plications were granted, and the bodies were removed in the evening.

THE CAUSE OF THE MURDERS.

In seeking after the cause of the murders the police learned that Irving and Porter had been unfriendly to Walsh for many months. The disagreement began soon after Irving and Walsh had committed a robbery and were not able to agree about a division of the stolen property. When Irving and Porter afterward were confined in the Raymond Street Jail, in Brooklyn, Walsh thought that Irving gave information against him to a keeper. Walsh was sent to prison before Irving and Porter made their escape. When the three men regained their liberty after serving short terms of imprisonment they exhibited much ill-feeling. They met about four weeks ago in the liquor-store of "Brooklyn Jimmy," at Sixth-ave. and Thirty-first-st., and had an altercation which threatened to end in bloodshed. Pistols were drawn, but friends separated the men before any shots were fired. After that encounter Irving and Porter went about at night together, and Walsh understood that they were looking for him.

SOME ACCOUNT OF THE MEN CONCERNED.

All the persons connected with the tragedy are notorious in the police records and among the criminal classes of the country. The murder took place in the liquor-shop of "Shang" Draper, whose wife was associated with the killing of George Leslie, alias "Western George." Hope, the bar-tender, is a son of "Jimmy" Hope, the bank burglar, and a brother of "Johnny" Hope, the Manhattan Bank burglar. Vosburg enjoys the celebrity of having been called the "father of modern criminals"; Roth is an ex-convict and bears the sobriquet of "Gilly the Blue"; Leary is known as "Red" Leary. "Johnny" Irving was well known to the police and had served a term in Sing Sing for safe burglary. He was born in the Seventh Ward and his family are honest people. He was engaged with Porter, "Shang" Draper and Gilbert Yost in the Patchen-ave. burglary in Brooklyn in 1878. They were arrested, but escaped from the Raymond Street Jail. Porter was recaptured in New-York and Irving in Philadelphia, where he was convicted of a burglary, and only completed his term a few weeks ago. He was about thirty years old, and had learned the trade of printer, which he had followed at times. In appearance he was tall and slender and not unprepossessing. He is said to have been of a pleasant, generous nature among his associates, but his beard gave his face a wild, fierce expression.

Walsh was known as "Johnny the Mick," and had served not less than two terms for burglary. He was arrested many times on suspicion of rude crimes. A year ago he was arrested for the robbery of a messenger of Jacob Ruppert, the brewer, but he escaped for the want of sufficient evidence. He was older than Irving by ten years, and was of a wild, reckless character. His clothes at the time of the shooting were of the most fashionable cut, and in addition to the jewelry he wore $107 80 was found on his person.

Porter was originally from Boston, and is known as a jewelry and silk robber. He married a New-York school-teacher several years ago. After his conviction she obtained a divorce.

MEETINGS OF RELIGIOUS BODIES.

SERMONS, ADDRESSES AND BUSINESS—THE LUTHER CELEBRATION.

The Long Island Baptist Association, composed of representatives of all the churches of the denomination in Brooklyn and suburbs and Queens and Suffolk Counties, began its seventeenth annual session in the Central Baptist Church of the Eastern District, at South Fifth and Eighth sts., yesterday. George B. Forrester presided, and the annual sermon was preached by the Rev. David C. Hughes.

The South Classis of Long Island of the Reformed Church held its fall meeting yesterday in the First Reformed Church in Joralemon-st., Brooklyn, the Rev. A. P. Stockwell, of Gravesend, presiding. The semi-annual sermon was preached by the Rev. A. P. Stockwell. It was announced that the Rev. W. T. Griffin, of the Bedford Reformed Church, was dangerously ill with typhoid fever.

The North Classis of Long Island of the Reformed Church, met yesterday in the South Bushwick Reformed Church, in Bushwick-ave., Brooklyn. The Rev. Andrew Hageman presided. Addresses were made by the Rev. Dr. E. S. Porter and the Rev. W. H. Deffart. Arrangements were made to install the Rev. Robert H. Barr, of Owasco, N. Y., as pastor of the Old Bushwick Reformed Church. A resolution was adopted calling attention to the approaching four hundredth anniversary of the birth of Luther and recommending the churches to hold special services in honor of it. A sermon was preached by the Rev. O. E. Cobb, of Flushing, L. I.

The Classis of New-York of the Reformed Dutch Church held its stated meeting yesterday in the lecture-room of the Collegiate Reformed Dutch Church, at Fifth-ave. and Twenty-ninth-st. The Rev. Dr. A. G. Vermilye presided. It was agreed to ask all ministers to preach upon the life and work of Martin Luther on Sunday, November 11, in honor of the four hundredth anniversary of his birth; to request members of the Classis to refrain from Masonic orders; that it was the duty of the Classis to discountenance the Sunday newspaper press; that disabled ministers and their families should be supported; that young men should be encouraged to enter the ministry; and that the General Synod should be requested to hand down to the Classis the resolutions touching upon the form of baptism in use in the Reformed Church.

The thirty-third anniversary of the East Jersey Baptist Sunday-school Convention began in the Fifth Baptist Church of Newark yesterday. W. H. Pooler, of Elizabeth, presided, and Henry B. Waring made the address of welcome. The work of the year was detailed by the secretary, and the work of the year to come was set forth in a paper read by the Rev. Dr. Vasser. Vice-president Bridgman read an address on "How to Secure Practical Teachers in the Sunday-school."

The Synod of the Presbyterian Church of New-York, comprising the 800 churches of that denomination in this State, began its annual meeting yesterday in the Madison Square Church at Twenty-fourth-st. There were 640 delegates present including nearly all the ministers in New-York and Brooklyn, several professors of the Union and Auburn Theological Seminaries and Hamilton College, and the leading pastors throughout the State. The visitors are entertained in private houses and at the Park Avenue and St. Nicholas Hotels and the Sturtevant House. The Rev. Dr. Howard Crosby, the retiring moderator, preached a sermon last evening and then the Rev. James McLeod, of Buffalo, was elected to succeed Dr. Crosby.

The General Council of the Evangelical Lutheran Church in North America will begin its sixteenth annual convention in St. Peter's Church, Lexington-ave. and Forty-sixth-st., to-morrow.

STRIKES ENDED AND BEGUN.

The shirt-makers employed by the Keep Manufacturing Company, No. 733 Broadway, who went on strike Monday for an advance in wages, returned to work yesterday, the company having acceded to the demands of the men.

The Plasterers' Union has taken a step toward healing the difficulties existing between that union and Power Brothers, the contractors, on whose account the strike on the Dakota flat house was ordered. The union demanded a fine of $50 from the plasterers working for Power Brothers, but at the instance of the Executive Council of the Building Trades Union they have reduced the fine to $25, and it is supposed that the non-union men will now come into the union and the long strike on the Dakota will come to an end.

The laborers and plasterers employed on the building at Twenty-third-st. and Broadway were not paid on Saturday and a strike was ordered until all back dues are paid.

NO CLEW OF THE POOL SWINDLERS.

Superintendent W. C. Humstone, of the Western Union Telegraph Company, returned to the city yesterday and personally assumed charge of the investigation into the tapping of wires on Saturday by the Jerome Park swindlers. No clew, he stated, had yet been found, but the company was determined to leave no stone unturned in its search. The work is being prosecuted by the company without any detective assistance.

A FISHERMEN'S CONTEST.

There was a gathering of fishermen yesterday at that portion of the Harlem Mere situated at One-hundred-and-tenth-st. and Fifth-ave, on the occasion of the second annual tournament of the National Rod and Reel Association. A temporary platform had been erected for the trials of casting which extended about fifteen feet out into the lake, but it was not so much elevated as last year, the height being limited to six inches. The weather was favorable for the contestants. In the amateur class for single-handed fly-casting, H. C. Thorne succeeded in throwing the fly eighty feet and scored fifteen upoints for delicacy and twenty for accuracy on a scale of twenty-five each, making a total of 115 points. W. E. Hendrix was second with a score of 107. In the single-handed fly-casting class, in which the weight of the rod was limited to nine ounces, W. E. Hendrix took first prize, casting a distance of seventy-eight feet and scoring twenty-two points for delicacy and twenty-one for accuracy. C. A. Rauch came second with a total of 109 points. In the next class the length of the rod was limited to eleven feet six inches. Thomas Pritchard was first in this class with a cast of eighty feet three inches, C. A. Rauch casting seventy feet.

The last contest was between expert single-handed fly-casters. H. W. Hawes, the champion fly-caster of America, threw eighty-five feet, and R. C. Leonard seventy-nine feet. The delicacy and accuracy of Hawes were especially noteworthy.

Among those present were Fred. Mather, E. G. Blackford, the Rev. H. L. Ziegenfuss, W. C. Harris, R. B. Roosevelt, Professor A. M. Mayer, D. W. Cross, James Geddes, M. B. Brown, James Benkard, Francis Endicott, L. B. Wright and Edward Western. A dinner was served at the Metropolitan Hotel in the evening. The meeting will be continued to-day, beginning at 10 a. m.

RAILWAY INTERESTS.

THE LEASE OF THE JERSEY CENTRAL.

READING'S ANSWER TO THE DIN MORE COMPLAINT.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

TRENTON, N. J., Oct. 16.—The answer of the Philadelphia and Reading Railroad Company and the Central Railroad of New-Jersey to the complaint of William B. Dinsmore, of New-York, was filed to-day in the United States Circuit Court. Mr. Dinsmore, as a dissatisfied stockholder, seeks to have the lease of the Central to the Reading set aside.

The answer enters fully into the history of the Central prior to and during the period of the receivership, and asserts that, as the receiver had no experience in managing railroads, it became a matter of necessity to close the trust, and the Chancellor so said; that the only means of saving anything to the stockholders of the Central was by interesting capitalists connected with the Reading, with their friends, to purchase a large amount of the stock of the Central with a view of controlling its organization and effecting some arrangement between the two companies to their mutual benefit. Accordingly the steps were taken, which finally led to the lease. The answer says: "No better lease or agreement could have been made, or could now be made, for the stockholders, with any other company, or party of capitalists, than the one in question." The defendants admit that the lease is a profitable one for the Reading. They deny that Dinsmore owns 1,000 shares, declaring that the books of the company show him to own only 500. The defendants assert a belief that the lease will produce 10 per cent, and probably more, for the Reading, and allege that, instead of injuring the Central, the acts of which the complaint is made will preserve and protect the trust property and greatly enhance its value and productiveness to the stockholders. The defendants further assert that in any event all the complainant can claim is the value of his stock, and his damages, which amount the defendants are willing to pay over if the complainant has any standing in a court of equity. The defendants further allege that the lease was no sudden or unexpected occurrence, but was the natural result of the occurrences of several previous years; that the Reading people began to buy Central stock in 1879 and agreed with the Central stockholders to take the road as soon as it could be got out of a receiver's hands; that after the election of directors in 1882 it was a matter of public notoriety that the Central had passed into the control of the Reading; that at the election of 1883 the complainant's stock was voted for the directors known to favor the Reading, and the stock was also voted in favor of a resolution authorizing the directors to consummate the lease, and was not voted against the ratification of the lease at a subsequent meeting.

They further urge "that any interruption of the management of the leased property, such as is contemplated by and would necessarily follow the issuing of a temporary injunction prayed for by the bill, is impossible, or if possible, would be ruinous" to the stockholders. They deny that the Reading was a rival of the Central in business, or that it has been mismanaged, or has a debt of $170,000,000 or is insolvent. They deny all charges of having misled or deceived the stockholders of the Central, and report that a part of the bill is "a wanton and malicious untruth, and the defendants are informed and believe that the charge was put in the said bill at the solicitation and instigation of a rival company," by its agents, officers, solicitors and attorneys. They allege that the bill "is not exhibited in good faith by the said complainant, or for the honest purpose of asserting his rights as a stockholder, but in the interest of a rival company," and "that the said complainant was satisfied with the lease and did not desire to have it disturbed, and had no intention of attempting to disturb the same until he was approached by and on behalf of the Pennsylvania Railroad Company for the purpose"; that the suit is, by an arrangement with the complainant, prosecuted by and for the benefit of the Pennsylvania and at its its expense; also, that the affidavits to the bill were procured by the Pennsylvania Railroad at its expense.

They further declare that the Pennsylvania monopoly of the carrying trade from the Central Pennsylvania coal and iron fields is being threatened by new lines being built for the Reading, the traffic of which is to be thrown over the Central, and it is to prevent this increase to the facilities of a rival line that the suit is begun; and that the complainant is president of the Adams Express Association, a corporation deriving large profits from the Pennsylvania Railroad. They charge "upon information and belief, and expect to be able to prove, that certain persons closely affiliated with and in the interests of the Pennsylvania Railroad, and designing and intending to injure the credit of the Central Railroad Company of New-Jersey, and to depress the value of the shares in the market, have made a contract to deliver the shares of the said company, which shares they did not own, but which they expected or hoped to purchase in the future, at much lower prices than they had sold the for, and that, failing to secure such a fall in prices as they expected, they have procured the complainant to file the present bill in the hope and belief that the threat of interfering with the payment of dividends" would effect the desired fall.

Mr. Gowen, for himself, says that of the Pennsylvania, which has a monopoly of the transportation of a great part of the coal and mineral products of Pennsylvania: "It has been and is now the custom of those who control the management to make secret rates of transportation to a few favored shippers, much lower than charged at the same time for the same service to others," and that the profits which these favored shippers thereby gain "have, in many cases, been participated in by persons in the employment of the Pennsylvania Railroad Company," who have, therefore, a great pecuniary interest in preventing a breaking-down of the monopoly of that road.

The answer continues: "This monopoly of the transportation of certain products of Pennsylvania, so long enjoyed by the Pennsylvania Railroad Company, and the consequent ability to compel the great mass of shippers to pay more for transportation than the few favored recipients of private, special lower rates, have in the past and are now enabling certain friends of the said Pennsylvania Railroad Company to realize enormous fortunes, and to become, by means of the possession of such fortunes, active, powerful and influential in almost all departments of business, as well as in political life, in protecting the said Pennsylvania Railroad Company in the enjoyment of its monopoly as aforesaid, and in preventing the construction and opening of rival lines."

Mr. Gowen further alleges that a line is now being constructed by a company friendly to the Reading which is to give this road a connection with the Clearfield bituminous coal region, "where for some time last past the unjust system of special favored rates has prevailed for the benefit of a firm known as Benwood, White & Co."; that another line is being built to connect the Reading with Buffalo and Erie, by which the monopoly of the Pennsylvania of the transportation to that region of Shamokin Valley coal is broken, and that this destroys the value of the much lower rate which the Pennsylvania has given and now gives to a certain coal dealer named William L. Scott; that another friendly line, about to be constructed, will connect the Reading "with Pittsburg, Chicago, Cleveland, and the West and Northwest," and enable it to compete with the Pennsylvania for the transportation of gas and other coals from the West, in relation to which the Pennsylvania Railroad Company has heretofore in many cases possessed such a practical monopoly as has enabled it to aid, maintain, and assist in the control of such local, municipal and political power in the city of Philadelphia as gave it for its own aggrandizement an unfair and unjust supremacy and control of local municipal power."

The taking of testimony to substantiate the facts alleged in this answer will begin before Court Clerk Oliphant in a few days.

PROBLEMS BEFORE THE COMMISSION.

ELEVATOR CHARGES AT THIS PORT—COMMUTATION RATES ON THE HARLEM ROAD.

The State Railroad Commissioners held a meeting yesterday morning in the Chamber of Commerce. All the members were present. A letter relating to the charges for the elevation of grain from G. R. Blanchard, vice-president of the New-York, Lake Erie and Western Railway, and Chauncey M. Depew, counsel of the New-York Central and Hudson River Railroad, was read. Mr. Blanchard and Mr. Depew were present and said that they had nothing additional to furnish to the Commission with reference to the abolition of elevator charges at the elevators of their respective companies in New-York and Jersey City. The letter states that while there is no law under which the companies can be compelled to furnish elevators free of charge for the elevation of grain, the companies have not neglected the recommendations of the Commissioners on that ground, but because the surrounding conditions are such that the recommendation to abolish elevator charges could not be immediately carried into effect without seriously injuring the commerce of New-York, as well as the business of the companies. A comparison is then made between the charge of one cent a bushel at Philadelphia, Baltimore, Boston and Montreal, where the grain is elevated and delivered to the vessels directly from the steamship and elevator piers, and the higher charges in this harbor caused by the refusal of the vessels to go to the elevators, thus compelling the companies to pay a lighterage charge of one cent a bushel and also one cent a bushel charged by the floating elevators which transfer the grain from the lighters. The letter continues: "If by abolishing all charges at our elevators the elevators at all the rival ports retaliate by doing the same, then, as the ships in the New-York harbor would still refuse to leave their wharves and come to our elevators, the use of the floating elevators would be a necessity, and there would be an unavoidable discrimination against the port and the New-York railroads of one cent a bushel." The agreement existing between the New-York Central, the Erie, the Pennsylvania and the Baltimore and Ohio roads, which is intended to prevent such a discrimination and put all the ports on an equality as to charges and commercial fairness is then mentioned, and the letter concludes with the hope that an equitable adjustment of the vexed question will soon be effected that will be satisfactory without entailing disastrous consequences.

The commutation rates of the New-York and Harlem Railroad were then discussed, Mr. Depew referring in a brief address to the fact that no railroad looked for profit from commutation rates except as they induced people to settle along the line of the road. In this way tickets other than commutation tickets were sold and there was also a freight business built up. The State had recognized this fact by passing no law in regard to these special rates. The system of rates used on the Hudson River and Harlem roads, Mr. Depew said, was in general for the better interest of the passengers than that on any other road running into New-York, with one exception. The worst part of the country from a health point of view, he explained, was now in the city limits, and he expressed the hope that the city would soon see that the land was improved by drainage, etc. He then reviewed the history of the Harlem road and showed how it owed its present condition to the $3,000,000 placed in it by Commodore Vanderbilt.

Mr. Depew later in the session questioned the right of the New-York Board of Trade and Transportation to press complaints against the railroad before the Commission. Simon Sterne had been cross-examining H. J. Hayden, the third vice-president and general traffic manager of the Central road, relative to commutation rates. Mr. Depew said: "I would like to have Mr. Sterne furnish this Commission with the articles of association of the Board of Trade and Transportation, which body, so far as I know, is entirely mythical. I read the reports of its meetings in the newspapers, where it appears that Mr. Thurber gathers himself together, offers a resolution, then speaks upon it, and puts the question to himself whether the resolution shall be adopted, and then as president, chairman and Executive Committee and the body present, he votes in favor of the question and declares it carried."

The statement of Mr. Hayden had been prepared by him in reply to the charge of excessive commutation rates. He said statistics proved that the rate per passenger per mile on the New-York and Harlem and the Hudson River roads was less than on any other sharing in the business of this city. The advantage of "book" tickets over those good only for each day of the month was then illustrated by Mr. Hayden, who replied later to the charge of insufficient train accommodations for the local travel. He said the number of daily trains had been largely increased within the last few years, and submitted time-tables and reports to prove his statement.

AUSTIN CORBIN AND THE BRIDGE.

Austin Corbin says that he hopes to secure the right to run cars with engines over the Bridge from the proposed rapid transit road through Brooklyn, from the Long Island Railroad depot at Flatbush-ave. to the Bridge. He has secured the right of way for his cars on the Third Avenue Elevated road in this city, and hopes to be able to run them from Flatbush and East New-York to Harlem and Morrisania. His application for the right of way in Brooklyn is pending before a committee of the Board of Aldermen. He proposes a viaduct with four tracks, two for through trains and two for local traffic.

MISCELLANEOUS RAILROAD INTELLIGENCE.

"The result of the Ohio and Mississippi election," a stockholder of the company said yesterday, "is to keep the road under the control of the Baltimore and Ohio Railroad. The English party owns probably three-fourths of the bonds and large portions of both the common and preferred stocks, but the best it can do is to accept a compromise which reelects Robert Garrett a director of the company. Mr. Garrett did not want to be driven from the Board and after a sharp fight he was maintained in his position in spite of the heavy odds against him."

The Southern Rate Convention will meet at No. 46 Broad-st. today at 11 a. m., to arrange schedules for through trains to the South for the autumn. Probably the question of a joint "Car" standard time system will come up for consideration.

A special meeting of the Commissioners of Emigration was held yesterday. The appointment of Henry J. Jackson as joint agent of the immigrant passenger business of the New-York Central, Pennsylvania, Baltimore and Ohio, and the New-York, Lake Erie and Western Railroads, at Castle Garden, was unanimously approved. Mr. Jackson will continue as secretary and superintendent of the Board of Emigration, at his present salary, $4,000 a year, and he will employ an assistant at his own expense. His salary as joint agent will be $4,000 a year.

CHICAGO, Oct. 16.—The Wabash Railroad Company has opened a freight line to the sea-board to be known as the Wabash Eastern Shore Line. It runs over the Baltimore and Ohio Railroad to the junction with its main road, and then over the main line and its connection to Detroit and the East.

TOLEDO, Ohio, Oct. 16.—In the Common Pleas Court this morning J. A. Johnson and Albert Gallup, of New-York, counsel for the bondholders in the suit of Robinson against the Ohio Central Railway, moved for a formal order to remove the case to the Federal Court. The case was removed to the Federal Court.

KANSAS CITY, Mo., Oct. 16.—The passenger and ticket agents of the Pacific roads and connecting lines met today for the purpose of readjusting the rates and divisions of the Pacific coast passenger business. The representatives of two roads not having arrived, the meeting, without organizing, adjourned until to-morrow.

ST. PAUL, Oct. 16.—A special dispatch from Bozeman, Mont., to *the Pioneer-Press* says: In the matter of liens amounting to $10,000 reported to have been filed in Gallatin County by contractors and sub-contractors of the Northern Pacific Railway, it has been found upon investigation that the statement is incorrect so far as it relates to the Northern Pacific Railway. The amounts filed are against one Lynde and are due Contractor Callee. The Northern Pacific road has no interest in them.

THE GRACIE BADLY BEATEN.

THE TYPICAL AMERICAN CUTTER OUTSAILS THE TYPICAL AMERICAN SLOOP.

The first of the Seawanhaka sloop races was sailed yesterday, and resulted in the overwhelming defeat of the Gracie by the cutter Bedouin. The course was twenty miles due east from the Point of the Hook and return. A strong wind blew from the east-northeast when the race was started, and as far as the eye could reach, the white-capped waves were visible, which were broken into clouds of spray whenever they met an obstruction. The sky was covered with flying clouds that betokened plenty of wind, and the few merchantmen coming into the Lower Bay under reefed canvas pitched and rolled heavily. The Gracie was under foresail and double-reefed mainsail, and the Bedouin carried a reefed mainsail and a foresail and jib. The judges' boat sounded a preparatory signal at 10:35, and five minutes later the signal to go was given. The Gracie crossed the line on the second, and the Bedouin a minute and a half later. It was as cold as if it had been mid-winter, and a red patch against the gray walls of the Sandy Hook fortifications showed that the cautionary signal was flying there. Soon after crossing the line the Gracie set her jib, and both yachts stood over on the port tack. The Gracie was sailed by J. Frederick Tams and the Bedouin by her owner, Archibald Rogers. To the ordinary observer the sloop seemed to be making the best weather of it. She plunged through the waves, turning them back in two broad white furrows. The cutter was thrown almost into the air with every roller and at every jump she made her copper sheating flashed into the sunlight for a moment and then down she plunged sharp, perpendicular bows, cutting the water like a knife, and her bowsprit was buried in foam. Her jib was not half way up, but, wrapped in his pea-jacket, firm and erect at the huge tiller stood Mr. Rogers, and headed his yacht into the angry seas.

The Bedouin walked up on the Gracie rapidly and showed her long, slim stern to the sloop. She then drew away from her until miles of foaming water lay between them. The judges' boat having logged off the twenty miles, a buoy was thrown overboard off Jones's Inlet, and for its oscillating red flag the racers steered. Meantime the wind had gone down a little, and the yachts slacked out their reefs. The Gracie set a gaff topsail and finally a small jib topsail. The Bedouin ran up her spritsail topsail, and before reaching the buoy set a No. 1 jib topsail. Two or three short tacks to windward were made by the yachts in order that they might fetch the buoy. Once the Gracie in attempting to tack missed stays. Then she carried away something about her throat halyards. To add to her misfortunes she tore a hole in her mainsail in shaking out her reef points. It was universally admitted that she was badly handled. Finally she made a long stretch to windward and then bore down for the buoy. The Bedouin had been much outpointing the Gracie as well as outfooting her before the yachts parted company. The cutter rounded the buoy at 2:53, and the sloop at 3:10. In the run home before the wind, which now was much lighter, the Bedouin increased her lead still more, though the sea, which appeared to be one of the Gracie's chief impediments, was much smoother than at the start. Both yachts set their jib topsails, and the Bedouin set her spinnaker, the crew bunching badly in doing it, on the run in. The Bedouin won by 9 minutes and 5 seconds actual time. She allows the Gracie about 1¾ minutes, but as the measurement of the sloop according to Seawanhaka rules is not known, the corrected time cannot be given. There was no race between the Oriva and Vixen, the latter boat having been withdrawn on account of the dangerous illness of her owner's brother. The time of the race was as follows:

	Start.	Finish.	Elapsed Time.
	H. M. S.	H. M. S.	H. M. S.
Bedouin	10:41:50	5:19:25	8:37:35
Gracie	10:43:00	5:37:00	8:57:00

TROTTING AND RACING AT CHICAGO.

KITTY VAN RUPTURES A BLOOD VESSEL—SUSPICIONS OF FRAUD.

CHICAGO, Oct. 16.—At the Chicago Driving Park the 2:26 class postponed yesterday was finished today, Index winning the final heat and the race. Kitty Van fell within two lengths of the finish, with blood streaming from her nostrils, having crooked down and ruptured a blood vessel. Her driver, Ray Warner, was thrown heavily to the track, striking on his head, and was carried insensible into the club-house.

The next race was the unfinished 2:30 class pacing race, two heats of which were won by Jordan yesterday and one by Billy M. To-day Billy M. won the fourth heat in 2:24¼. In the next heat there was every appearance that his driver had pulled him and Jordan beat him in 2:30. This, coupled with the fact that the regular poolsellers had made Jordan the favorite at 100 to 30 before the heat in spite of Billy M. having won the heat before in the best time of the race, led the judges to declare it no heat, and Joan Campbell was put up to drive Billy M. He drove clumsily; after Jordan broke at the turn and fell several lengths to the rear Campbell allowed his competitors to come to even terms with him on the far side and supplemented this by letting his horse go to pieces in a tangled break on the stretch and be beaten by Jordan in 2:30. The judges, however, awarded the race to Jordan and announced that they would investigate the matter.

In the free-to-all pacing race Brenhall, the favorite, won easily in three straight heats. Best time, 2:18¾. The race for brothers of 2:19 class was won by Monroe Chief. Best time, 2:22.

BEACON PARK RACES.

BOSTON, Oct. 16.—This was the second day of the October meeting at Beacon Park. The first race was won by Belle Bassett. The second race was unfinished, King Almont, Kentucky Wilkes and Dan each winning one heat.

ACCIDENTS AT BRIGHTON BEACH.

The racing at Brighton Beach yesterday was marked by two serious accidents. In the second race Butler, a light-weight jockey, was thrown and trampled upon, and his injuries are extremely serious. Ford, the hurdle rider, rode John Hamilton, a dilapidated looking piece of horseflesh, in the last race. Hamilton turned a complete somersault over a hurdle and the jockey was terribly injured. The animals that won the races were Vibracet, Bonalretta, Dan K, Pilot and Bride Cake. The attendance was small.

A KENNEL CLUB MEETING.

A clear, bright day, just sharp and bracing enough to be enjoyable for the work, favored the Westminster Kennel Club yesterday at their third annual meeting at their grounds near Babylon, L. I. There were a number of capital scores made by members and visitors, both in single and double shots. The bounds were set at fifty yards instead of eighty, a practice the club favors for general observance, as being more conducive to sportsmanship. The weight of guns was limited to 7¾ pounds. G. Boughton and G. De Forest Grant were in charge of the arrangements, and Mr. Peace, of Philadelphia, acted as referee. The first match, "Anybody's Cup" (third renewal), was open to members of other clubs, at ten birds, thirty yards rise. Mr. Brown of the Riverton, and Mr. Kellogg, of the Westminster, each killed the first nine birds; Mr. Brown missed the tenth, while Mr. Kellogg killed his bird, but it died two feet out of bounds, making a tie which was shot off, and Mr. Kellogg won by three to two. The prizes were a silver cup and a silver cigarette case. In the Single and Double Cup, six single at handicap rise and three pairs at at twenty-five yards, the result was a tie between Messrs. Kellogg and Coleman, which the latter won by a score of six to four. To-day there will be team-shooting for the Club Cup and other events as post entries.

EDUCATING THE COLORED PEOPLE.

MEETING OF THE SLATER FUND TRUSTEES.

The regular annual meeting of the trustees of the John F. Slater Fund was held yesterday morning at the Fifth Avenue Hotel. Ex-President Rutherford B. Hayes presided. The other trustees present were Senator Colquitt, of Georgia; the Rev. Dr. Boyce, of Louisville; John A. Stewart, Morris K. Jesup and William E. Dodge, of New-York; William A. Slater, of Connecticut; and Daniel C. Gilman, of Baltimore. The Rev. Dr. A. G. Haygood, the general agent of the Board, was also present.

The reports of the Finance Committee and treasurer were submitted and referred to the Auditing Committee. It was shown that the income for the current year is about $60,000, from which an appropriation of $20,000 has already been made, and $16,250 is allotted to twelve institutions in seven States, all of which have undertaken to provide industrial training. Other appropriations will soon be made to the extent of the available means at the disposal of the Board.

The report of the general agent, the Rev. Dr. Haygood, contained some interesting facts and suggestions relative to the education of the colored population of the South. He said, among other things:

Allowing for the ordinary increase of population since 1881, it is safe to say the school population of the South is now 6,000,000. Of these about 1,000,000 are white; 2,000,000 are colored. Of the white number about one half are enrolled at school—the percentage of white children enrolled being somewhat larger than that of colored children enrolled. It may well be doubted whether the increase of school attendance keeps pace with the increase of population. From 1870 to 1880 there was an increase of illiterate voters in these States of 187,671. The relative increase of illiteracy is somewhat greater among the negroes. In the South the public school term does not average more than four months, and comparatively few colored children attend school when the public school term expires. This is especially true in the rural districts, where the mass of the colored population is found. It may be doubted whether the average attendance of pupils is as much as three months for each school year. The great need of these schools is competent teachers. It would be difficult to exaggerate a statement as to the inferior quality of most of the teaching done in the public schools for colored children. Of the whole number of schools of higher grade, a small number only seem to offer the advantages desired by this Board in carrying out its trust. It seems clear to me that sound policy indicates that this Board should confine its operations to those institutions that are found to be most capable of training suitable teachers. Investigation shows that only a small number of the higher grade schools for colored youth have made any experiments in connecting handicraft training with instruction in books. Some of the most experienced workers in this field are not convinced of the wisdom of making industrial training an important feature in their plans and efforts. Many, equally experienced, entertain no doubts on this subject. In some of these institutions hopeful beginnings have been made in the introduction of industrial departments.

In conclusion Dr. Haygood made the following suggestions:

(1) That a sum not to exceed $1,000 per annum may be used for the benefit of students who show exceptional gifts and promise of usefulness.

(2) That a sum not to exceed $1,000 may be used by the agent in aiding suitable young men who seek to prepare themselves for the practice of medicine among their people.

(3) That the Board consider whether it is advisable to establish a rule that may determine the proportion of a given sum appropriated to any institution that may be used for student aid.

AN OYER AND TERMINER GRAND JURY.

Chief-Justice Noah Davis, of the Supreme Court, and District-Attorney McKeon had a consultation yesterday at which it was decided to call a Grand Jury for the Court of Oyer and Terminer which meets on the first Monday of November. Chief Clerk Sparks was directed to summon the jurors from the usual panel. There has been no Grand Jury for the Court of Oyer and Terminer sworn into office since the term for November, 1877, when Chief-Justice Davis was also the presiding judge. The Grand Jury so summoned may remain in existence for an indefinite time. It may have sessions at the same time that the Grand Jury of the Court of General Sessions is sitting, and has the same powers. The reason for ordering a Grand Jury at this time is said by some of the officers of the court to be to enable that body to make an exhaustive investigation into the management of city affairs without interfering with the regular work of the Grand Jury in finding indictments in criminal cases. Complaint has been made that the Grand Juries of the Court of General Sessions, which usually continue in session for a month only, have not the time to investigate fully any of the charges that are made concerning the financial management of the city's business. Several Grand Juries have attempted to investigate the Controller's office and have been compelled to leave the investigation incomplete. The present Grand Jury has devoted an unusual amount of time to business outside of the usual routine and has not yet completed the examination into the affairs of the Water Register's office—a single bureau of one of the departments of the city government. The Court of Oyer and Terminer will be opened before the election, but it is said to be the purpose of the judge not to swear in the Grand Jury until after the election, in order to avoid the least appearance of an attempt at gaining a political effect.

BUSINESS EMBARRASSMENTS.

NEW-YORK DRY GOODS JOBBERS SUSPEND.

Adler Brothers & Newbouer, jobbers of dry goods at No. 369 Broadway, made an assignment yesterday to Louis Adler, a lawyer, of No. 35 William-st. Their preferences amount to $53,701 25. At Dun's Mercantile Agency it was ascertained that Samuel and Seligman Adler and Goodman Newbouer, members of this firm, began business in this city in June, 1857, at No. 93 Liberty-st., as Adler Brothers & Co., and they have been in the fancy dry goods business in Milwaukee, Wis., since 1830. Before starting in Milwaukee the Adlers had peddled in the Southern States. They did a fair-sized jobbing business, selling mostly to persons engaged in business in the South, and the outbreak of the War found them with the larger part of assets represented by accounts and notes receivable in a section of the country where it was almost impossible to make collections. So, in June, 1861, they failed, and remained out of active mercantile business until January, 1866, when they were taken as partners by the brother of the Adlers and the firm name was made Adler Brothers & Newbouer. Soon afterward the senior Adler retired and the business was continued by the other partners without change of style. Beginning about 1875 the percentage of profits in the line of business in which they were engaged began to diminish and it was apparent that this firm, in common with many others, felt the change. For several years they had been reticent about giving any information as to the extent and nature of their assets, but it was generally understood that their capital had grown less. Their liabilities are about $300,000, of which about $200,000 is for merchandise and the rest for money.

FAILURE OF A LUMBER MERCHANT—A PANIC IN NORTHERN MEXICO—ASSIGNMENTS IN THE WEST.

LOCKPORT, N. Y., Oct. 16.—The citizens of Lockport, especially the business portion of them, were greatly startled and surprised to hear this afternoon that John R. Edwards & Co., extensive wholesale lumber dealers in Tonawanda and this city, had made an assignment to James O. King, of this city.

The members of the firm are John R. Edwards, of Lockport, and Colonel Edwin Goodrich and Joan H. Taylor, of Tonawanda. They are also heavy stockholders and officers in the Leib Lubricating Company, of Buffalo, which will possibly be affected by the failure. The cause which led to their unexpected financial collapse was too much paper in business transactions. A Saginaw, Mich., firm forced payment and caused a crisis. It is estimated that the liabilities will reach from $60,000 to $75,000; the nominal assets about $80,000. It is believed that with skilful management the assignees can settle all the claims without loss.

SAN FRANCISCO, Oct. 16.—Respecting the assignment reported yesterday of Hyams Brothers, clothiers, of New-York and San Francisco, it is stated that the business in this city has been ostensibly sold to William Hyams, of New-York, whose name now figures on the store. The suit against Edward Hyams grew out of the fraudulent insolvency of Sonnenfeld, Cohen & Co., certain members of that firm having, it is alleged, entered into collusive arrangements with Edward Hyams and others to defraud some of the firm's creditors.

The argument before the court closed on Saturday, the jury bringing in a unanimous verdict, after twenty-three days' trial, in favor of Hierman Shoenwald, plaintiff, for $78,400 against Edward Hyams and others. The sheriff levied an attachment yesterday in the above judgment on the firm here.

GALVESTON, Oct. 16.—A special dispatch to *The News*, from Laredo, says: "A great sensation has been caused here by the announcement of the suspension, at Monterey, of the great firm of Zembroma & Co., one of the oldest and wealthiest houses in Northern Mexico. Their liabilities are placed at $800,000. The effect of the failure on Northern Mexico can only be compared to that of Jay Gould in the United States.

The immediate cause of the suspension is said to be the presentation for payment of two obligations, amounting in the aggregate to $100,000, which could not be cashed without several days' delay. Goldfrank, Frank & Co., of San Antonio, are said to be among the heaviest creditors.

ST. LOUIS, Oct. 16.—The Morton & Wheeler Glass, Paint and Color Manufacturing Company has made an assignment to Stephen Moriarty. The assets are placed at $50,000, consisting of real estate and stock on hand, and the varnish factory.

LITTLE ROCK, Ark., Oct. 16.—Frank Grass, a dry-go ods merchant of Hot Springs, has made an assignment to C. V. Rix. His liabilities and nominal assets are about $40,000.

A SERIOUS CHARGE AGAINST A MAYOR.

At a special meeting of the Common Council of Yonkers, held yesterday, Mayor Swift presented a communication, in which he said: "The last issue of *The Yonkers Statesman* contained an article making the direct charge that I had committed an act declared criminal by the laws of this State. It was said that I had promised two Republican aldermen that if they would vote for a certain nomination for the office of City Treasurer, I would make no attempt to remove certain others, and that the two Republican aldermen replied that they would enter into no such arrangement. The article is absolutely untrue. What action I may take as a private citizen to defend my character and standing does not interest you, but by this attack on the chief executive officer of the city the good name of Yonkers suffers, and I deem it my duty to officially announce to you that I have instructed my counsel to bring the matter before the Grand Jury, and obtain, if possible, the indictment of the author on a charge of criminal libel. Until this matter has been brought before this body I shall transact no official business, except such as is necessary for the ordinary conduct of the affairs of the city. I therefore withdraw the nomination now before you of John H. Keeler for City Treasurer in place of Robert P. Getty."

The trouble grew out of the attempt of Mayor Swift to name a successor to Robert P. Getty, whose term had has expired and who is a Republican, by naming John H. Keeler, also a Republican. The Mayor is