

AMERICAN POLO VICTORY

Englishmen Beaten in the First International Cup Match.

SCORE—TWO GOALS TO ONE

Keene and "Larry" Waterbury Made the Winning Points—Great Crowd Out at Hurlingham.

LONDON, May 31.—The first test polo match for the American Cup was played at Hurlingham to-day between the English and American teams, the latter winning by a score of 2 goals to 1. The weather was fine and the ground was good, but soft. An enormous crowd, including many ladies, was present. Joseph H. Choate, the United States Ambassador; Henry White, Secretary, and the other members of the United States Embassy witnessed the game. The contest opened well for the Americans. L. Waterbury shot a goal in the first five minutes, and was much applauded by the American section. When the goals were changed the Englishmen seemed to have matters their own way, and kept the ball continuously near the American goal until R. L. Agassiz made a splendid run, the whole length of the field, riding Charles D. Miller, of the English team, off, and opened the way for Foxhall Keene, the American Captain, who, with a fine, long shot, scored another goal.

In the third period England again began pressing hard, but could not score. The ball, in this period, was often over the boundary. J. E. Cowdin of the American team and Keene made long runs all the length of the field. The splendid team play by the Americans was checked by Miller. Walter H. Buckmaster, the English Captain, made a splendid run, but, as the ball was in the act of going over Waterbury saved the goal. Then there was a scrimmage, and while Cowdin was on the ground, having collided with Buckmaster, Cecil Nickalls of the English team hit a goal. After some discussion the umpires disallowed the goal.

AMERICANS HOLD THE ADVANTAGE.

In the fourth period Patteson W. Nickalls of the English quartet made a brilliant run on Blue Sleeves, but Waterbury once more stopped the ball close to the line. Some quick play followed, and then Miller made a run, but Waterbury again saved the goal. England afterward pressed so hard that Keene hit out to save a goal. The Americans played a splendid game. Keene's team play was very perfect. The ball was fast being driven to the English goal, when Miller saved it at the cost of a fall. England thereupon hit out. The goal was in constant danger, and Keene fell to the ground, which was then very slippery, but at the last Miller had a fine run, coming right up into the game and hitting a goal, which was disallowed, as Nickalls was off-side. So the fourth period closed in favor of America, with every chance of her winning. The game up to that time had been very fast and exciting, and the Americans had clearly the best of it, which was due to Waterbury and the team play.

In the fifth period, Waterbury, on a wonderful gray, came down, hitting near and off side alternately, amid loud cheers. The play here was slow. Cecil Nickalls slipped by Waterbury, ran for the goal, and missed it just at the moment when a shot was possible. Here the play was very fine. The ball flew backward and forward, and then Buckmaster shot out with Patteson Nickalls in support. There seemed a clear run. England pressed and showed up the steadiness of the defense. The Americans hit out in self-defense, and England missed three times successively. A slow period ended with the game a certainty for the Americans if they continued to play as they had been playing.

In the sixth period there was more slow play in the middle of the ground. Then both teams started out to gallop for the English goal, but in the race the English ponies failed to secure any advantage. Then came the finest run of the day, racing toward the American goal. The ponies were locked in pairs, and the eight men raced grandly. Keene, on Texiana, caught Miller, and, though he could not stop him, hampered his stroke. The Americans were then much quicker, but at last, after a rather close rough and tumble, Cecil Nickalls hit a goal.

America, however, won by two goals to one, due to superior combination, ponies as good as those of the Englishmen, and the fine defense of Waterbury.

ENGLISHMEN PRAISE THE VICTORS.

The result was a complete surprise to all the experts and was all the more welcome to the gathering of Americans, who, it must be confessed, had faint hopes of seeing their team victorious. According to all previous form, the Englishmen should have won, but the American team rose splendidly to the occasion and played a nearly faultless game, much better, in fact, than they ever played here before. The Englishmen who commented upon the game freely admitted that the victory was well won.

"They are better hitters, have better ponies, and played better together than our fellows," was generally the verdict.

Waterbury and Keene were the particular stars of the American team, and again and again saved the game. The arrangements for the match were admirable, and there was one of the largest gatherings of English poloists seen at Hurlingham for years. On account of the softness of the ground, occasioned by the rain of last night, the ball did not travel freely at any period of the game, which consequently was never fast, although at times the ponies were galloping well.

What perhaps was more astonishing than anything else was that the American ponies were at no time outpaced by the English, yet some famous ponies were playing for England. Walter Jones, who has the best stable of polo ponies in England, lent My Girl, which is believed to be the best pony in England, to Miller, and also lent to Patterson and Nickalls Luna and Charmer, the former of which is a Hurlingham prize winner. It would have been difficult to collect on a polo ground a better lot of ponies, but the American animals held their own for speed and beat the English ponies for handiness. L. Waterbury's gray Dennis, Keene's Texiana, and Agassiz's chestnut were especially noticeable.

The hitting and combination play of the Americans was magnificent. The English team, almost from first to last, seemed to have the better of the game, as they were more often nearer to the goal which the Americans were defending than to their own. Sometimes they were close to the posts, and, indeed, repeatedly shot at the goal; yet they nearly always missed or the ball was promptly returned. Only thrice in the whole play did Buckmaster have a hit out from behind his own back line. Waterbury's defence was nearly perfect. He was always where he ought to have been. Once he interposed his pony before the goal at exactly the right moment, and once he actually hit the ball as it was resting on the very chalk line itself.

Any attack in so severe a game of polo as was to-day's contest is bound to give way at last if it fails to break the defenses, and so, when the welcome chance came for the Americans to turn their ponies and play with the ball instead of against it, their forwards started fresh with a half-beaten and scattered team opposing them. Then the long practice of team play told, and the Americans raced through their opponents as though the latter were only novices, Agassiz riding off Miller and Cowdin, Keene, and Waterbury galloping and passing the ball from back to forward with a series of splendid near-side forward strokes. Thus Waterbury's defense must be taken as the main factor in the victory. Against it the English attack was shattered. Then the American combination play was much better than that of the Hurlingham four. The Englishmen scattered or got in each other's way, and seldom gave Buckmaster, their Captain, a chance.

Cecil Nickalls played well, but he was more often on the ball than riding, and that redoubtable opponent, Miller, never showed his true form at all. The Americans were always quicker on the ball than their opponents. Next to Waterbury, Agassiz showed up prominently playing always well. Keene never made a mistake, and did not often miss.

It was not a game that taxed No. 3, but because Keene kept the team together and never for a moment lost his head, he deserves great credit. When he had occasion to go up into the game, he seemed to work well with Cowdin, who also played a steady No. 2, though he has a tendency to dribble the ball more than the English consider advisable on soft grounds. Allowing that the Englishmen were not at the top of their form, the Americans won by their combination play and their quick-

ness on the ball, and by Waterbury's defensive work.

The American team will be entertained at dinner on Monday by Patteson Nickalls and the Council of the Polo Pony Society. Lord Lonsdale, the Right Hon. Robert William Hanbury, President of the Board of Agriculture, Lord Cecil, and all the best-known English polo players and breeders of ponies are expected to be present. The second of the three games will be played early in the week.

SQUADRON A IN POLO.

Troop 3 Wins the Whitney Cups at Van Cortlandt Park.

Fully a thousand spectators watched three interesting polo competitions yesterday between four teams of Squadron A at Van Cortlandt Park. The low ridge west of the parade ground was thickly lined with rows of men and women, while a number of stylish traps and the Squadron A coach lined up at the lower end of the field, gave the scene the appearance of a club day.

The contest was a series of intertroop matches for cups presented by A. R. Whitney, Jr. The quartet from Troop 3 won the trophies, and the squadron boys in camp gave the victors a prolonged cheer as they rode from the field. The members of the winning team were Everett Colby, R. J. D. Douglas, Herbert Barry, and Preston Watson.

Each game consisted of two periods of six minutes each, played without hand-caps. Troop 3 first beat the Headquarters team by 2 goals to 0. Then Troop 1 defeated Troop 2 by 1½ goals to 1, and after a rest of fifteen minutes the final match was called. The members of the rival troops watched each play keenly, and when the first six-minute period ended without a goal having been struck, the excitement was at fever heat.

H. M. Earle, the back for Troop 1, was the most vigorous player for his side. He is the best polo hitter in the squadron, and he frequently carried the ball from one-half to three-quarters the distance of the field. With moderate assistance the result might have been different. Cammann occasionally aided in getting the ball nearer the line, but an unfortunate tendency to miss at critical periods gave the ball to the opposing team.

For the winners Douglas and Colby did excellent work, and Douglas finally made the deciding goal in the second period which gave the victory to his side. Troop 1 played a hard game after that, but without avail, and by a score of 1 goal to 0 Troop 3 got the cups.

The line-up was:

TROOP 3.	TROOP 1.
1..Everett Colby.	1..C. N. Talbot.
2..R. G. D. Douglas.	2..W. C. Cammann.
3..Herbert Barry.	3..A. I. Smith, Jr.
Back..Preston Watson.	Back..H. M. Earle.

FIRST PERIOD.

No score.

SECOND PERIOD.

Goal. Made By: Team. Time.

1..Douglas, Troop 3.....	2:50
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In the preliminary match Douglas made both of the goals scored by Troop 3 against the Headquarters team. The latter lined up as follows: 1, Willis Monroe; 2, Frank D. Bowne; 3, A. R. Whitney, Jr.; back, R. C. Lawrence. H. M. Earle refereed this game and Putnam Bates was referee of the other two.

In the match between Troops 1 and 2, Talbot and Smith made the goals for Troop 1 and Hunt stroked the single count for Troop 2. The winners lost one-fourth of a goal for a safety. The line-up of the Troop 2 team was: 1, Albert W. Putnam; 2, L. J. Hunt; 3, J. O. Nicholls; back, E. N. Nicholls.

YACHTS NEARLY COMPLETED.

Six Boats at Morris Heights Soon to be Launched—Five Steam Yachts

for W. W. Cole.

Nearing completion in the yards of the Gas Engine and Power Company and Charles L. Seabury Company, Consolidated, at Morris Heights, are five splendid yachts. Three of the craft are scheduled to be launched this week, while the other two will leave the ways in the next two or three months. The three that are practically ready for christening are the steam yachts Iroquois, building for Commodore Le Grand C. Cramer of the Lake George Yacht Club; David C. Whitney's Ridgemont, destined for Detroit, and the steel cruising schooner Chanticleer, being built to the order of W. H. Weld of Boston. To be ready in two months is the steam yacht Coranto, which is to belong to E. A. Austin of Providence, while the Dart, which will be used by her owner, W. W. Cole, in making the trip between his Summer home at Oyster Bay and New York this Summer, is to go into commission in four weeks.

Of the new vessels Commodore Cramer's Iroquois will be one of the most interesting. She will be 75 feet long, schooner-rigged, and thoroughly modern in every particular. She will make the trip to Albany, after which she will proceed to a point up the Hudson, where she will be placed upon a specially constructed car for transportation to Lake George.

The Ridgemont is another craft that will be used for service in the interior, being designed for the great lake service. She will have a speed of 16 knots, and will be used for cruising between Detroit, Georgian Bay, and other points on the great lakes, and their tributaries. She is to be fitted with triple-expansion engines, while particular attention has been paid in her construction to the heavy weather she will probably encounter on the great lakes. Every appointment on this craft is thoroughly modern.

The cruising schooner yacht Chanticleer will be 118 feet over all and will be used extensively in coastwise cruising.

W. W. Cole's Dart will be ready in about four weeks. She is to be magnificently appointed throughout and will have a speed of twenty knots. The other vessel, the Coranto, will be 145 feet in length and is a duplicate in many respects of Edwin Gould's Aileen. She will be completed in about two months.

LARCHMONT Y. C.'S GALA DAY.

The Opening of the Season Was Celebrated in Handsome Style by Club and Fleet.

A very pretty effect in the way of an illumination was seen from the veranda of the Larchmont Yacht Club house last evening. A number of yachts were lighted up, Frank Gould's new steam yacht Helenita being ablaze from stem to stern. Across the Sound, at Prospect Point, almost on the same line of vision, lay Howard Gould's Niagara, with hull, masts, bridge, and spars outlined in electric bulbs.

It was opening day at Larchmont, and about forty yachts, large and small, went in commission. Commodore F. T. Adams's flagship Sachem and Rear Commodore F. M. Hoyt's Isalde, the latter in a new coat of black paint, and many others were gaily dressed in bunting. Sachem was easily distinguished from the others, as Commodore Adams dressed ship in small Larchmont flags and made use of no others.

The club was put in commission at 4 o'clock. At that hour the flag was saluted, and a few minutes later a popgun called attention to the raising of the colors of the rocking chair fleet. Shortly afterward Commodore Robert E. Tod's Thistle, the flagship of the Atlantic Yacht Club, came into the harbor, with Rear Commodore Ames's Varuna, and the customary salutes were exchanged.

Among the two hundred or more yachtsmen at the club house in the course of the day were Commodore F. T. Adams, Vice Commodore Wilson Marshall, Rear Commodore F. M. Hoyt, Secretary A. Bryan Allen, Treasurer William Murray, Augustin Monroe, Theodore D. Rich, E. J. Graeven, Frank G. Fullgraff, Howard W. Coates, Frank Hardy, John H. Hanan, and John R. Van Wormer.

About 150 members and guests sat down to dinner at 7 o'clock. Commodore Tod of the Atlantic Yacht Club was the guest of honor. President John R. Van Wormer of the New York Athletic Club made a short speech, in the course of which he said lots of nice things about the Larchmont Yacht Club. "Gus" Monroe was made to talk for a few minutes, and to tell the members what had been done for them in the way of improvement to the club house. A very important improvement is the installation of a cold storage equipment of very large capacity.

Neola Ready for Launching.

George M. Pyncheon's new 60-rater Neola will be launched at the Townsend & Downey shipyard, Shooters Island, next Tuesday at 5 P. M. The Neola is a companion boat to H. F. Lippitt's Weetamoo that has just been built in Boston. Both boats were designed by Gardner & Cox, and it is calculated that they will start a new class in Long Island Sound racing.