THE STORY OF DERBY DAY.

Great Racing Event Was Instituted in 1780.

IS HELD AT EPSOM DOWNS.

To-Morrow the British Parliament Will Adjourn for Sport.

And All London Will Go Racing Mad—The First Winner and the Conditions—How This Great Race Meet Grew from Year to Year—Some Facts About the New and Old Course—How the Grounds Are Owned—Some Interesting Facts.

To-morrow all England will be raving mad. Parliament will adjourn, and business, both in London and in the country, will be at a standstill, so all-absorbing is the interest in "The Derby" that will be decided that afternoon.

There are some races that have been longer established, many that are more valuable, but none more widely known than this one. When shortly before 4 o'clock to-morrow afternoon the winner dashes past the post, his name will be flashed to almost every land under the sun, for interest in the great race is not confined to the English-speaking people alone.

Nearly every country has its own Derby, named after the great English race, but none of them equals it in interest, so it still remains "The Derby."

The Derby (pronounced Darby) is not run at the flourishing manufacturing town of that name in the Midlands, but at Epsom, 14 miles southwest of London. It takes its name from the head of the famous Stanley family, the Earl of Derby. The holder of this title at the time the race was instituted, in 1780, was an ardent supporter of the turf, but neither he nor any of his descendants ever succeeded in winning the great race named after him, though the grandfather of the present Earl, when Prime Minister of England, managed to get second with Orestes. The present holder of the title maintains a large stud; and, now that the Prince of Wales and Lord Rosebery have had their turn, the success of his black and white colors would be more popular than that of any other owner's.

The First Winner.

The original conditions of the Derby were a sweepstake for 3-year-olds of $250 each, half forfeit; $500 to the second; the third to save his stake—to be entered when yearlings. As the initial race attracted but 56 entries, nine only of which went to the post, so the first winner, Diomed, netted his owner, Sir Charles Bunbury, only $4600. At the ripe age of 19, according to the English records—22, according to the American—Diomed was brought to this country, where he lived till 1808, doing yeoman service, as from him through Sir Archy, Timoleon and Boston, Lexington was descended.

The race grew somewhat slowly in favor at first, for it was not till 1831 that the entries reached the 100th mark. During the next 20 years, however, they rapidly increased in number, for the first time exceeding 200 in 1848, when Surplice proved better than 16 other starters. The greatest number of entries ever yet reached was 278, in 1878. But quantity, not quality, was represented, for the best of the 23 that went to the post proved to be Mr. Rothschild's Sir Bevis, undoubtedly the worst horse that ever won the race, while the moderate Palmbearer was second, and Lord Rosebery's selling plater, Visconte, third.

The following year the conditions, which had remained the same for a century, were modernized, the management guaranteeing the race worth $30,000, of which $25,000 to the winner, $2500 to his nominator, $1500 to the second, and $1000 to the third. Under the new conditions, entrance, which must be made on the second Tuesday in July, when the animal entered is a yearling, costs $25, the only liability, if struck out Jan. 1 following. If this is not done, a forfeit of $100 is incurred, and, if still left in after the next Jan. 1, $125 more must be paid. No further payment is required to start. In event of doing so colts must carry 126 pounds, fillies five pounds less. The exact distance is a mile and a half and twenty-nine yards.

It is not the money value of the Derby that makes it such a coveted prize, for there are over a score of more valuable races in England, while three at least are worth nearly double, but the historical associations that surround it, While the fact that the winner, owing to the nature of the course and the strength of the opposition, must prove himself an exceptionally good horse in every particular, makes every owner and breeder more anxious to secure "the blue ribbon" than any of the more valuable turf prizes.

The Old Town of Epsom.

During the eighteenth century, especially the early part of it, the old town of Epsom was a very fashionable watering place. The London quality flocked there in swarms to drink the waters, which were supposed to have wonderful medicinal qualities. While this prosperous season lasted racing on the neighboring downs was carried on to a large extent. When improved roads and increased traveling facilities brought more desirable health resorts within reaching distance of the metropolis, Epsom was soon deserted by the beau monde, though its proximity to London prevented the race course being abandoned.

The town stands in a hollow, the grand stand being built on the summit of a steep hill, a mile and a half from it. On the far side of this stand lies the course, situated on a horseshoe ridge that encircles the head of a valley stretching away to the south. The downs consist of chalk, overlaid with a thin covering of gravelly soil, which produces a thick coating of turf, that will stand a good deal of drought, as the underlying chalk retains the moisture. In early summer, when the great race is run, if the weather is warm and dry, the track becomes terribly hard, while in the wettest seasons considerable "bone" can always be found in it by a horse going at racing speed. The grounds are partly owned by the Grand Stand Company, and partly leased from the lord of the manor and the commoners of Epsom, the rates paid to the town for the beenfit of the latter exceeding $15,000 per annum, a pretty stiff rent alone, considering that but six days' racing a year is given.

The New and Old Courses.

For a hundred years the start took place in a hollow, which obliged the horses to run uphill for the first six furlongs. Now the starting point has been moved to a higher level, and the first four furlongs are nearly flat. At the mile post the new course rejoins the old one, so the next two furlongs are still up a comparatively steep hill. The crest of the down being then reached, the next quarter descends slightly around a gradual bend, which brings the field to "Tattenham corner," where it has to swing around an almost rectangular turn and descend a sharp decline of over a furlong. The next two furlongs are almost flat, but the 200 yards remaining to be traversed before the winning post is reached are up a considerable incline. The course extends beyond the winning post for a quarter of a mile, ending in a ten-acre paddock, into which the horses often gallop before they are pulled up.

Besides the grand stand, which is awkwardly situated, as the winning post is some distance beyond it, there are many cheaper ones on each side of the course, their prices varying with their desirability. Standing room in the main edifice calls for $5 a head on big days, with an extra charge of $2.50 for the freedom of the inner betting ring and the paddock, while the most desirable private boxes and reserved seats bring fabulous prices. On the great day itself 15,000 people are packed into this stand, many of whom get but a passing glimpse of the horses. The receipts from these on Derby day exceed $100,000, while half as much more is earned by the cheaper stands and the outside privileges, all the latter within the main building being reserved by the company itself. Outside the stands the downs are free to all pedestrians, though a charge is made for vehicles, a space for them being reserved on the side hill facing the stand. By the time the saddling bell for the great race sounds a crowd, usually estimated at 150,000, lines the rails ten deep on either side of the course clear up to Tattenham corner, while thousands more are clustered around every vantage point, especially at the starting point. It takes a large body of mounted police, aided by several divisions of the metropolitan constabulary, to keep this crowd in order and clear the course, onto which the people swarm as soon as the horses in a race are past them.

Race Fixed by Date of Easter

The date of the Epsom racing carnival is fixed, curiously enough, by that of the church festival, Easter, the Derby always being run on the seventh Wednesday after the commencement of the Craven meeting at Newmarket, which, in the Jockey Club's opinion, begins the racing season. This opening is determined by Easter, the Craven taking place on Tuesday, Wednesday and Thursday of Easter week, if that feast falls in April, or two weks later if it falls in March. In consequence the race always takes place either on the last Wednesday in May or the first one in June.

Though les sthan fifteen miles by road from London, Epsom Downs would be considered very inaccessible by an American race-goer. It is true the London, Brighton & South Coast Railway has a special loop and station close to Tattenham corner, but its patrons must either pay half a dollar for a hack ride to the stand or face a dusty and disagreeable walk of nearly a mile before it is reached. A return ticket by the early specials costs $1.25, by the later ones nearly $2. Both the London & Southwestern and the L., B. & S. C. have stations in the town itself, but to land at either of them entails a dusty drive of over a mile and a half, up a steep hill. The most popular way of going to the Derby is by road, every highway leading out of the metropolis in the direction of the Downs being crowded on the great day with conveyances of every description, from the four-in-hand of the peer to the donkey barrow of the coster. Though the crush necessitates slow progress, this is really the best and cheapest way of going, especially for strangers. A good hansom to accommodate two costs $10 for the day, and enables its charterers to return as early or as late as they think fit, while the sights and humors of the road will repay the extra time expended. But, once landed safely at the stand, the troubles of the visitor who is out to enjoy the races and inspect the horses are not ended.

TO-DAY'S HAMILTON CARD.

First race, ¾ mile, 3-year-old and up:

Idx.	Horse.	Wt.	Idx.	Horse.	Wt.
44	Red Top	112	37	Dumbarton	103
44	BF Fly, jr.	124	6	Glengowrie	107
41	South Africa	119	24	Boston	104
38	The Duchess	139	44	Belair	105
38	Zeal	117	30	Kenosha	113
—	Rockwood	111			

Second race, ½ mile, 2-year-olds:

33	Harvey	118	39	My Maryland	118
27	Marplot	118	27	Flying Bess	108
39	Dr. Stewart	116	—	Fairlands	105
14	Hume	105	33	Wink	105
33	Miss Patrick	115			

Third race, 1⅛ miles, Wellington Handicap:

23	Basso	125	41	Lady Doleful	108
41	Skate	118	40	Burns	105
30	Samson	116	—	Basil Gad	103
16	Distant Shot	113	37	Dumbarton	102
—	Snap Shot	93	24	Superior	100
40	Kapanga Colt	112	37	Anna Lyle	95

Fourth race, 1¼ miles, Prince of Wales' Plate:

43	Wicker	129	—	Bristles	122
4	Ferdinand	127	—	Parbuckle	119
—	Abbotsford	122	43	Rosebery	117
4	Bon Ino	112	—	Dogma	117
4	Dalmoor	117	—	Ag's Deemster	117
28	Fiddle	122	31	Reformation	114
15	Leading Lady	112			

Fifth race, about 2½ miles, steeplechase:

42	Brother Bob	150	17	George C	137
13	Lawyer	147	29	Hudson	137
—	Colleen	142	—	V. of Wakefield	142
—	Thackeray	137	—	King Harry	152

Sixth race, ⅞ mile, selling race:

—	Sir Lawrence	122	48	Springbok	114
—	Royal Oak	121	24	James Doyle	111
—	Beaumont	119	37	Billy Fisher	108
41	South Africa	119			

BACK AGAIN AT WINDSOR.

Windsor, May 31.—First race, 9-16 mile, 2-year-olds—Dazzel (110), 2 to 1, 1; Gilray (110), 2 to 1, 2; Lady Dorothy (110), 4 to 1, 3. Time 57. Brennan, Col. Kowles, Laura May also ran.

Second race, ¾ mile, selling—Alamo (106), 9 to 5, 1; Ellsmere (104), 8 to 5, 2; Rapalatchie (104), 1 to 3, 3. Time 1.15¾. Audrax, Mary Lou, Nover, Nero, Marion, Star also ran.

Third race, ⅝ mile—R. Q. Ban (106), 8 to 5, 1; Yours Truly (100), 6 to 5, 2; Bill Ellison (103), 8 to 5, 3. Time 1.02¼. Squaw, Wathen, Trade Last, Henrica, Bloomer also ran.

Fourth race, mile, selling—G. R. Longhurst(89), 8 to 1, 1; Annie Teuton (87), 2 to 1, 2; Tonica (98), 12 to 1, 3. Time 1.44. Stark, Hermina, Pommery Sec, Helen H., Ill., Real Gad also ran.

Fifth race, ¾ mile, selling, maidens—The Planet (105), 2 to 5, 1; The Diplomat (105), 5 to 2, 2; Belle Lenore (100), 20 to 3, 3. Time 1.17. Priscilla, Queen Katherine, Oversight, Snag also ran.

Sixth race, ⅝ mile—Crocus (101), 3 to 5, 1; Foldirol (100), 4 to 1, 2; Pete Kelly (103), 15 to 1, 3. Time 1.03. Elizbert, Ray R., Plaudita, Little Ben, Tagliona, Woodlake also ran.

THE WINDSOR CARD.

Windsor, May 31.—First race, ½ mile—Selderbach 100, Flora Bateson 100, Maid of Richfield 100, Verna J. 100, Wehima 100, Prince Leno 103, Greenhorn 103, Slattery 105, Marc 105, Berhadad 108, Bailey 108, Clincher 108, Belle of St. Claire 105.

Second race, ⅞ mile, selling — Susie Howse 90, Naughty Girl 95, Little Nell 97, Harmony 99, Bender 99, Commissioner Frank 102, Lena 102.

Third race ¾ mile—Edith 90, Bob Leech 98, Cheatham 98, Lord Zeni 101, Traveler 101, Jennie June 102, Whiff 107, R. Q. Ban 107.

Fourth race, 1 mile, selling—Prima 81, Rolandis 92, Adam Johnson 92, The Planet 95, Gindiola 96, Springtime 99, Alva 101, Bill Ellison 105.

Fifth race ⅞ mile, selling—Springal 90, Campania 102, Bismarck 102, Paladin 104, Carl Holland 104, Judge Bullick 107, Horner 107

THE BROOKLYN HANDICAP.

Howard Mann at 3 to 1 Won by Four Lengths.

HANDSPRING ALSO RAN.

Lake Shore Was Second and Volley Third. Time 2.09¾.

Eleven Good Horses Faced the Starter at Gravesend Before 15,000 People—The Lightweight Galloped Home Through the Mud an Easy Winner—Howard Mann Was Substituted for The Winner by His Owner on Account of Heavy Going.

New York, May 31.—It was a lightweight this time, in the mud, and how the crowd cheered when Howard Mann galloped home, almost alone, in the Brooklyn Handicap at Gravesend to-day!

All through the first and second races the people swarmed into the grounds, and by the time the bugle sounded for the horses to go to the post there were fully 15,000 people watching the contestants as they trotted up the stretch past the cheering thousands. All looked absolutely fit and able to run for their lives, and Handspring looked the king of them all as he pranced at the head of the string. He was undoubtedly the favorite of everybody.

There was some surprise at the appearance of Howard Mann, but he had been sent instead of The Winner, as he was a good horse. They were at the post but a few minutes and made but one false break, then, at 4.30, the starter caught them in line, the barrier was raised, the red flag swished through the air, and the 11 thoroughbreds were off on their journey, at the end of which $10,000 was hung up for the leaders.

As the runners came to the judges' stand for the first time, they seemed to gather speed with much jump, and the first quarter was completed in 25 seconds, with The Swain still in front by half a length, Howard Mann in second place by a length, Handspring third, Belmar fourth, Loki fifth and the others close up. Simms concluded that it was time to get a little nearer to the flying leaders, and began to urge Handspring a bit. The net result was to bring him up within a short head of Howard Mann, but still The Swain was holding forth in the lead with no signs of distress. The half mile pole was passed in that order in 50¼ seconds, excellent time considering the mud.

As they neared the three-quarters pole, it could be seen that Simms was doing a good deal of urging on Handspring, under the influence of which the big son of Hanover was cutting down the gap which separated him from the leaders, and it looked as if he might make them all run.

Then came a crack in the atmosphere, and before The Swain or Handspring knew what had happened, Howard Mann was a length in front of the field and running like a scared cat. Loki, too, had come up with a rush and was in the second place, a head in front of Handspring, with Belmar in fourth place, but already beginning to feel his weight and the rapid pace of the leaders. They were at the head of the stretch with a mile behind them in 1.42¾, and Howard Mann had not faltered.

Now they were fairly straightened out for home, and the judges were in sight. Martin hitched a little uneasily on Howard Mann as he was getting near the goal, and at the last furlong pole he began driving a little, although he was two lengths to the good. But he could hear the shouts of "Lake Shore!" and "Volley!" from the crowd and he did not care to take any chances, and did not dare to look back, so he kept his mount in motion, determined not to lose when he had but a short distance to go. It was but a few seconds more, however, and, as the timers' watches stopped at 2.09¾, he sent Howard Mann past the post four lengths in front of Lake Shore, who was three lengths in front of Volley, who had run about a sixteenth of a mile further than any other horse in the race. Loki had dropped back and Jefferson and The Swain competed for last place.

Mistral won the first race in a drive, Declare the second, Handball the third and Sly Fox the fifth. In the hurdle race, Sir Vassar lay back until the last quarter, when he went to the front and won.

GRAVESEND SUMMARIES.

First race, 6 furlongs—Mistral, 103 (Maher), 20 to 1, won by a head; Arabian, 111 (Linsley), 5 to 1, 2nd by half a length; Yeman, 113 (Shields), 11 to 5, 3. Time 1.15¼. Hil Daddy, Harrington, Passover, Tanis and The Manager also ran.

Second race, 1 1-16 miles, selling—Declare, 110 (Simms), 11 to 5, won by 1½ lengths; Bromo, 86 (Maher), 5 to 2, 2nd by two lengths; Parmesan, 89 (Powers), 7 to 1, 3. Time 1.51. Eastertide, Cromwell and Emotional also ran.

Third race, Expectation Stake, ⅞ mile—Handball, 113 (Simms), 13 to 5, won by a head; L'Ouette, 110 (Sloan), 3 to 5, 2nd by four lengths; Come Quick, 110 (Thorpe), 6 to 1, 3. Time 49¾. George Keene, Cherry Picker, Mr. Barter, Frohman, Fixed Star, Handpress and Storm Queen also ran.

Fourth race, Brooklyn Handicap, 1¼ miles:

Howard Mann, b.c., 4, by Duke of Montrose—Seamen, by Imp. Rossiter, 106 (Martin) 1
George E. Smith, 3 to 1 (Martin) 2
Lake Shore, ch.h., 6, by Parandole—Gunyaquil, 105, F. L. Parker, 10 to 1 (Scherrer) 2
Volley, br.g., 4, by The Sailor Prince—Vestabella, 95, W. C. Daly, 15 to 1 (Lamley) 3
Loki, b.c., 4, by Logic—The Slashes, 108, E. F. McLean (J. Hill) 0
Handspring, ch.c., 4, by Hanover—My Favorite, 123, P. J. Dwyer (Simms) 0
Sir Walter, b.h., 7, by imp. Midlothian—La Scala, 115, Oneck Stable (Doggett) 0
King Arthur II., b.h., 5, by Longfellow—Belle Knight, 98, James R. Keene (Hamilton) 0
Belmar, gr.h., 5, by Belvidere—Adele, 121, George E. Smith (Taral) 0
Ben Eder, b.c., by Fonso—Workmate, 113, M. F. Dwyer (Thorpe) 0
Jefferson, b.g., 4, by Buchanan—Pauline Lee, 88, Erie Stable (Powers) 0
The Swain, b.h., 5, by imp. Galore—Pride of the Village, 97, Covington & Kent (O'Leary) 0

Fifth race, 5 furlongs, selling—Sly Fox, 110 (Doggett), 6 to 5, won by two lengths; Blue Away, 105 (Thorpe), 4 to 1, 2, by one half length; Demagogue, 100 (Coyle), 5 to 2, 3. Time 1.03¾. Brentwood, Red Gidd, Commercial Traveler, Eileen D and False Pride also ran.

Sixth race, 1⅛ miles, 7 hurdles—Sir Vassar, 144 (Anderson), 5 to 1, won by two lengths; Flushing, 168 (Slack), 7 to 5, 2, by one length; McKee, 161 (Dunlap), 6 to 5, 3. Time 3.24. Dr. Grimes also ran.

RESULTS AT IRON HILL.

Iron Hill, Md., May 31.—Four top-heavy favorites and two long shots won the races here to-day. Summary:

First race, 4½ furlongs—Hamm'e, 1 to 2, 1; Cold Wave, 10 to 1, 2; Dorah Lamar, 10 to 1, 3. Time 1.01.

Second race, ½ mile—Miss Fonso, 15 to 1, 1; Vindictive, 5 to 1, 2; Greenpoint, 3 to 5, 3. Time .54½.

Third race, 6 furlongs—Des Brosses, even, 1; Monroe Doctrine, 5 to 1, 2; Belle Australian, 20 to 1, 3. Time 1.24.

Fourth race, 5 furlongs—Harris, 2 to 5, 1; Navahoe, 20 to 1, 2; Gold Dollar, 15 to 1, 3. Time 1.07¼.

Fifth race, 6 furlongs—Gorman, 10 to 1, 1; Gallatin, 10 to 1, 2; Krause, 20 to 1, 3. Time 1.22½.

Sixth race, 4½ furlongs—Watch Charm, 3 to 5, 1; Pathway, 3 to 1, 2; Gorella, 20 to 1, 3. Time 1.00.

FOR THE QUEEN'S CUP.

R C Y C Boats of All Classes to Race for Her Majesty's Gift on Jubilee Day—Opening Races.

His Excellency the Governor-General having consented to allow the Royal Canadian Yacht Club's boats to race for thh Queen's Cup this year on Jubilee Day (June 22) instead of Dominion Day, as provided in the conditions of the gift, the race will be started on that day from Exhibition Wharf at 11 o'clock a.m. The event will be thrown open to all classes mentioned in the deed of gift, and His Excellency has expressed his gratification at the effort being made to mark the day, and it is hoped that the various clubs will each contribute to the success of the event by sending down as many yachts as possible. The committee propose making Jubilee Day the opening of the season so far as the Island club house is concerned, and after the race for the Queen's Cup there will be a house dinner, followed by a dance similar to those held during last summer. The floors of the reading room and ladies' dining room have been prepared for the occasion. The sidewalks on the York-street bridge are completed, and the bridge is now open for pedestrians. The Hiawatha, for the present week, will run to and from the Island Club House between the hours of 3 and 6 o'clock.

With a spanking southwest breeze the skiffs, 20-footers and 27-footers of the R.C.Y.C. fleet headed for the starting line on Saturday afternoon, that being the first event on the club schedule for 1897. It was a capital day to test the capabilities of the new skiff class, over which the knowing ones have been shaking their heads dubiously for some time past, and although the list of causualties shows that many weak spots were found, yet on the whole they proved themselves capable little boats, and when properly toned up will answer the purpose for which they were intended, viz.: handiness, speediness—a snug rig, and in point of cost within the reach of anybody.

The skiff class started at 2.50 p.m., boats owned by the following getting over the line well together: Messrs. Francis & Thorne, Morse & Johnston, Archbald, Apted, Hayter & McMurrich, Wedd & Smith, with Mr. Parsons' boat some distance behind—seven in all. The first round of the course was sufficient to develop the weak spots, and the following dropped out: Morse & Johnston carried away rudder; Francis & Thorne, ditto and broke boom, while Parsons showed bad judgment in carrying a hollow mainmast, which buckled so badly as to render his mainsail almost useless in the windward work. The other boats finished in the following order: Archbald's, 1.15.40; Hayter & McMurrich's 1.17.50; Apted's, 1.18.45; Wedd's, 1.25. Mr. Archbald's plucky win is rendered more so from the fact that he left his room, where he had been laid up with a sprained ankle, to do it. Messrs. Hayter & McMurrich deservedly won the second place, having sailed the last half of the course after carrying away the jaws of their main boom. Mr. Apted has a good boat, and sailed a good race, and it is expected that he will give a good account of himself in the near future. There is no time allowance in this class, all boats being built up to the limit.

The 27-footers got the gun at 3 p.m., and the Wona and Mirage got into a lovely tangle, during which they drifted over the starting buoy. This gave Wawa a long lead, which she never lost. After breaking away, Mirage led Wona round the Island buoy, but was passed by the latter before the eastern channel was reached. In the thrash to windward, Mirage showed her superiority, and finished second. The corrected times are as follows: Wawa, 1.41.28; Mirage, 1.43.58; Wona, 1.51.35.

Twenty-footers—The Waif, sailed by Mr. McMurray, was first across the line when the gun for this class started them, at 3.10 p.m., followed by Frou Frou, Kittilon and Halfa. The last-named unfortunately carried away her main boom gooseneck a few minutes before the start, which delayed her considerably, but the boat is all right, and her new owner, Mr. Beaumont Jarvis, is evidently bent on getting all there is out of her, and the fact that she closed up the long gap between her and the leading boats augurs well for her future success. Frou Frou passed Waif at the Don buoy and maintained her lead to the finish. The corrected times of this class are as follows: Frou Frou, 1.27; Kittilon, 1.36.4; Waif, 1.33.12; Halfa, 1.37.3.

RIDLEY COLLEGE GAMES.

The eighth annual games of Bishop Ridley College were held last week, and in spite of the threatening weather on the second day, they were witnessed by a large number of the friends of the college. All the events were keenly contested, and the senior championship cup and medal was won by J. H. Wade with 28 points, while H. J. Erswell captured the junior championship with 26 points to his credit.

After the races Mrs. W. G. Gooderham presented the championship cups. Below is a summary of the events:

Throwing cricket ball (senior)—Doolittle 1, Mackenzie 2, Mair 3; 97 yards 2 feet 5 inches.

Throwing cricket ball (junior)—Scott 1, Erswell 2, Smith 3; 78 yards 1 foot 3 in.

High jump (senior)—Wade 1, Gander 2, Mackenzie 3; 5 feet 1½ inches.

High jump (junior)—Gooderham 1, Scott 2, Hoyles 3; 4 feet 5½ inches.

Putting shot (open)—Gander 1, Mackenzie 2, Mair 3; 33 feet, 6 inches.

Running broad jump (senior)—Wade 1, Mackenzie 2, Gander 3; 19 feet 1 inch.

Running broad jump (junior)—Scott 1, Erswell 2, Gooderham 3; 15 feet 2 inches.

Running hop, step and jump (open)—Mackenzie 1, Gander 2, Wade 3; 40 feet 4 inches.

100 yards race (senior)—Wade 1, Doolittle 2, Gander 3. Time 12 seconds.

100 yards race (junior)—Erswell 1, Hoyles 2, Trimmer 3. Time 13 1-5 seconds.

Sack race (open)—Nelson 1, Hatfield 2, Herbert 3.

100 yards race (under 14)—Hoyles 1, Trimmer 2, Nelson 3.

220 yards race (senior)—Wade 1, Gander 2, Doolittle 3.

220 yards race (junior)—Erswell 1, Hoyles 2.

Wheelbarrow race (open)—Nelson and Smith 1, Nicholls and Greenhill 2.

Three-legged race (junior) —Smith and Nelson.

Quarter mile (senior)—Wade 1, Doolittle 2. Time 1.08 2-5.

Quarter mile (junior)—Erswell 1, Hoyles 2. Time 1.15.

Bicycle race (senior)—Gooderham 1, MacLeod 2. Time 1.32 2-5.

100 yards race (under 12)—Greenhill 1, Ingersoll 2, Nicholls 3.

Bicycle race (junior)—Corey 1, Gooderham 2, Smith 3. Time 1.33 2-5.

Half-mile (open)—Mair 1, Gander 2. Time 2.26 2-5.

Obstacle race (open)—Herbert 1, Ingersoll 2.

Hurdle race (senior)—Doolittle 1, Wade 2. Time 24 3-5 seconds.

Hurdle race (junior)—Erswell 1, Smith 2. Time 23 3-5 seconds.

Mile race (open)—Mair 1, Schramm 2.

VARSITY TENNIS TOURNAMENT.

The annual spring tournament of the University Tennis Club will be held next week, commencing on Monday and continuing the following days.

The following events will be held: 1. All-comers' single, open to Canadian players. 2. Club handicap, open to graduates and undergraduates of the university. 3. Men's doubles, open to club players. 4. Ladies' singles, open to graduates and undergraduates of the university. 5. Mixed doubles, open to graduates and undergraduates of the university.

Suitable prizes are offered for each event. Entries will close on Monday next at 10 a.m., and may be handed either to the president of the club, F. H. Scott, or to the secretary, W. A. Saddler.

THREE VICTORIES FOR RIDLEY C. C.

On Saturday Bishop Ridley College performed the very creditable feat of winning three victories in one day, making eight matches won this season and none lost.

The Third Eleven beat Welland II. at Welland with four wickets to spare; the Second Eleven, with the assistance of several masters, defeated Welland I. on the college ground, while the First Eleven proved too strong for Buffalo, at Buffalo, by 74 to 38.

At Buffalo Anderson won the toss, but took the field. This was a mistake, as the wicket was exceedingly soft and slow, and got cut up pretty badly. It was also a bitterly cold day, with a strong breeze from the water, and the Buffalo players found it very difficult to keep warm, whilst the college boys patiently spent two full hours totalling 74. Considering the wicket this was a very satisfactory score. Berry (23) and Gurd (19) were the chief scorers. For Buffalo J. R. Hill got 4 wickets for 22 and Sinfield 4 for 31. On a wicket very much the worse for wear Buffalo put together 38, McLaughlin, Hill and Lloyd scoring 34 between them. Cooke had by far the best bowling analysis. He bowled 10 overs, 8 maidens and got 4 wickets for 5 runs, only having three balls scored off.

With about 40 minutes to play, Ridley went again to bat, and owing partly no doubt to the poor light and worn crease, lost 9 wickets for 19, all caught out, the successful bowlers being J. R. Hill and Colter.

—Bishop Ridley College—First Innings.—

Doolittle, c and b Sinfield	3
Williams, l.b.w., b Sinfield	0
Kerr, b Hill	4
Berry, b Hill	23
Cooke, run out	0
Gurd, c Barrington, b Sinfield	19
Dalton, run out	4
Mair, b Hill	4
Bourne, c Colter, b Hill	0
Baldwin, l.b.w., b Sinfield	0
Hoyles, not out	0
Extras	8
Total	74

—Buffalo.—

Colter, b Cooke	0
McLaughlin, run out	13
Cronyn, c Doolittle, b Cooke	0
Barrington, c Bourne, b Kerr	0
Sinfield, b Cooke	0
Cockburn, b Berry	0
Hill, c Williams, b Berry	10
Anderson, run out	0
Kelly, c and b Berry	2
Lloyd, b Cooke	11
Pomeroy, not out	0
Extra	1
Total	38

—Ridley College—First Innings.—

Barber, b Coulson	4
Michell, b Coulson	1
J. Gander, run out	1
Wood, c White, b Doane	12
Smith, b Coulson	4
Miller, b Coulson	16
Norsworthy, run out	0
Price, b Coulson	0
Allan, c White, b Coulson	3
Sewell, not out	0
H. Gander, b Coulson	0
Extras	4
Total	47

—Ridley College—Second Innings.—

Sewell, b Tobin	3
Michell, run out	1
J. Gander, b Tobin	20
Miller, c Rose, b Cohoe	24
Barber, b Doane	8
Norsworthy, b Coulson	1
Wood, not out	12
Price, not out	3
Smith, H. Gander, Allan, did not bat.	
Extras	8
Total for 6 wickets	80

—Welland—First Innings.—

B. White, b Barber	0
Cohoe, c Gander, b Wood	6
Doane, b Wood	0
Tobin, b Barber	0
Coulson, c Smith, b Barber	0
Gilleriese, b Wood	0
Buchner, not out	3
Rose, b Barber	0
Williams, c Gander, b Wood	0
Hancourt, c Barber, b Wood	0
R. White, b Wood	0
Extras	0
Total	25

—Welland—Second Innings.—

Tobin, b Wood	5
Cohoe, b Wood	3
B. White, c Sewell, b Barber	1
Gilleriese, b Wood	0
R. White, l.b.w., b Barber	0
Doane, b Wood	2
Rose, c Miller, b Barber	1
Coulson, b Wood	0
Buchner, c Michell, b Wood	7
Williams, not out	0
Harcourt, b Wood	0
Extras	1
Total	21

A DRAW IN FAVOR OF JUNCTION.

Toronto Junction cricketers played at U. C.C. on Saturday, the game resulting in a draw. Garrett and Wheatley made 111 for first Junction wicket. Lynch and Myles saved the game for U.C.C., putting on 44 after eight wickets were down, for 13:

— Junction. —

Wheatley, c Hills, b McLeod	51
Garrett, c Wright, b Hills	60
C. Edwards, not out	8
James Edwards, c Myles, b Hills	2
D'Eye, not out	3
Extras	6

Innings declared closed 132

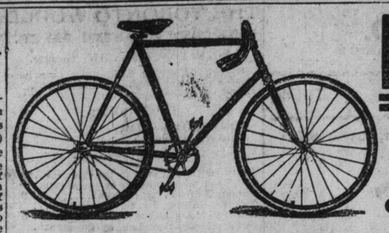
Brewer, John Edwards, Shaw, W. Edwards, Banks and Ferguson did not bat.

— U. C. C. —

Hills, b Wheatley	0
Mallock, b Edwards	1
Wright, c James Edwards, b Wheatley	5
Darling, c and b Edwards	2
Brown, b Wheatley	1
Wetmore, b Edwards	0
McLeod, b Edwards	1
Lownsboro, c Garrett, b Wheatley	2
Myles, not out	13
Lynch, not out	30
Extras	2
Total for 8 wickets	57

BILLY SMITH BEAT ULLMAN.

New York, May 31.—Mysterious Billy Smith of Boston bested Abe Ullman of Baltimore in a 20-round bout in the Polo Athletic Club to-night in the presence of 3,000 men. They fought at catch weights. Smith's handlers said he weighed 148, but he looked heavier. Ullman turned the scales at 157 pounds. They put up an interesting fight. Smith forced the going in nearly every round and clearly outpointed Ullman. Both men fought foul at times, but as both were to blame nothing was done by the referee. To give Smith his due, he was never seen to better advantage in this city and fought remarkably hard considering the provocation he got from Ullman. Referee Frank Abrahams' decision pleased the majority of those who saw the bout.



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HOMING PIGEONS RACE.

Toronto Birds Fly From Michigan—Old Michael Captures the Federation Race.

The third race on the schedule of the Canadian Federation of Homing Pigeon Flyers was flown off on Saturday from Imlay City, Michigan, to Toronto, a distance of 206 miles. Pigeons to the number of 81 were entered by members of the D.M.P.A. and Q.C.H. Club. The birds were shipped away on Thursday night and liberated by Mr. Titus of Imlay City on Saturday morning at 10 o'clock, Toronto time. After making mileage allowance between lofts, Mr. H. Wendt (Q.C.H. Club) Old Michael was declared the winner, he flying the distance in 4 hrs. 55 mins. Following is the position of first pigeon in each loft, according to station, east, west and north of Toronto, with time occupied in flying the race: Federation race—H. Wendt's Old Michael (Q.C.H.C.), 4.55; S. Allison's Marfetio (D.M.P.A.), 4.57; E. Sparrow's Red Cloud, (D.M.P.A.), 4.55; J. Campbell's Joseph T (D.M.P.A.), 5.2; J. Turvey's Tiny Tim, jr. (D.M.P.A.), 5.11; C. F. Kinsey's Jenny (D.M.P.A.), 5.39; W. Tait's Silver (D.M.P.A.), 5.42; A. Vennel's Daisy (Q.C.H.C.), 5.48; G. Jack's Bon Ino (Q.C.H.C.), 6.00; E. Pearell's, Bendigo (Q.C.H.C.), 5.58½; J. McGee's Morley (Q.C.H.C.), 5.58½; A. E. Cates' Sparrow (D.M.P.A.), 6.01; A. Soles' unnamed (D.M.P.A. and Q.C.H.C.), 6.05. D.M.P.A. prizes—S. Allson 1, E. Sparrow 2, J. Campbell 3.

Queen City Homing Club prizes—Wendt 1, Vennels 2, Jack 3.

Industrial Exhibition diplomas and medals—Male birds: H. Wendt 1, S. Allson 2. Hen birds: C. F. Kinsey 1, W. Tait 2.

Fanciers intending to fly from the 250 mile station in Michigan next Sa