



KINGWOOD, 2:17 $\frac{1}{4}$, AND OWNER, MR. J. A. BLAUROCK.



Photo by T. C. Turner.

"THE GALLERY" ON THE NEW YORK SPEEDWAY.

THE LIGHT-HARNESS HORSE.

THE NEW YORK SPEEDWAY.

Kingwood, 2:17 $\frac{1}{4}$, by King Darlington, whose portrait is given on the opposite page, is probably the fastest trotter, for a "brush," on the New York Speedway. When he is in condition there is little doubt that he can pull a wagon a quarter right around 30 seconds. Our illustration shows Kingwood in action, with his owner, Mr. J. A. Blaurock, driving.

The scene on the Speedway was secured for the purpose of showing to OUTING readers the remarkable interest in the contests which occur on this great driveway, now talked about in every corner of the civilized world. One needs to put a glass on this picture to bring out the details. For instance, a first glance with the naked eye would probably not discover the crowd along the rail on top of the stone wall. Not a tenth of the crowd is shown, for the reason that it continues on to Washington and High bridges in the one direction and for three-quarters of a mile, to Durando's, at Dykeman street, in the other. On the New York Speedway one meets people from all parts of the United States and frequently from European countries. Frequent inquiries as to how to reach the Speedway come to the writer, and for the benefit of many who have never visited this greatest of the world's speedways I give the directions herewith. Take either of the west side elevated roads from downtown to the end of the line, 155th street; go up stairs to the bridge, turning to the west and walking to the first street running north, which is the entrance to the Speedway. The best time to see prominent horses and men is from 9:00 A. M. until 1:00 P. M. Sundays. Practically all of the

higher class horses are brought out also on holidays. Select a nice sunny day and you will be amply repaid for your visit.

HIGHLAND PARK DRIVING CLUB.

A matinee club which has enjoyed a prosperous season, and given to its members such entertainment as whets the appetite for healthful amusement, is that known as the Highland Park Driving Club, of Detroit, Mich. Eleven matinees were held during the year 1899. A total of 123 heats were raced, 53 of which were at the trotting gait. The fastest heat trotted was 2:16, by Mr. A. L. Goldberg's Captain Millen. The slowest heat was 2:38. Seventy heats were paced, the fastest, 2:15, being by Mr. H. B. Edwards' mare Oveida M. The slowest heat paced was 2:30. Mr. A. W. Freer won the greatest number of blue ribbons—six; Mr. R. H. Phillips and Mr. J. E. Goldberg are tied for second place, each having won five blue ribbons; Messrs. W. N. Malloy, A. L. Goldberg, A. J. Springborn and H. B. Edwards are tied for third place, with four blue ribbons each, showing a high character of contests. Mr. A. L. Goldberg holds the record for trotters, having won every race in which he started Captain Millen. Mr. J. E. Goldberg, with Corrine, 2:20, started eight times, winning four firsts, three seconds and one third. Mr. H. R. Leonard, with Stevie H., 2:22 $\frac{1}{2}$, started nine times, was first once, six times second, and twice third. Mr. A. E. Morey, with the bay gelding Mack, stands third, winning two firsts, two seconds and one third out of five starts. Mr. R. H. Phillips stands first with the pacers, his black gelding George Wreford, by Brussels, having

won four firsts and two seconds in six starts, his fastest heat being in 2:21½, Mr. W. N. Malloy won second place with the bay, mare Kathleen, 2:18¾, by Captain Hunter, winning four firsts, one second and one third in six starts, and taking a matinée record of 2:16¾. Mr. Malloy started Kathleen in the 2:18 pace at the fall trotting meeting at Highland Park, and she won over a good field, securing a record of 2:13¾. Mr. H. B. Edwards secured third place with his mare Oveida M., by Ambassador, winning three firsts, one second and two thirds, and incidentally the track matinée record of 2:15. Mr. A. J. Springborn's chestnut mare Bonny Queen, by Nuttingham, stands fourth, with three firsts and one third. This mare has the fastest mile to her credit—2:20—for a "green" pacer. She was raced some this fall, and won three races and second money in the fourth, taking a record of 2:16¾. A number of the members are purchasing horses now for next season, and everything points to a large increase in membership. Mr. H. R. Leonard has just purchased a mare by Peeler (son of Patron) that showed a mile around 2:12 this year, and Mr. W. R. Crowl, has also purchased a fast animal by Axtell.

LYNNE BEL, 2:10½.

Three years ago one of the most brilliant racing campaigns of the season was that of the well-known New Jersey horse, Lynne Bel. He started that year with a record of 2:28¾ and returned to his home with a record of 2:10½, after repeatedly showing his ability to beat 2:10. The horse is owned by Mr. W. N. Burgess, Flemington, N. J., and that gentleman, knowing that the stallion can materially lower his present record, is very much disposed to give him another opportunity. The writer recently saw Lynne Bel and he bears no marks of his hard racing career. His legs are perfectly smooth and hard as iron. He looks much larger than when he was racing and will now weigh close to 1,200 pounds. His disposition is probably as perfect as that of any stallion living, and his intelligence far above the average. It was not long ago that, while being jogged by his care-taker, an accident occurred which threw the driver from the cart, and the stallion, then on a trot, started for home. Arriving at the gate, he turned in, trotted to the stable and waited for a groom to come and unhitch him. It was learned afterward, from people who saw the horse on his way home, that he did not move faster than a slow jog the entire distance. Lynne Bel is the pet of the entire family at East Lynne Farm, and he expects a lump of sugar or an apple from every member of the household who calls on him. Recently, when Mr. Burgess visited the stable one afternoon, he was startled to see the door of Lynne Bel's stall ajar, and, as he hastily stepped to the door to close it, the reader can imagine his horror and amazement to see Lynne Bel complacently eating pieces of apple from the hands of Mr. Burgess' little seven-year-old niece, the intelligent animal taking each piece from the child's hands as carefully as could a human being. When the child was reprimanded she said: "Why, uncle, I do that often; Bel wouldn't hurt me." Nor would he.

TWO NEW SPEEDWAYS..

Dorchester, Mass., horsemen have been successful in securing a great Speedway on the flat from Morton street toward Franklin Park. The road is well made and very fast. Every good day sees many Dorchester horsemen out with their flyers, and some very spirited contests are seen by those who journey to the Speedway to enjoy the inspiring scene. The good ones are almost without number, but some of the best are: Nellie F., 2:24½, owned by Mr. J. P. O'Connell; Landlord, 2:16¾, owned by Mr. C. L. Young; Willie Robbs, 2:14, owned by Mr. Stewart; Vondell, owned by Mr. J. M. E. Morrill; Velvet and Ashmont, owned by Mr. H. P. Gallup, and Motor, by Alexandre, owned by Mr. L. S. Cook.

The Gentlemen's Driving Club, of Des Moines, Ia., is a new organization which is just now devoting its energy and influence to the establishment of a speedway in the capital city of the wealthy Western State. Mr. George Bathrick is one of the moving spirits of the club. The site selected for the speedway gives five-eighths of a mile straightaway, with no cross streets. Des Moines is the home of many an influential horseman and a lot of good horses. Egbert, the one-time famous sire of trotters, was owned there at the time of his death.

WAGON VS. SULKY.

The fact that a number of the great road and matinée horses of to-day have drawn racing wagons to faster records than their sulky records settles nothing. Many things must be realized when weighing this question. First of all must be considered the fact that many of the gentlemen drivers of the present time are fully the equal of the best professional reinsmen. Then comes the fact that the horse receives fully as good care, and, in the hands of the more careful of the amateur drivers, he does not have the heart taken out of him as he does in a professional campaign. Especially is this true of the racing on speedways, where the "brushes" are short and infrequently to the full limit of the horse's speed. Then, too, speedways, or, at least, the one in New York, are not so hard as the race tracks. The result is that the horse has a practical let-up, a complete change of surroundings, and is kept in even better condition than when in a racing circuit. His work is of the character which strengthens him, hardens every muscle and puts him in perfect shape for fast work, so that when he is finally taken to the track he is fit and ready for the effort of his life. Then, too, I believe it is a conceded fact that there are many horses which need the added weight to balance them. It is no doubt true that there is some philosophy in the fact that the wagon runs perfectly steady and that there is something of a handicap in the "horse motion" of a sulky,

NEWS PARAGRAPHS.

Mr. Nathan Straus, of New York, has recently purchased Baby Birney, 2:26¾, a very pleasant road mare. She is not in the same class with Alves, 2:09¾, or Cobwebs, 2:12, and it was because of this fact that Mr. Straus bought her, for the reason that he had tired.

of going to the Speedway with his other flyers, and finding few horses fast enough to give him a race. Col. Fred Lawrence, with Lottie, 2:29¼, beat Baby Birney in the first contest Mr. Straus had.

As someone has opportunely suggested, the automobile can never supplant the horse when it comes to taking your best girl out for a moonlight ride. You can't take a chance on the infernal thing going straight unless you watch it. It won't turn out for a team of its own accord, nor will it pick its way along a dark road. The horse is liable to make a mis-step occasionally, but the automobile is just as liable to jump a fence.

Com. J. Malcolm Forbes, of Boston, has priced Bingen, 2:06¼, at \$50,000.

Senator White, of Syracuse, N. Y., is now the owner of St. André, 2:13½, and Red Bee, 2:13¼.

Helen K., a very clever road mare, with a record of 2:13¾, by Elyria, has been purchased by Mr. Dean Sage, of New York, for the Speedway.

Louise Mae, 2:09¾, owned by Mr. A. B. Gwathmey of New York, promises to be an ideal road animal. She is afraid of nothing, and there is no doubt about her ability to trot fast to wagon. She will be in the first flight on the Speedway.

That grand little team, Rival and Honor Bright, owned by Mr. John F. Cockerill, have again proven their worth by beating the fastest team of pacers ever driven on the New York Speedway—Sir Eld and Island Belle, owned by Mr. A. M. Rose.

Sheriff Frank D. Creamer, of Brooklyn, recently drove his horse Woodside, 2:22½, a mile over the Parkway Driving Club's half-mile track in 2:31¼, last quarter in 36¼ seconds.

Mr. Jas. Rowland, President of the New York National Exchange Bank, has bought Nibbs, 2:13½, and Neva Wilkes, 2:14¼, for Speedway use.

That great show horse and sire, Mambrino King, is dead. He was owned by Village Farm, East Aurora, N. Y.

Mr. James M. Boutwell, of Montpelier, Vt., is the new owner of Colbath, 2:13½, by Alcander.

Kate F., 2:16¼, by Fugleman, has been purchased by Mr. James McGettigan, of Toledo, O.

New Haven, Conn., horsemen are agitating the speedway proposition.

Mr. C. Price, Randolph, N. Y., is driving Judge-at-Law, 2:15½, on the road.

The stallion Allie Wilkes, 2:15, by Red Wilkes, has come rapidly to the front in the past few years. Last season his two sons, Jupe, 2:07½, and Arlin ton, 2:06½, were the two fastest performers of any one sire. Allie Wilkes is owned by Mr. L. V. Harkness, of New York, and is in the stud at his beautiful Walnut Hall Farm, Donerail, Ky.

Mr. George Stenger, the Newark, N. J., horseman, has recently bought at private sale of C. W. Williams, Galesburg, Ill., a weanling colt by Allerton, out of a daughter of Guy Wilkes. The price was a long one.

The old mare Sapphire, by Jay Gould, is owned by Mr. P. Lafferty, Sharon Hill, Pa. Sapphire is the dam of Nominee, 2:17¼; Nominator, 2:17¼; Octavia, 2:18, and other, and

is still, to all appearances, in her prime. She is now safely in foal to Lynne Bel, 2:10½.

Mr. F. A. Poth, Jr., of Philadelphia, is driving Warren Boy, 2:21¼, and Music Box, 2:29, to pole, and they make a very clever team.

Mr. Gustav Fleischmann, of Buffalo, is driving on the road a fast pacer by Crawford, 2:07¾.

Horsemen of Auburn and Lewiston, Me., are appealing to the powers of the former city for a speedway, with every hope of securing it.

Askey, 2:08¾, by McFarland, recently died at Cleveland, O. He was owned by Mr. Harry Darlington, the well-known amateur driver of Pittsburg, Pa.

Mr. Robert Smith, of Philadelphia, is the new owner of Dick Mack, pacer, 2:14½, by Robert McGregor. The horse will be used for matinee and road purposes.

Baronwood, 2:14½, by Baron Wilkes, has been sold to a Pittsburg gentleman for use on the road and matinee racing. He is a strong addition to the large number of good horses owned in Pittsburg.

Pilot Evans, 2:13¼, is being driven on the Providence Speedway by his owner, Mr. James Hanley.

Mr. E. A. Lord, the Chicago gentleman who paid \$20,000 for Tommy Britton, is one of the West's best amateur drivers.

George Idolf, 2:24¼, by Idolf, 2:13¾, has been purchased by a member of the Cleveland, O., Driving Club, for road and matinee use.

Bradford, Pa., is to build a speedway.

Broker, 2:17¼, will be a candidate for snow-path honors at Buffalo this winter.

At the recent Fasig-Tipton sale in New York Flora McGregor sold for \$3,000, her daughter, Elloree, for \$4,750, and the latter's daughter, Locha, for \$3,100.

Mr. W. F. Kelly, of Oil City, Pa., is driving Raven Hill, 2:23¼, on the road.

Mr. George Hall, the well-known Boston horseman, owns Tomah, 2:10; Ackerland, 2:13¾, and Eddie B., 2:14¾. It is claimed that any two of these hitched to wagon can step a mile close to 2:15.

Mr. H. W. Humphrey, of Jamestown, N. Y., has a grand team in the mares Lady May, by Elyria, and Grace Summers, 2:25½, by Strathmore. They are perfectly matched in color, carriage, disposition and gait, and can trot a mile to pole close to 2:20.

The Highland Park Matinée Club, of Detroit, Mich., will probably adopt a rule this winter, making all matinee events to wagon.

What I like to see in the table showing the produce of any sire is a good list of reduced records each year. It shows that they race on.

General Shafter, of Cuban fame, is driving the old trotter Bishop Hero, 2:21, on the road in San Francisco. Bishop Hero is the present holder of the five-mile trotting record of the world—12:30½.

Mr. H. M. Hanna, of Cleveland, will take Mackay, 2:13¾, and Anton, 2:20½, to Thomasville, Ga., with him for the winter, where he will use them on the road.

Baron Rogers, 2:09¾, a son of Baron Wilkes, is probably the greatest winner in Russia this year.

Mr. A. E. Alvord, Syracuse, N. Y., has bought Prestoria Wilkes, 2:13½, for road use.

Horsemen of Dorchester, Mass., have succeeded in having Blue Hill avenue opened as a speedway, between Talbot avenue and Morton street—three-quarters of a mile.

Mr. E. A. Lord, of Chicago, who paid \$20,000 for Tommy Britton at the recent Fasig-Tipton auction sale in New York, while not a newcomer in the trotting-horse business, announces his intention to make heavier investments than ever before, because of a belief that prices will continue to enhance.

The greatest sale of trotters ever held was that which closed Nov. 29th, at Madison Square Garden, New York. Horses have previously sold for more than the \$20,000 paid for Tommy Britton, but never have prices maintained such an average for a sale of almost 800 head. The managers of the sale, the public and horsemen in general, are to be congratulated on the revival of interest in the light-harness horse—the animal which appeals most strongly to the sentiment in man.

Mr. T. H. Shults, of New York, who has paid more money for trotters than any other living man, is again in evidence as a bidder at the sales. He has recently purchased a half-dozen fast ones at good prices.

Dr. H. H. Kane, of New York, has purchased the fast pacing mare, Laura W., by Alcander, for Speedway purposes.

Mr. E. Bronk, of New York, has recently purchased at good prices, Phrase, 2:12 $\frac{1}{4}$, by Onward, and Dick Benson, by Allerton.

Mr. W. C. Brown, General Mansper of the Chicago, Burlington and Quincy Railroad, is an enthusiastic admirer of the light-harness horse. At one time he owned a prominent stock farm at St. Joseph, Mo., at the head of which was that fast trotting stallion, Roslyn, by Robert McGregor. Mr. Brown still enjoys a ride behind a spirited trotter as much as anyone, and can usually find a few minutes in which to talk horse.

The mare Dolly Duroc, 2:18 $\frac{1}{2}$, by Duroc Volunteer, out of Dolly Varden by Locksmith; second dam Nell, by Hambletonian, 10, was recently purchased of Mr. A. G. Hutcheson by Mr. Nathan A. Cole, of New York, for Mr. J. F. Dingee, the Brooklyn horseman. Dolly Duroc is an old-fashioned, pure-gaited trotter and very fast. In her race at Empire City track, in October last, she stepped the second mile in 2:12; last half in 1:05 $\frac{1}{4}$ and last quarter in 31 $\frac{3}{4}$ seconds. Mr. Dingee buys the mare to drive with Bella Wilkes, but will probably start her in two or three races on the big tracks this year. If no accident befalls her, she will take a race record below 2:10.

Mr. David Snell, of New Bedford, Mass., recently refused \$20,000 for Jupe, 2:07 $\frac{3}{4}$.

The increasing demand for the trotter for all purposes to which he is suited is much greater than it has ever been before; and already shrewd men can see every prospect for a vastly increased demand in the next few years, which will exhaust the supply.

It is currently reported that when Mr. W. N. Burgess, of Flemington, N. J., was recently asked to put a rice on Lynne Bel, 2:10 $\frac{1}{2}$, the figure he named was \$25,000, and this with the provision that he would want the privilege of considering such an offer before accepting it. Good sires are wanted, not alone by

breeders in this country, but for shipment abroad.

Milton S., 2:08; Espy Boy, 2:13; Sunny Bank, 2:24 $\frac{1}{4}$, and Red Light, 2:13 $\frac{1}{2}$, will be used on the snow this winter at Urbana, O.

Benny Sprague, Coney Sprague, Monroe and Alfoneer are four short-tailed trotters recently purchased by Mr. D. G. Reid, President of the American Tinplate Co., Chicago. The price paid was \$6,000. Aside from the fact that Mr. Reid has in these horses individuals of high merit, it is likely that he has the fastest four in America.

Nutwood mares are making eventful history for themselves. They stand at the head of the producers of extreme speed, having to their credit thirty-one of the 2:15 performers.

Mr. Chas. Weiland, of New York, recently traded the mare Ada P., 2:09 $\frac{3}{4}$, for Steel Prince, 2:07 $\frac{1}{2}$, and a few days later sold the latter animal to Mr. D. Lamar, his previous owner, at a long price.

A purse of \$515 was contributed by New York Speedway frequenters as a Christmas present for the mounted police who patrol that driveway.

Mr. H. C. Conklyn, of Philadelphia, has a very fast three-year-old colt by Online, out of the famous old mare Jessie R., dam of Be Sure, 2:06 $\frac{3}{4}$, etc.

A two-year-old filly by Lynne Del, 2:10 $\frac{1}{2}$, in the stable of Ed. Baker, Buffalo, is reported to be very fast.

At a matinee at Baltimore, Md., Dec. 15th, Mr. George Meister's bay mare, Minnie B., won the only race on the programme at the end of four heats. The best time was 2:33. Mr. A. J. Falter's sorrel mare, Surprise, won the first heat in 2:40.

COL. J. A. S. REED DEAD.

The popular general agent of the Lehigh Valley Railroad, Col. J. A. S. Reed, well known as an ardent admirer of the light harness horse, died at his home in Chicago, December 18th. He was born in 1832, at Buffalo, N. Y., and had been in railway business ever since he was seventeen years of age. Mr. Reed was the owner of Directly, 2:03 $\frac{1}{4}$, up to his sale in New York to Mr. John H. Shults, in December.

BUMPS, 2:03 $\frac{1}{4}$, DEAD.

Mr. C. G. K. Billings, the popular Chicago horseman, has lost by death that great road-wagon pacer and New York Speedway favorite Bumps, 2:03 $\frac{1}{4}$. Bumps was a handsome horse and a great race animal. As a four-year-old he closed the season with a record of 2:09 $\frac{1}{4}$. That year he started in thirteen races, won eight of them, was second three times, third once and outside the money once. He reduced his record to 2:08 $\frac{3}{4}$, in 1896, winning a fair share of the races in which he started. In 1897 he started eleven times, won six of his races, was second once! fourth once and three times unplaced, reducing his record to 2:04 $\frac{3}{4}$. In 1898 he was not prominent. Last year his great feat was his reduction of the wagon record to 2:03 $\frac{1}{4}$. Bumps was foaled in 1891 and was by Baron Wilkes, out of Queen Ethel, by Strathmore; second dam Princess Ethel, by Volunteer, 55. He was bred by the late Col. R. G. Stoner, at Paris, Ky. NATHAN A. COLE.

THE HARNESS AND SADDLE HORSE DIVISION.



POLO.

To complete our polo calendar for the season of 1899, I now submit a summary of the games played subsequent to those enumerated in **OUTING** for October last. These include three tournaments, embracing eleven contests scheduled, viz.: The Junior Cups played for at Rockaway, the Somerset county cups

played for at Bernardsville, N. J., and the West Brighton Cups played for on the grounds of the West Brighton Polo Club, Staten Island, N. Y. The Junior Cups were presented by Mr. William A. Hazard, of Cedarhurst, L. I., an enthusiastic sportsman and a poloist of many years' experience. Mr. Hazard was quick to note the eagerness with which some of the youthful members of the Rockaway and other clubs essayed polo proper on ponies, after exhausting the possibilities of the less dangerous game of polo on bicycles, and offered the cups under conditions which would tend to encourage youths not exceeding twenty-one years of age to take up the inspiring equine sport. The boys responded well and made up four teams, each of three players belonging to the Rockaway Club, as follows: Team No. 1, René La Montagne, Jr., Louis Neilson, and Halstead Vanderpoel. Team No. 2, Lawrence B. Rand, F. B. Voss, and Le Grand L. Benedict, Jr. Team No. 3, McPherson Kennedy, Jr., Daniel Chauncey, Jr., and E. Voss. Team No. 4, Montague La Montagne, Courtland P. Dixon, Jr., and Oakley Vanderpoel. I give these names for the purpose of record, as it is quite possible that most, if not all, of these youths will blossom out as expert poloists and will represent the Rockaway or other local clubs in the great tournaments which will undoubtedly take place in years to come.

In this series of games it was, of course, a foregone conclusion that No. 1 Team would

carry off the trophies, René La Montagne, who was the free-lance on the team, having an advantage over his associates in that he had already played in the company of adults on circuit. His brother Montague was, however, a fair foil for him, and in the last bout especially put up some highly scientific play. Three goals to six actually earned indicates pretty truly the relative strength of these two teams. Teams 3 and 4 were much more evenly matched, as events proved, and their contest was as enjoyable, if not as exciting, as the final.

The meeting at Bernardsville, N. J., marked the opening of the Somerset Club's grounds for polo, and the Staten Island team, made up of Dr. James McKee, J. C. Wilmerding, Jr., Morton W. Smith and John T. Sprague, defeated the home quartet, Messrs. E. A. Stevens, Emil Pfizer, A. S. Alexander and R. L. Stevens; the Rockaway team, W. A. Hazard, René La Montagne, Albert Francke and W. H. Dixon; and finally won the cups by beating Messrs. Charles Pfizer, W. T. Headley, E. W. Roby and Norman Henderson, of Morristown. The Rockaway quartet had the honor of registering on this field the first victory of the season for their club actually earning eleven goals to a solitary unit made by Messrs. George J. Gould, J. Dallett, Jr., R. J. and P. F. Collier, of Lakewood. This was, however, Robert Collier's first appearance after his recovery from a broken collar-bone, sustained at Cedarhurst about the middle of the season.

In the games on Staten Island, which wound up the season, the Somerset Club squared accounts with their West Brighton adversaries, but had to organize a somewhat mixed team to do the trick, as Emil Pfizer had with him his brother Charles, J. C. Wilmerding, and Philip A. Clark. The Rockaways, with Lawrence Rand as a substitute for W. H. Dixon, played a splendid game with the Lakewood team and beat it, and finally had no difficulty in putting the Somerset quartet out of court by a score of 8 goals to 4 actually earned, the handicap and penalties making the reading as per summary.

It will be noted that the season closed without a championship tourney taking place. The meeting was scheduled, as briefly referred to in **OUTING** for October, but on account of the deaths of Messrs. Cornelius Vanderbilt and James B. Eustis, to whom several of the Meadowbrook players were related, the club deemed it advisable to withdraw its entry. The championship, therefore, went by default to the Westchester-Newport organization.

JUNIOR CUPS.						
Date.	Field.	Winners.	Goals.	Losers.	Goals.	Handicap.
Sep. 16	Rockaway	No. 4 Team	4¾	No. 3 Team	4	‡ 0
Sep. 19	Rockaway	No. 2 Team	6	No. 2 Team	4	0
Sep. 23	Rockaway	No. 1 Team	5¾	No. 4 Team	2½	0
SOMERSET COUNTY CUPS.						
Sep. 25	Bernardsville	Staten Island	5¾	Somerset	3¾	W. 2
Sep. 26	Bernardsville	Morristown	—	Westchester	defaulted	
Sep. 27	Bernardsville	Rockaway	11	Lakewood	1	E.
Oct. 2	Bernardsville	Staten Island	9	Rockaway	7¾	W. 5
Oct. 4	Bernardsville	Staten Island	6½	Morristown	2¾	W. 4
WEST BRIGHTON CUPS.						
Oct. 9	Staten Island	Somerset	7¾	Staten Island	1¾	E.
Oct. 11	Staten Island	Rockaway	9	Lakewood	5¾	E.
Oct. 17	Staten Island	Rockaway	8	Somerset	7¾	4

‡ 0 means no handicap; W. 2, winners 2 goals by handicap; E., even.

A. H. GODFREY.