. beam, 12 ft. 5 in. depth of hold, and 9 ft. 7 in. extreme draught of water. Her frames are of steel angles, 2½x2½, and spaced 21 in. from centre to centre. The floors are 30 in. deep, and of 3/16 in. plate. The outside plating is ⅜ thick at the garboard and ¼ in. in thickness at the gunwale. She has three water-tight bulkheads, and her accommodations below deck are large, having six staterooms besides the Captain's room. The Julia was designed by Mr. A. Cary Smith.

During the winter Mr. Chapin and family will make a trip in the yacht to the West Indies. In the spring the yacht will return here, to be put in racing trim, and, later in the season, be entered in the international regattas.

The Fur, Fin and Feather Fraternity returned to Long Branch, N. J., Nov. 25, after a three weeks' cruise in the waters of the Chesapeake. The Defiance, a small sloop yacht, Captain Newman, made the run home to Little Egg Harbor, a distance of 250 miles, in twenty-four hours. The party were laden with wild game.

THE PURITAN'S DESIGN.

Boston, Mass., Nov. 26.—I take the liberty of calling your attention to the Shadow's record, published in The Spirit of last week, which should have read, "Four races and four firsts;" the fifth was an attempt to make a race, which failed from lack of wind.

In regard to "America's" claim to the credit of the priority of invention of the deep-draught centreboard sloop, it seems to me that the only person who could set up such a claim would be Mr. Herreshoff, who built the Shadow in 1871. Mr. Smith built the Valkyr in 1881, and the deep centrebord sloop, or "compromise," has been, to my knowledge, a subject of discussion among Eastern yachtsmen since 1878. "America" admits in his "notes" that the Puritan differs from his design in draught of water (2 ft. 3 in.), in shape of fore and aft lines, in shape of midship section, in relative shapes of fore and after body, and practically in every respect except general dimensions. The Puritan was a success, and Mr. Burgess deserves and should have the entire credit of his production. The fact that "America" made a design in 1883 which embodied ideas which had been a topic of conversation in Boston since 1878, I do not think entitles him to the credit of the Puritan's success, especially as Mr. Burgess had not seen or heard of "America's" design at the time Puritan was designed. "America's" design may be the best, but until it is built on its claim for superiority rests only on a "mathematical certainty," which, in the building of boats has always proved very uncertain. "The proof of the pudding is in chewing the string." "America" has no more claim to the credit of the design of the Puritan than the Eastern yachtsmen, who openly talked "deep centreboard" in 1878, have to the credit of "America's" design, published in 1883. "America" is unintentionally doing great injustice to Mr. Burgess by his (as I read them) hints that Mr. Burgess cribbed the Puritan's design.

Yours, Massachusetts.

THE AMERICA'S CUP.

The London *Field* of Nov. 20 says: "We are authorized to state that the yacht which is to contest this international race next season is now in hand. She will be named Thistle, and will be ready for the New York yachting season, which extends from the third Thursday in June till the third Thursday in October. The New York Yacht Club have met Mr. Bell's challenge in the most courteous and straightforward manner, and shown the greatest readiness to facilitate the race. The notice naming the day for the match must, in terms of the letter of gift, be not more than seven months, nor less than six months, from the days named, and to give the notice at present would bring on the match too early in the season. A certificate of dimensions is also necessary, which can only be obtained when some progress has been made in the construction of the yacht. These formalities will be attended to in due time, and the race will take place about autumn."

Mr. A. Ryerson, Secretary of the Bar Harbor (Me.) Yacht Club, has communicated to the secretaries of the principal American yacht clubs the desire of the citizens of Bar Harbor to offer a set of cups for a regatta to be sailed at that place, between Aug. 15 and 30, 1887, or at such other time as may be most convenient to all; over a triangular course of thirty miles at sea, with the start and finish at Bar Harbor, and the measurements, allowances and sailing rules of the New York Yacht Club. The cups offered are in value as follows: Schooners, $300; sloops and cutters of 80 feet and over in sailing length, $350; of 60 to 80 feet of sailing length, $200, and under 60 feet, $150.

The Restless Yacht Club has been organized at Newark, N. J., and the following officers elected: President, E. M. Ulrich; Secretary, E. C. Ulrich; Treasurer, W. M. Hatfield; Captain, T. Hatfield. Messrs. F. Fowell, G. Dalrymple, W. Durand and F. Cox are enrolled as members. The lady friends of the club have formed an auxiliary society, for the purpose of making the club events socially attractive.

Gen. Charles I. Paine has sent to Capt. Joe Ellsworth a silver mug, in friendly remembrance of his services as pilot of the Mayflower, in her races against the Galetea. The cup bears the names of the contesting yachts, the dates of the races, and the inscription, "From Charles I. Paine to Joseph Ellsworth."

The yacht Ada, Captain Montgomery, from New York, arrived at Beaufort, N. C., Nov. 25, with a party of gentlemen, among whom are Mr. Lippincott, Mr. John Russe, Mr. Fred Miller, and Mr. J. W. Jacobus.

Mr. Chas. H. Osgood's steam yacht, launched at Noank, Conn., Nov. 27, will be named Narwhal, and enrolled in the New York Yacht Club.

The new steam yacht building for Mr. Charles H. Osgood, Norwich, Conn., by Robert Palmer & Sons, Noank, was launched last week.

The steam yacht Reva, Mr. P. Lorillard, touched at Norfolk, Va., Nov. 29, on her way to Florida.

The steam yacht Edith, Capt. Hazzard, sailed Nov. 26, from Beaufort, N. C., for Savannah.

The steam yacht Hessie Wright arrived at Beaufort, N. C., Nov. 28, bound to Brunswick, Ga.

The sloop Willie has been sold to Ortley and McArdle, New Jersey Yacht Club.

The racing sloop Meteor has been sold to a Bermuda yachtsman.

The sloop Anna is to be rebuilt by Richmond, at Mystic, Conn.

The new sloop Florida is laid up at West Haven, Conn.

CLIFTON, N. J.

Passaic County Agricultural Association, Nov. 24.—Weather pleasant; attendance large; track deep in mud.

Purse $200; $50 to second; for maiden two-year-olds; three-quarters of a mile—W. C. Daly's b g Willie Palmer, by Voltigeur—Kate Condell, 107 lbs. (Palmer), 1m. 25¾s.; T. Digney's b c Falsehood, 112 lbs. (Nevins), 2, by 2 lengths; N. H. Snyder & Co.'s b g Jim Bradt, 107 lbs. (Charleston), 3, by a head.

Purse $200; $50 to second; selling allowances; three-quarters of a mile—Stoops & Gallagher's b c Bill Owens, 4 yrs, by Thunderstorm—Brilliantine, $500, 118 lbs. (Church), 1m. 23¾s.; T. M. Miller's br c Clay Pate, 118 lbs. (Meagher), 2, by a length; S. W. Street's b f Islett, 4 yrs, 118 lbs. (Olney), 3, by half a length.

Purse $200; $50 to second; horses that have run and not won a handicap race at Brighton Beach or at this meeting in 1886; one mile and a sixteenth—J. H. McCormick's b c Wanderment, 4 yrs, by Wanderer—Glycerine, 100 lbs. (Carney), 2m. ½s.; T. McCaull's ch c Ariel, 3 yrs, 120 lbs. (McGoldrick), 2, by a length; W. C. Daly's ch g Adonis, 4 yrs, 113 lbs. (Meagher), 3, by 2 lengths.

Purse $200; $50 to second; maiden three-year-olds and upward; one mile—D. Hart's ch g Friar, 3 yrs, by Glenelg—The Nun, 106 lbs. (O'Neil), 1m. 55s.; R. Clare's b f Fancy, 3 yrs, 106 lbs. (Cardon), 2, by 12 lengths; J. Barry's ch g Randolph, 4 yrs, 115 lbs. (Church), 3, by 20 lengths.

Purse $200; $50 to second; four-year-olds and upward that have run and not won more than two races at Brighton Beach or this meeting; selling allowances; seven furlongs—National Stable's ch g Glendon, 4 yrs, by Glen Athol—Belle Brandon, $800, 102 lbs. (Vincent), 1m. 37¾s.; C. Cornehlsen's br g Tunis, 5 yrs, $800, 102 lbs. (Taylor), 2, by a neck; T. McCaull's b h Choctaw, 5 yrs, $800, 109 lbs. (McGoldrick), 3, by 8 lengths.

Passaic County Agricultural Association, Nov. 25.—Weather rainy; attendance large; track muddy.

Purse $200; two-year-olds; $50 to second; three-quarters of a mile—Olney Bros.' ch g Hannibal, by Mortemer—Beulah, 107 lbs. (Dunn), 1m. 23s.; W. C. Daly's ch g Paymaster, 107 lbs. (Palmer), 2, by 8 lengths; Riverside Stable's b g Count Luna, 107 lbs. (Price), 3, by 3 lengths.

Purse $200; $50 to second; selling allowances; three-quarters of a mile—N. H. Snyder & Co.'s ch g Pilot, 6 yrs, by Kyrle Daly—Aileen, $1,000, 110 lbs. (Charleston), 1m. 24s.; M. Clancy's ch c George C., 2 yrs, 95 lbs. (Palmer), 2, by 3 lengths; J. Oliver's b g Frolic, 115 lbs. (Meagher), 3, by 3 lengths.

Purse $200; $50 to second; horses that have not won at Clifton in 1886; the winner to be sold at auction for $1,500; allowances if for less; three-quarters of a mile—W. C. Daly's ch f Belladonna, 2 yrs, by Kingfisher—Jessie D., $900, 91 lbs. (Palmer), 1m. 25s.; Wrenwood Stable's ch f Sea Foam, 4 yrs, 108 lbs. (Charleston), 2, by a neck; J. H. McCormick's ch f Craftie, 4 yrs, 108 lbs. (Chandler), 3, by a neck.

Purse $200; $50 to second; weights 10 lbs. above the scale; selling allowances; seven furlongs—Excelsior Stable's ch g Lord Lorne, 4 yrs, by Catesby or Dickens—Ladylike, $1,500, 118 lbs. (Vincent), 1m. 36s.; J. Elter's b h Beggarsbush, 5 yrs, 110 lbs. (Leavy), 2, by 4 lengths; J. Delong's b c Bonnie S., 118 lbs. (G. Taylor), 3, by half a length.

Purse $250; handicap for three-year-olds and upward; $50 to second; one mile and a furlong—J. H. McCormick's b c Wanderment, 4 yrs, by Wanderer—Glycerine, $1,000, 102 lbs. (Carney), 2m. 7½s.; National Stable's ch g Glendon, 4 yrs, 102 lbs. (Vincent), 2, by a head; J. Spellman's b h Strathspey, aged, 115 lbs. (Meagher), 3, by 4 lengths.

MONTGOMERY, ALA.

Montgomery, Nov. 11.—Purse $150; two miles—C. F. Armstrong's b m Effie H., 3m. 51s.; W. H. King's ch m Nellie Harney, 2; C. F. Armstrong's ch g Wild Kansas, by Diamond—Dandelion, 3.

Montgomery, Nov. 12.—Consolation purse $150, for non-winners this week; once and repeat around this track 1,670 yards—J. Kirksey's ch m Nellie Harvey, 1m. 49¾s., 1m. 49½s.; S. Harris' b g Jim Nave, 2, 2; W. H. King's ch m Sweetie, 3, 3.

Dr. Pierce's "Pleasant Purgative Pellets" cleanse and purify the blood and relieve the digestive organs.