

THE BIG STRIKE ABOUT OVER.

Believed That Miners Will Accept the Sixty-Five-Cent Rate.

Many of the Men Have Already Agreed to Return to Work.

Some of the Leaders Contend for Sixty-Five Cents, but It Is Thought the Convention To-day Will Vote to Accept the Offer Made by the Operators.

PITTSBURG, Sept. 6.—Mass-meetings were held to-day all over the Pittsburgh district for the purpose of appointing delegates to the District Convention, which meets here to-morrow to consider the Columbus compromise and elect delegates to the National Convention at Columbus on Wednesday.

While some of the leading miners have stated that they will contend for instructions to the Columbus delegates to vote for 65 cents or nothing, it is thought that the 65-cent men will be in a minority, and unable to urge their plan.

A number of operators have received assurances that the miners formerly at work for them will ratify the agreement arrived at in Columbus, and will vote to return to work at the 65-cent rate.

President Dolan, Secretary William Warner and District Organizer Cameron Miller say they feel sure the great majority of the miners will vote to accept the 65-cent rate. President Dolan is of the opinion that the settlement of the strike on this basis is the very best that can be accomplished at this time.

At that rate the big lake shippers can get on in line, and nearly all of the mines in the district will be at work within a week of the time for the acceptance of the proposition of the operators by the miners.

The mining officials say that the struggle against the New York and Cleveland Gas Coal Company will be pushed. The acceptance of the 65-cent rate, they say, in no way affects the price to be paid the diggers at the mines of this company and until the mine workers can force President W. F. De Armitz to pay the district price without the differential in his favor, the fight against him will be continued.

RESTING IN WEST VIRGINIA.

WHEELING (W. Va.), Sept. 6.—The leaders in the miners' strike are resting on their arms, awaiting the outcome of the Columbus convention. They are, however, using their best efforts to keep the men from returning to work, but only with moderate success. The movement toward a settlement has gone so far that all see West Virginia will cut a small figure, and the strikers are going back to work where the chance offers. There were no meetings nor demonstrations in the Fairmont region yesterday, while in the Kanawha Valley addresses were made at only two points.

The strikers in the various regions held meetings to-day to select delegates to the Columbus convention. They were instructed to oppose any settlement that does not include West Virginia and other regions outside of Pennsylvania and West Virginia, and all local labor organizations are making steps to be represented in the Chicago convention September 27th.

WHEELING DIVISION WANTS 60 CENTS.

PITTSBURG, Sept. 6.—Fifteen hundred striking miners of the Wheeling division of the Baltimore and Ohio Railroad attended a meeting at Gastonville last night to consider the proposed settlement of the strike upon the basis of 65 cents per ton. After several speeches it was unanimously decided to stand out for the 60-cent rate.

This was the day set for the eviction of the Pittsburgh and Chicago Gas Coal Company's miners at Gastonville, and for starting the mines with new men.

Three colored deputies were on the way, but no arrests were made during the morning. A large number of strikers were on hand, but there was no trouble. It is said that the evictions will take place to-morrow.

TROUBLE EXPECTED.

Intruders on the Cherokee Strip to be Ejected. SILEAM SPRINGS (Ark.), Sept. 6.—From present indications trouble will follow an effort to eject the intruders from the Cherokee Nation. When the Cherokee Strip was opened the Government promised to put out the intruders, but upon one technicality or another they have managed to remain. The Government has decided to take a firm stand, however, and has ordered their removal forthwith. Agent Wisdom will undertake the task at once.

CAPE COD CABLE.

Question as to the Right of Laying New Wires. WASHINGTON, Sept. 6.—Officials of the State Department and the Attorney-General's office have been conferring recently relative to the French cable which lands at Cape Cod. The cable was first laid under authority given by the President, through Secretary Everts, in 1880, and recently the French company has been replacing this line with a new copper cable. This new cable was opposed by Senator Frye introduced a bill to prevent the landing of cables without the assent of Congress, while Senator Nelson afterward offered another bill, leaving the

question with the President. Neither bill passed Congress. While this was under consideration in the Senate Committee on Commerce, the statement was made that if the French cable was landed pending Congressional action, a United States revenue cutter would cut it. Through the summer work on the cables progressed steadily, and information received here to-day indicates that the last link in the line will be completed in mid-October in about ten days, although there may be delays owing to the delicacy of this final operation.

The American connection at Cape Cod is said to have been completed with the line running into midcoast. The question before the State Department and the Attorney-General has been as to the right of landing a cable of a foreign company. There appears to be much doubt as to the law, or whether there is any law on the subject. The French company has urged that the life was a renewal of the old line, and not a new line. They also have pointed out in a communication to the Senate Committee on Commerce that the line was of strategic importance to the United States as it is to be the only cable which does not pass over the British territory. What, if any action, the new Government will take has not been determined so far as can be learned.

KANSAS CITY'S WORKINGMEN.

Five Thousand Turn Out in the Labor Day Parade. KANSAS CITY, Sept. 6.—Kansas City's workingmen, 5,000 strong, marched through the streets to-day. Relatives, friends and strangers filled the route on each side in two solid banks of smiling humanity. There was not a word in the printed and painted banners that breathed of strikes, or rumors of strikes, or of other ill, imaginary or real, but between each division of the parade the stars and stripes was carried, and patriotic airs from the many bands re-echoed along the route. Patriotic speeches were listened to at the different parks during the afternoon and at the hall in the evening.

An American Schooner Ashore.

NEW ORLEANS, Sept. 6.—The American schooner Henry S. W. Shipp, in ballast, was blown ashore east of the jetty this morning and sunk. The crew was saved.

ARGENTINE AND OUR TARIFF.

THE WOOL SCHEDULE PARTICULARLY BURDENSOME.

The Dingley Bill, Minister Meron Says, Fixes Practically Prohibitive Rates.

WASHINGTON, Sept. 6.—Senator M. Garcia Meron, the Argentine Minister, has not received official notice of the message sent to the Argentine conference by President Uriabuya suggesting either reciprocal treaties with the United States or retaliatory tariff legislation if the United States declines to make a treaty, but he is familiar with its purport, as it is in line with the negotiations he has conducted for some time with the State Department. He is expecting information from his Government.

The present action in Argentina was foreshadowed by Senator Meron in an official note which he sent to Secretary Sherman some time ago. In this the Minister referred to the painful surprise of his Government on hearing of the practically prohibitive rate of duty imposed by the United States. He also presented a statement of the trade between the two countries, which he said showed that the main articles sent by Argentina to the United States are wool, hides, goat skins and bristles. In 1896 the shipments of wool to the United States were 22,796,851 pounds, valued at \$2,038,257. Argentine also furnished 21.5 per cent of all the hides brought into the country, coming next to the United Kingdom; 13 per cent of all goat skins and 15 per cent of all bristles.

The new tariff law, the Minister said, fixed practically prohibitive rates on wool and hides. The wool schedule he represented to be particularly burdensome, as the Argentine wools have more shrinkage than Australian wools, thus permitting the latter to have an advantage. He then pointed out that Argentina had made heavy tariff concessions to the United States, specifying as follows:

"We have on the free list, besides other articles, mowers, reapers, threshers, raw petroleum, coal, coke, locomotives, rails and sleepers. We have reduced the duty on lumber (yellow pine and oak), on canned goods, on petroleum, on cotton goods, and we are levying a moderate duty on all other American products imported there (five per cent ad valorem on plows, machines and motors, of all kinds, for agricultural purposes, sewing machines, rosin, wire forces, fences, etc.)."

The value of mowers and reapers shipped from the United States to Argentina, he said, were \$7,817,445 for the year ending July 1, 1895, while the shipments were declared total. Edgerton's hammer was weighed, and it proved to be four ounces over weight, while Chadwick's was three ounces over weight and half an inch short. Mitchell then got six throws, and he used Chadwick's hammer, but the best he could do was 132 feet 3/4 inches, finishing third to Edgerton and Chadwick. Summaries: One hundred yards dash, handicap—First heat won by B. E. Mayer, unattached, N. Y. (1 yard); Michael Donohue, St. Agnes A. C. (10 yards) second. Time—10-1/5 seconds. Second heat won by B. J. Wefers, N. Y. A. C. (scratch); J. C. Reagan, N. Y. S. A. C. second. Time—10-1/5 seconds. Third heat won by J. H. Maybury, Chicago A. A. (1 1/2 feet); A. J. Mendes, unattached, N. Y. (9 yards) second. Time—10-1/5 seconds. Fourth heat won by Charles A. Sulzer, N. J. A. C. (4 1/2 yards); W. A. Karns, Knickerbocker A. C. (5 1/2 yards) second; J. H. Rush, Chicago A. A. (1 1/2 feet) third. Time—10-1/5 seconds.

ATHLETIC SPORTS ON LABOR DAY.

Bicycle Circuit Meet at Manhattan Beach Concluded.

Fred Titus Wins the Coveted One Thousand Dollar Prize.

McFarland of San Jose Pressed the Leader Hard, Being Only a Length Behind at the Finish—The Time of the Winner a Fifth of a Second Better Than the Two-Mile Handicap Record.

NEW YORK, Sept. 6.—The second annual circuit meeting of the Quill Club Wheelmen of America, which began last Saturday, was concluded to-night at the Manhattan Beach track. In the \$2,000 handicap for professionalists, Fred Titus passed the Judges' box a length in front of McFarland, the Pacific Coast "flyer," and won the coveted prize of \$1,000.

The fifteen men who qualified on Saturday from the front, with the former taking a high scoop of the bank, and landing down with a clear lead on the pole as he passed the training quarters. Jay this "steal" he gained about a dozen yards, and held his own until entering the stretch for home. McFarland was pressing the leader very hard, but could not get up and Titus won by a length, half that distance separating McFarland and Coleman, while Eddie Canaan Bald finished fourth, a full length behind.

The time of the winner was 4:15-1/5, which is one-fifth of a second better than the two-mile handicap record. Eddie Bald was awarded a \$50 prize in addition to the fourth prize for equalizing the record.

One mile handicap amateur, final won by J. F. Hutchinson of Brooklyn (15 yards), A. J. Antin of Brooklyn (50 yards) second, B. L. Hutter of Brooklyn (40 yards) third. Time—2:13.

Five miles, Metropolitan championship, won by I. A. Powell of the New York A. C. P. W. (10 ft of the N. Y. C. W. third. Time—11:26.

One mile, open, professional, final heat won by E. C. Bald of Buffalo, Arthur Gardner of Chicago second, Tom Cooper of Detroit third. Time—2:08-1/5.

NEW JERSEY A. C. GAMES.

NEW YORK, Sept. 6.—Fine weather favored the New Jersey Athletic Club's carnival of athletic sports on the grounds at Bayonne, N. J., to-day. The best of the 100-yard dash was somewhat of a surprise to the Western men, as they looked upon Maybury of Chicago as a sure winner. Sulzer, the local sprinter, won from the 4 1/2-yards mark, with Donohue, a 10-yard man, second, and Maybury third, in ten seconds flat. Wefers had saved himself for the 300-yard scratch race.

Maybury and Rush of the Chicago team and Jerome Buck of the Knickerbocker Athletic Club were Wefers' opponents in this special race. Maybury jumped out in the lead at the crack of the pistol, and Wefers tackled him on the far turn. Coming along the stretch opposite the stand Wefers and Maybury ran close together, but as they turned the curve for the home run Wefers gained by two yards, although running on the outside. At this point it was very evident that Maybury was beaten, and Rush came up and tried to tackle the Georgetown flyer. The latter sprang wonderfully, and Wefers managed to reach him, but the big Eastern sprinter won by ten feet, Rush finishing ahead of Maybury for third honors. Wefers' time, 31 seconds, is just 2-5 of a second behind the world's record for that distance.

James S. Mitchell of the Pastime Athletic Club made a new world's record at throwing the 56-pound weight to a height of 15 feet 1/2 inches, to-day sent it to a height of 15 feet 6 1/2 inches. Mitchell threw the 16-pound hammer 144 feet 7 inches, but when his hammer was weighed it was found to be nine ounces under weight. Edgerton of California threw his hammer 146 feet 6 inches, but outstripped the heavy, and the throw was declared foul. Edgerton's hammer was weighed, and it proved to be four ounces over weight, while Chadwick's was three ounces over weight and half an inch short. Mitchell then got six throws, and he used Chadwick's hammer, but the best he could do was 132 feet 3/4 inches, finishing third to Edgerton and Chadwick. Summaries:

One hundred yards dash, handicap—First heat won by B. E. Mayer, unattached, N. Y. (1 yard); Michael Donohue, St. Agnes A. C. (10 yards) second. Time—10-1/5 seconds. Second heat won by B. J. Wefers, N. Y. A. C. (scratch); J. C. Reagan, N. Y. S. A. C. second. Time—10-1/5 seconds. Third heat won by J. H. Maybury, Chicago A. A. (1 1/2 feet); A. J. Mendes, unattached, N. Y. (9 yards) second. Time—10-1/5 seconds. Fourth heat won by Charles A. Sulzer, N. J. A. C. (4 1/2 yards); W. A. Karns, Knickerbocker A. C. (5 1/2 yards) second; J. H. Rush, Chicago A. A. (1 1/2 feet) third. Time—10-1/5 seconds.

Eighty-eight yards scratch race—Won by H. E. Manvel, N. J. A. C., George V. Lyons, Knickerbocker A. C., second. N. C. Prendergast, N. J. A. C., dropped out on the second lap. Time—1:58.

One hundred yards dash—Final heat won by Chas. A. Sulzer, N. J. A. C.; Michael Donohue, St. Agnes A. C. (10 yards) second; J. H. Maybury, Chicago A. A. (1 1/2 feet), third. Time—0:10. Sulzer won by a foot. Wefers did not start in the final, wishing to reserve his speed for the 300 yard race.

Two hundred and twenty yards hurdle handicap—Won by Jerome Buck Knickerbocker A. A. C. (scratch); A. E. Roe, Pastime A. C. (15 feet), second; James E. Fitzpatrick, N. J. A. C. (10 feet), third. Time—0:26 1/2.

Pole vault for height—Won by H. J. Pettit, Elmira, N. C., 10 feet 10 inches; J. L. Warburton, Jr., N. Y. A. C., 10 feet 6 inches, second; Daniel Rouse, Knickerbocker A. C., 10 feet, third.

Special 300 yard scratch race, four starters—Won by B. J. Wefers, N. Y. A. C.; J. H. Rush, Chicago A. A., second; Jerome Buck, Knickerbocker A. C., third; J. H. Maybury, Chicago A. A. Fourth. Time—0:21.

One mile bicycle race—Final won by Wm. Frank, Transit Wheelmen, N. Y. (80 yards); Harry Horsford, N. J. A. C. (scratch), second; W. Lorraine, N. Y. (60 yards), third. Time—2:33 1/2.

Four hundred and forty yard race, handicap—Won by Charles A. Sulzer, N. J. A. C. (20 yards); H. E. Manvel, N. J. A. C. (5 yards), second; A. J. Mendes, unattached, N. Y. A. C. (30 yards), third. Time—4:15 1/5.

Three hundred and sixty yard weight for height—Won by James S. Mitchell, Pastime Athletic Club, 15 feet 6 1/2 inches; John Herty, N. W. S. A. C., 13 feet 2 inches, second; Charles Chadwick, N. Y. A. C., 12 feet 7 1/2 inches, third. Time—1:17 1/2.

Two-mile bicycle race, handicap—Final won by Harry Horsford, N. J. A. C. (scratch); Wm. Frank, T. W. N. Y. (120 yards), second; W. Torrence, N. Y. (90 yards), third. Time—5:01 1/2.

One mile walk, handicap—Won by W. Freeman, N. Y. A. C. (5 yards); James Fraser, N. J. A. C. (10 seconds), second; Edward Wear, Trenton (60 yards), third. Time—7:01 1/2.

Four hundred and forty yards, Medley race—Final heat won by James E. Fitzpatrick, N. J. A. C.; Jerome Buck, Knickerbocker A. C., second; Charles H. Hersh, Knickerbocker A. C., third. Time—1:17 1/2.

Eight hundred and eighty yards, handicap—Won by C. T. Meyers, N. J. A. C. (50 yards); R. L. Lakota, N. J. A. C. (15 yards), second; R. W. Smiley, Harlem Rowing Club (90 yards), third. Time—1:57 1/2.

ZEIGLER DEFEATS SHARRICK.

SEATTLE, Sept. 6.—Otto Zeigler sustained his reputation to-day by defeating George Sharrick of Tacoma, the fastest man in the Pacific Northwest, in a one-mile paced match race, won by a purse of \$100. Zeigler won by five yards. The mile was 2:20-2/5. The track was in perfect condition, and if the pacing had been done by a tandem Zeigler would have come near the track record, 2:11, held by Howard Freeman of Portland.

Half a mile, open, first heat, Otto Zeigler, J. Crawford of Seattle second, Time—1:26. Second heat, George Sharrick of Tacoma won, D. Whitman of Los Angeles second. Time—1:25 1/2. Third and fourth heats combined, Harry Downing of San Jose, J. Staveland of Portland second. Time—2:21. Final postponed.

Special match race—Otto Zeigler won by three yards, George Sharrick second. Time—2:20-2/5.

Five-mile amateur handicap—W. Shipp of Salem, Or. (175 yards), won; F. J. Cotter of Tacoma (215 yards), second; W. Wing of San Jose (scratch), third. Time—13:24.

WORLD'S RECORDS BROKEN.

LOUISVILLE (Ky.), Sept. 6.—The Labor Day races at Fountain Ferry were a great success, as the events were hotly contested, and two amateur world's records were broken. The principal contest was a pursuit team race for five miles. The entries were made up of two teams—Seaton-Davisworth and Thome-Dunpre. Seaton and Davisworth gained steadily on their rivals, who started from the opposite side of the track, until at the end of four miles, Seaton caught up and won. Time for the five miles—10 minutes.

Harry M. Sidwell of Covington, Ky., lowered the amateur record for two-thirds of a mile, flying start, paced by a quad. Time—1:10 against 1:14. H. W. Wildenorn of Louisville broke the amateur record for five miles. The entries were made up of two teams—Seaton-Davisworth and Thome-Dunpre. Seaton and Davisworth gained steadily on their rivals, who started from the opposite side of the track, until at the end of four miles, Seaton caught up and won. Time for the five miles—10 minutes.

CALIFORNIA BRED HORSES IN FRONT.

Tea Rose Runs a Sensational Race at Grosse Point.

Comes Within Half a Second of Equaling the World's Record.

Midnight Also First Under the Wire in a Stake Event—Then Shasta Water Wins a Six and a Half Furlong Race at Sheepshead Bay—Winners on Other Tracks.

DETROIT, Sept. 6.—Tea Rose III ran a sensational race in the five and a half furlongs, winning in a gallop in the fast time of 1:06 1/2, half a second slower than the world's record for the distance over a circular track. The feature of the day, the Oakland Selling Stake, brought out a field of eleven of the best horses at the track. Results:

Five and a half furlongs, Brighton won, Lady Juliet second, Frosty third. Time—1:07 1/2.

Five furlongs, Gilway won, Judge Wardell second, Skillman third. Time—1:01 1/2.

Oakland Stakes, Midnight won, The Elector second, Bonadrea third. Time—1:13 1/2.

One mile, Alma won, G. R. Longhurst second, Leonie third. Time—1:41 1/2.

Five and a half furlongs, Tea Rose III won, Cogmoose second, Enchanter third. Time—1:06 1/2.

Six furlongs, beats, first heat Sobriquet won, The Planet second, Stark third. Time—1:15 1/2. Second heat Sobriquet won, Stark second, The Planet third. Time—1:15 1/2.

RESULTS AT SHEEPSHEAD BAY. NEW YORK, Sept. 6.—Results at Sheepshead Bay:

Five furlongs, Sir Gawain won, Warrenton second, Momentum third. Time—1:02-1/5.

Five and a half furlongs, Yankee Doodle won, Loneta second, Song and Dance third. Time—1:48.

Future course, Hamburg won, Arch Duke second, The Huguenot third. Time—1:20 1/2.

One mile and a quarter, Ornament won, Flying Dutchman second, Havoc third. Time—2:05-2/5.

Six and a half furlongs, Shasta Water won, Break of Day second, Leedsville third. Time—1:20 1/2.

Westbury Steeplechase, full course, about two miles and a half, Royal Scarlet won, Lion Heart second Mars Chan and Wood Pigeon dead heat for third. Time—5:35-4/5.

RANGE HORSES OF WESTERN STATES.

Not Excelled in the World for Military Purposes.

An Experiment Under Direction of the Agricultural Department.

Two Cowboys Ride Straight Through From Sheridan, Wyoming, to Salem, Illinois, a Distance of Twenty-Four Hundred Miles, in Ninety Days.

CHICAGO, Sept. 6.—"No horses in the world excel the range horses of our Western States for military purposes, and I think the trip just finished by my cowboy friends here proves my assertion."

The foregoing remark was made by Dr. William B. Ruett, Special Commissioner of the Bureau of Animal Industry of the Department of Agriculture. He was at his home in this city, and with him were two stalwart, sun-browned young men, William and Bert Gabriel.

"These young men," continued Mr. Ruett, "have just demonstrated that the bronchos and range horses of our plains can cover a distance of 2,400 miles in ninety days and subsist on grass and other more important stuff, from a military point of view, without being shod. "I can say, without fear of contradiction, that no other horses in the world could have made the trip under those circumstances."

"The route, beginning at Sheridan, Wyo., and ending at Galena, Ill., covered all kinds of country, turf, sand, rock, clay and mud. When they entered on the last 100 miles of the march the horses were in as good condition in every way as when they started from Wyoming, but from Dubuque to Waterloo, Ia., the road along the Mississippi River was either over jagged rocks or through deep mud. The heels and frogs of the horses' feet were so badly bruised that, although they could have completed the distance to Chicago, I telegraphed the men to let the noble little animals stop at Galena. Had the horses been shod at Sioux City, Ia., as I telegraphed, knowing the roads over which they would have to travel to Chicago, the horses would have reached here in first-class condition Saturday. The telegram failed to reach the men, and they brought the horses through under my original instructions."

"What were the instructions?" "To begin with, the Department of Agriculture some time ago determined to create, if possible, a foreign demand for our native Western horses. To do this it was first necessary to prove the merit of these horses, particularly for cavalry and military use, as nearly all foreign countries are buying large numbers of horses for military purposes. It was urged against the native American horses that they were lacking in size and endurance for that work. To answer that objection it was decided to have the horses of the two types known as bronchos and rangers make a trip in company from Wyoming Territory to Chicago, a distance of 2,500 miles.

"To ride those horses we happened to have just the men in the local bureau at the stock yards of the Department of Agriculture, two brothers named William and Bert Gabriel. They had been cowboys for years, and were thoroughly familiar with the entire Western country. They were willing to accept the task, fully realizing its hardships, and on June 5th they started for Chicago. Their instructions from the Department of Agriculture were to proceed to Sheridan, Wyo., select from a ranch two horses which had never been bridled or saddled, and bring them to Chicago without feeding them any grain, so long as it was possible for the horses to find grazing, making the trip as quickly as possible without injuring the horses."

"Are you satisfied with the test of the horses?" Dr. Ruett was asked. "Not entirely, because I wanted them to finish at Chicago," he replied. "But this is my only regret. As a test of the endurance of the Western range horse, I am sure the Department of Agriculture will be more than satisfied with the result, as it demonstrates the animal is all that has been claimed. As I said before, no other horses in the world could have made such a trip under such conditions. I believe it will change the opinions of foreign governments, who have felt that our range horses were too light for military purposes. I intend to take some of the buyers of horses for military purposes to Galena and let them see the horses just as they are after their unequalled journey."

"It is a fact not known, as I said before, that the range horses in his veins the blood of thoroughbred and the standard-bred, Percheron, Clydesdales, Hamiltonians and other famous strains. Stallions of these classes have been sent to the ranches, and the result is an increase in the size and quality of the horse. The range horses, as they are called, in distinction from bronchos, range in weight from 800 to 1,150 pounds. The bronchos, which are of Spanish origin, and have no improved blood in them, weigh from 750 to 900 pounds. The trip just made, however, shows that the broncho is equal in endurance to the larger horse, and is a wonderful weight carrier, but is not as pretty as the range horse. The demand abroad for our Western horses is growing, and I believe it will rapidly increase."

"One of the important features possessed by the range horse is small, hard hoofs, which will stand the wear of paved streets or rough country. The range horse is more intelligent, ambitious, tractable and enduring than those grown by breeders and farmers in the Middle and Eastern States. In 1893 only 500 horses were sold in Chicago for export. This number will exceed 15,000 or 20 per cent of the total number disposed of in this market. The French army has to take a great many. We believe the performance of the two horses which just came from Wyoming will influence the German and English army agents and exporters for domestic purposes to try our Western horses."

Well-Known Man Dead. NEW ORLEANS, Sept. 6.—Robert Bleakley, President of the Advisory Board of the International Commercial Congress, which met in Philadelphia in June, President of the Local Dock Commission and ex-President of the Commercial Club, died last night, after a brief illness. Bleakley was one of the best-known men in the city.

Four Boys Seriously Injured. CHICAGO, Sept. 6.—Four boys, whose ages range from 7 to 14 years, were severely injured to-day by the explosion of a dynamite cartridge which they found while playing. The injured: W. Martin, eye torn out; John Martin, leg broken; Frank Olnski, face mangled; Joseph Olnski, face mangled.

AMATEUR OARSMEN.

REGATTA OF MIDDLE STATES ASSOCIATION. Only a Fair Crowd at the Opening, but the Attendance Improved as the Day Wore On.

NEW YORK, Sept. 6.—Ideal weather conditions favored amateur oarsmen to-day at the eighth annual regatta of the Middle State Regatta Association, the races of which began at 9:30 on the Harlem River. There are fifty-four entries from clubs of New York, Brooklyn, Philadelphia and Newark, and they were well distributed over the eleven events; the only heats are in junior singles and intermediate double shells. The regatta marks the closing of the amateur rowing season, so far as open regattas are concerned. The distance for all the events was one mile straight away from McCormick's Dam bridge to a point below Madison-avenue bridge, finishing up the river in the morning and down during the afternoon. There was only a fair sprinkling of spectators when the first race was started, but with each succeeding race the crowds increased.

Junior single sculls, first trial heat—Won by J. F. Dempsey, Pennsylvania Barge Club, Philadelphia. Time—6:48. Powers of Nashua B. C. second. Time—6:49 1/2.

AT FLEETWOOD PARK.

NEW YORK, Sept. 6.—Over 3,000 spectators were at Fleetwood Park this afternoon to see the big light harness sport in the opening day of the grand circuit meeting. The weather was perfect, and the track in the best of condition. The big event of the day was the \$4,000 Manhattan purse for 2:15 trotters. Oakland Baron led all the way, and won in straight heats, in the last pulling up a winner by six lengths. Results:

2:15 class, trotting, purse \$4,000, Oakland Baron won in straight heats. Best time—2:12. Louis Victor second. She third, Nutshell, Miss Caterwood and Glenmore also started.

2:50 class, trotting, Jennie T. won first and third heats. Best time—2:22 1/2. Limerick won the second heat in 2:24 1/2. Charley Herr third. Delbar also started.

2:00 pace, trotting, Sphinxetta second, Dan C. third. Best time—2:07 1/2. Mignon, Planet and Latana also started.

Prison-Made Goods Sent to Canada. OTTAWA (Ont.), Sept. 6.—The Customs Department here has been advised that a firm in Jackson, Mich., has been shipping forks, rakes, etc., made by prison labor into Canada. These classes of goods are prohibited under the new law. Collectors of customs have been advised to permit all goods from countries entitled to preferential treatment to get the benefits of the reciprocal clause, whether shipped direct or otherwise.

The order does not apply to the United States.

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AMATEUR OARSMEN.

REGATTA OF MIDDLE STATES ASSOCIATION. Only a Fair Crowd at the Opening, but the Attendance Improved as the Day Wore On.

NEW YORK, Sept. 6.—Ideal weather conditions favored amateur oarsmen to-day at the eighth annual regatta of the Middle State Regatta Association, the races of which began at 9:30 on the Harlem River. There are fifty-four entries from clubs of New York, Brooklyn, Philadelphia and Newark, and they were well distributed over the eleven events; the only heats are in junior singles and intermediate double shells. The regatta marks the closing of the amateur rowing season, so far as open regattas are concerned. The distance for all the events was one mile straight away from McCormick's Dam bridge to a point below Madison-avenue bridge, finishing up the river in the morning and down during the afternoon. There was only a fair sprinkling of spectators when the first race was started, but with each succeeding race the crowds increased.

Junior single sculls, first trial heat—Won by J. F. Dempsey, Pennsylvania Barge Club