OGDEN IN THE VAN AGAIN.

WHILE ORNAMENT WAS NOT EVEN PLACED.

BUT OGDEN WAS RIDDEN BY TARAL, AND ORNAMENT HAD SIMS IN THE SADDLE.

It is still uncertain what two-year-old racer is the best of the year in this country. Many turfmen expected that the Great Eastern Handicap at Sheepshead Bay yesterday would settle this problem, but the matter is now in as much doubt as before. Ogden won the Futurity, but Ornament's performance in that race was assuredly not up to the standard of his highest form. Ornament was an unlucky colt in that contest. If the track had been in its finest condition that day, and if Ornament had been ridden by a jockey capable of bringing out his largest possibilities of achievement and of summoning his extremest speed at the most critical moment, Ornament would probably have captured the Futurity of 1896. That is the deliberate verdict of many able turf experts. Right here a bit of blunt truth may as well be set down. Charles T. Patterson, owner of Ornament, has not made it clear that he fully deserved to own a colt of the class which Ornament has disclosed. Mr. Patterson has revealed an unfortunate weakness of judgment in the management of his horses. When his colt Burlesque ran a dead heat with one of Michael F. Dwyer's fillies, Mr. Patterson's stubborn refusal to run off the dead heat was by no means worthy of praise. It is to be regretted that a man of so poor judgment should own such a colt as Ornament. This owner failed to win the Futurity through his own lack of sagacity. He had the best colt in the race, but he fell out with Garrison and he put up a light-weight jockey who could not handle Ornament as he ought to have been handled.

Nothing can be plainer in turf matters now than that Ornament, properly trained and fitted for a race, and well ridden, is little inferior, if at all, to Ogden and Typhoon. Every racing man of long experience, whose practice it is to watch every stride of every important race from the start to the finish through powerful racing glasses, must know by this time that Ornament is not far below Ogden and Typhoon in speed, in capacity to carry weight and in staying power. Possibly he is superior to them both. If Taral had been on Ornament yesterday, Ornament would have won the Great Eastern. Sims rode Ornament. Sims is an uncertain rider, who rides many unsatisfactory races. Ornament had 128 pounds in the saddle. Sims rides at less than 110. So Ornament must have carried at least eighteen pounds of lead. That dull, base metal does not help a horse to win races, and Sims rode Ornament from start to finish in a cheap, dull, lustreless style.

The programme set forth by the Coney Island Jockey Club for the closing day of its meeting was so attractive, and the seven races on the card had received so many entries of well-known horses, that the attendance was liberal and much interest in the contests was manifest. It was a field of genuine distinction that was assembled for the great Eastern Handicap. Ogden, winner of the Futurity; Ornament, second in the Futurity, conqueror of Ogden in the Flatbush Stakes at seven furlongs and victor in several turf battles of wide renown, were among the starters. So was Typhoon, who had outrun Ornament in two stakes at St. Louis. So were George Rose, Sunny Slope, Voter, The Friar and other celebrated youngsters. It was indisputably a strong field. Ten went to the post, and Flynn had his hands more than full. After a long delay off they shot, most of them fairly together, but Ogden somewhat behind. The Keene colt Voter had a good position near the rail and he got off well.

The betting had been remarkably brisk. Ogden was the favorite simply because Taral, easily and far away the first and foremost of American jockeys, was on his back. If Tuberville, who rode Ogden in the Futurity and in the Flatbush Stakes, had been riding, Ogden he would have been no better than third or fourth choice. Riley Grannan and the Western men who have been making so much money at this meeting by backing Captive to defeat Requital, and by putting their bets on other horses in Pat Dunne's stable at just the right time, piled up their wagers on Typhoon with both hands. They plunged on Typhoon until they forced down the quotations to 3 to 1 against that colt. The betting was 3 to 1 against Ogden also, but, taking the whole course of the speculation into account, Ogden must be considered the actual favorite over Typhoon, although at the close most of the layers of odds were willing to give 3 to 1 against each. Next came Ornament at 16 to 5. Sims has been riding in poor form in many races of late, and his mounts do not have an extensive following in these days. Taral is all the rage at present, as he deserves to be. With a more popular and successful jockey than Sims in the saddle Ornament, after his striking success in the Flatbush Stakes, would have been a decided favorite.

The public form of the Keene colt Voter had been meritorious in recent weeks, and in a private trial for the Great Eastern he had displayed uncommon speed. Therefore many shrewd speculators backed Voter, and Voter would have won the race if Clayton had ridden him well. Taral said after the race that Voter ought to have been first, and would have been first if Clayton had stuck to the rail with the colt. The Keene colt took the lead early in the run, and would have held it to the end if Clayton had not let him swing out away from the rail, when he could easily have kept his position. If Clayton had kept the rail, both Ogden and Typhoon would have been compelled to go on the outside, and both would have been defeated by Voter. But Clayton, in his bungling way, let both Ogden and Typhoon get up on the rail, and Ogden, simply and solely through Taral's wonderful jockeyship, won the Great Eastern by a head from Typhoon, while Voter was at Typhoon's shoulders.

It must not be forgotten that Ornament carried 125 pounds, Ogden 123 and Typhoon 124, while Voter had only 114 up. The long delay at the post was irksome to the heavy weights. Taking all things into account, considering weights, training, riding and everything else, it is probable that Ornament, properly trained and properly ridden, is just a shade superior to Ogden and Typhoon, and that these three are the best of the two-year-olds that have run in the East this year. It is likely that all three, properly trained and properly ridden, can now and at any time hereafter defeat Winged Foot and Don De Oro at even weights and at any distance. But the Great Eastern, like so many other races, was unsatisfactory, because Ornament was ridden poorly by Sims and Voter was ridden poorly by Clayton. George Rose, The Friar and Sunny Slope were fairly beaten on their merits at the weights.

Salmak ran in the Great Eastern with only 103 pounds up. Matt Byrnes bought Salmak at the recent Trowbridge sale for $5,300. Salmak was ridden by Sloane, but he had no speed, and was never prominent. A racetrack humorist declared that the former owner of Salmak had bought back the colt from Mr. Byrnes after the Great Eastern for 53 cents, but later had repented and wished to sell the colt to Mr. Byrnes once more. The report was that he was willing to take 47 cents for Salmak this time, but that Mr. Byrnes insisted that the price was too high by 46 cents. Upon searching investigation it was learned that these reports were incorrect, and that Byrnes still owns the $5,300 caterpillar.

Tuberville, who rode Ogden in the Futurity and the Flatbush Stakes, acted generously and handsomely yesterday. Both Taral and Tuberville are under contract to Marcus Daly. Tuberville, under the terms of his contract, could have ridden Ogden yesterday, but he asked Taral to ride the colt, saying that he was not strong enough to do full justice to Ogden with 125 pounds up. Such generous self-sacrifice is extremely rare among jockeys, and Tuberville merits hearty praise. He certainly could not have won the Great Eastern with Ogden. In fact, no other jockey except Taral could.

The weather was fine yesterday morning, and the number of spectators at the track was large. In fact, the attendance was among the best of the autumn meeting at Sheepshead Bay. Rain began falling before the start for the third race, and the storm grew worse until it became a violent tempest of high wind and floods of rain. Few of the people had umbrellas or storm wraps, and thousands of women and men were drenched before they reached their homes.

The steeplechase was one of the most dismal, dolorous and doleful of those deplorable affairs seen for a long time. Red Pat was made an even-money favorite, although he carried 175 pounds. Dunlop, his rider, succeeded in tumbling off, without hurting himself. Dunlop did the same trick at Brighton Beach on the same horse only a few weeks ago. Lion Heart took a long lead, but in the last quarter-mile his rider, G. Hamilton, acted as if he were anxious that the Erie Stable's, St. Anthony, should overtake Lion Heart, and when the race was almost over the rider of Lion Heart pulled him up right before the stewards, and thus gave the first place to St. Anthony. This was almost as barefaced an act as was ever seen on a racetrack, even in a steeplechase. Some silly chatterers, who know nothing about steeplechasing or anything else, tried to discover excuses for G. Hamilton, and talked nonsense about his breaking a stirrup. The plain, obvious truth was that G. Hamilton could have won the race very easily on Lion Heart, and that, either with fraudulent intent or through the grossest and most inexcusable carelessness, he gave the race to St. Anthony.

The stewards for the steeplechases and hurdle races are S. S. Howland, Foxhall P. Keene and J. S. Follansbee. Every one of them is sincerely and earnestly anxious for honest and honorable sport. They instantly held an investigation, and ordered that all further entries made by the Wellington Stable (the owner of Lion Heart) be refused under the rules of the National Steeplechase Association, and that the license of G. Hamilton, the jockey, should be revoked. The investigation of other matters in this steeplechase will be continued tomorrow at the racetrack of the Brooklyn Jockey Club.

Messrs. Howland, Keene and Follansbee acted in the most praiseworthy manner. Their course was thoroughly sound, just, and commendable. Next comes the question, Who was it that was so much interested in the success of St. Anthony that G. Hamilton was induced to indulge in his amazing and extraordinary performance on Lion Heart? That is a question that should be probed to the very bottom and investigated most thoroughly, and Messrs. Howland, Keene and Follansbee are just the men to make such an investigation, and to do it wisely and well.

Scarfpin was the favorite and much the fastest thoroughbred in the first race, and her victory was easy. She romped home. Don Bias was second, and Hi Daddy third. It should not be forgotten that when Clayton rode Hi Daddy the other day he rode him miserably. Racetrack stewards should remember all these things. Coyle was on Hi Daddy yesterday. A few days ago Hewitt won a race with Clymena. Yesterday he rode her in his worst possible style, which is extremely bad, and she was unplaced.

Griffin once in a while rallies and discloses a flash of his old splendid form. He rode Keenan admirably in the second race, and Keenan captured first place handsomely. Keenan is a sulker, but this time Griffin sent him out in the lead for a part of the journey, and so near the lead for the rest that Keenan ran kindly and forgot to sulk. It looks as if that were probably the wisest way to ride Keenan. The second place fell to an extreme outsider, Marcus Daly's Marietta.

J. Hill's riding of the odds-on favorite Buck Massie in the fifth race was extremely unsatisfactory, and it caused a great deal of bitter comment. Buck Massie was not ridden as he was ridden in his previous races, and he came in a very poor third.

Harry Reed was in the ridiculous farce of a selling race at an absurdly low price, only $500, and the affair was mere play for him. He was in at so light weight because of his grotesque selling price of only $500 that Sims could not ride him and Sloane had the mount.

The Brooklyn Jockey Club will open its meeting to-morrow (Labor Day) with a brilliant and even dazzling programme, including the Oriental Handicap and the Prospect Stakes. The first race will be run at 2:15.

DETAILS OF THE CONTESTS.

FIRST RACE—For two-year-olds; $600 added; selling. Five furlongs.

		Betting. St.	Pl.	Str.
Cambridge Stable's ch. f. Scarf Pin, by Springlick, Emerald, 102 lb.	(Cady) 1	2—1	4	5
Cobb & Driscoll's b. c. Don Bias, 108 (cap), 1020	(Doggett) 2	7—1	5	2
Mrs. L. Curtis's b. g. Hi Daddy, 96	(Hughes) 3	8—1	2	1
Arbuckle, 114 (cap), 116	(McCafferty) 0	4—1	7	5
Clymena, 96 (cap), 93	(Hewitt) 0	6—1	2	1
Break O' Day, 96	(Power) 0	5—1	12	1
Florian, 91 (cap), 93	(Wapshire) 0	20—1	8	1
Dr. Jim, 90 (cap), 92	(Hirsch) 0	4—1	8	3
Stachelberg, 96	(Lambert) 0	15—1	6	1
Leedsville, 105	(J. Hill) 0	8—1	3	1

Time—1:01.

Won easily by a length and a half; a head between second and third.

SECOND RACE—Handicap; $1,200 added. One and a half miles, on the turf.

Bleeson Stable's ch. h. Keenan, by Idahon—Patrimony, 4 years, 120 lb.	(Griffin) 1	3—1	1	1
Marcus Daly's b. f. Marietta, 3, 90	(Weiers) 2	20—1	8	1
P. Dunne's b. c. Damien, 3, 105 (cap), 106	(Martin) 3	4—1	7	5
Glenlevit, 3, 98	(Harris) 0	6—1	2	1
Sue Kittle, 4, 108	(O'Leary) 0	5—1	8	5
Lily of the West, 93 (cap), 94	(Nash) 0	10—1	4	1
Deerslayer, 4, 116	(Doggett) 0	13—1	1	2
Perrier, 6, 127	(Taral) 0	4—1	7	3
Volley, 3, 97 (cap), 97	(Garrison) 0	10—1	4	1
Long Beach, aged, 98	(Coyle) 0	15—1	6	1
Lookout, 6, 110	(H. Lewis) 0	5—1	2	1

Time—2:37.

Won by half a length; a neck between second and third.

THIRD RACE—THE GREAT EASTERN HANDICAP, for two-year-olds; value $5,000. Futurity course.

Marcus Daly's br. c. Ogden, by Kinwarlin—Oriole, 125 lb.	(Taral) 1	3—1	1	1
J. C. Cobb's ch. c. Typhoon II, 124	(Martin) 2	3—1	1	1
J. R. & F. P. Keene's ch. c. Voter, 114	(Jackson) 3	5—1	2	1
George Rose, 121	(J. Hill) 0	7—1	7	2
Ornament, 128	(Sims) 0	16—5	6	5
Sunny Slope, 120	(Griffin) 0	12—1	4	1
The Friar, 122	(Littlefield) 0	8—1	3	1
Box, 105 (cap), 107	(Ballard) 0	15—1	6	1
Salmak, 103	(Sloane) 0	12—1	5	1
Bannock, 105 (cap), 107	(Doggett) 0	20—1	8	1

Time—1:10.

Won in a drive by a head; half a length between second and third.

FOURTH RACE—Selling; special weights; $500 added. Five furlongs, on the main track.

Erie Stable's ch. f. Religion, by Buchanan—Sunlight, 3 yrs, 99	(Lambert) 1	5—1	2	1
D. Gideon's b. h. Waltzer, 4, 112	(J. Hill) 2	7—5	3	5
Stockwell Stable's b. c. Timouse, 3, 108	(O'Clayton) 3	5—1	2	1
Declare, 5, 108	(Sims) 0	4—1	7	5
Mistral, 5, 107	(Cady) 0	6—1	2	1
Dr. Grimes, 3, 115	(McCafferty) 0	10—1	4	1
Rock Ledge, 3, 99	(Wapshire) 0	20—1	8	1
Florens Hubbard, 3, 99	(Powers) 0	10—1	4	1
Tanis, 3, 103 (cap), 108	(M. Bergen) 0	20—1	8	1
Lizzie, 3, 94	(Coyle) 0	15—1	5	1
Marzian, 3, 99	(Sloane) 0	7—1	5	2

Time—1:03.

Won in a drive by a neck; four lengths between second and third.

FIFTH RACE—Handicap for all ages; $1,000 added. One and one-eighth miles.

J. E. Seagram's ch. c. Connoisseur, by Sir Modred—Dixianne, 4 yrs, 87 lb.	(Powers) 1	5—2	3	5
F. L. Parker's ch. h. Lake Shore, 5, 109	(Shane) 2	5—2	3	5
J. M. Murphy's br. c. Buck Massie, 4, 122	(J. Hill) 3	7—10	out	
Gotham, 4, 122	(McCafferty) 0	6—1	2	1

Time—1:57 4-5.

Won handily by a length and a half; three lengths between second and third.

SIXTH RACE—Selling; $600 added. One mile.

M. F. Dwyer's br. g. Harry Reed, by Himyar—Violet, 4 yrs, 96 lb.	(Sloane) 1	1—1	2	5
Eagle Stable's ch. g. Sir Francis, 6, 104	(Clayton) 2	5—2	4	5
R. Bradley's b. g. Chugnut, 3, 86	(Powers) 3	10—1	3	1
Cromwell, 4, 107	(J. Hill) 0	4—1	7	5
Amanda V., 3, 80 (cap, 85)	(Hewitt) 0	8—1	3	1
Reisk, 3, 92	(O'Leary) 0	10—1	4	1
Captain T., 6, 102	(Wapshire) 0	15—1	5	1
Handspun, 4, 109	(Doggett) 0	5—1	8	5

Time—1:44 1-5.

Won easily by three lengths; a head between second and third.

SEVENTH RACE—Handicap, steeplechase; $800 added. Full steeplechase course.

Erie Stable's br. h. St. Anthony, by Mortemer—War Paint, aged, 150 lb.	(Chandler) 1	4—1	8	5
Wellington Stable's br. g. Lion Heart, 5, 160	(G. Hamilton) 2	2—1	4	3
Westbrook Stable's ch. m. Winship, 5, 140	(Sullivan) 3	5—1	8	5
Maudite, 5, 135	(J. Carson) 0	12—1	4	1
Hesperian, aged, 144	(M. Lynch) 0	8—1	3	1
Red Pat, 5, 175	(Dunlap) *	1—1	1	3
Mars Chan, 5, 140	(Tallman) †	15—1	5	1

Time—5:45.

*Fell. †Bolted.

Won in a drive by a half length; ten lengths between second and third.

NOMINATED FOR THE ASSEMBLY.

Troy, Sept. 5—The Republicans of the 17th Assembly District of Albany County nominated Jacob D. Leversee, of Cohoes, for member of the Assembly this afternoon.

Stamford, N. Y., Sept. 5 (Special)—The Delaware County Republican Convention, held at Delhi yesterday, renominated Delos H. Mackey for member of Assembly. For ten years there has been an unwritten law in this county of one term for member of Assembly. Mr. Mackey's renomination breaks this record, and Republicans generally are pleased with the change.

BUCKNER'S NEIGHBORS GREET HIM.

Mumfordville, Ky., Sept. 5—A great crowd of the citizens of the town and county met General Buckner upon his arrival home this morning, all eager to grasp his hand and offer congratulations to him. He shook hands with each one, and said that he appreciated the demonstration more than any he had received since he left home. The crowd was composed of members of all the different parties, and many women were present.

Gladness Comes

With a better understanding of the transient nature of the many physical ills which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact that it is the one remedy which promotes internal cleanliness, without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note, when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only, and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, then laxative or other remedies are not needed. If afflicted with any actual disease, one may be commended to the most skilful physicians, but if in need of a laxative, then one should have the best, and with the well-informed everywhere Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

THE KING OF PACERS SOLD.

LEWIS J. TEWKSBURY BUYS ROBERT J. TO DRIVE AS A ROAD HORSE.

OUTCOME OF THE FLEETWOOD FREE-FOR-ALL EXHIBITION OF THE FASTEST HARNESS HORSE IN THE WORLD.

It will be a big surprise to the trotting fraternity throughout the country to learn that C. J. Hamlin, the veteran breeder and turfman of Buffalo, has sold his champion pacer, Robert J., 2:01¾, to Lewis G. Tewksbury, and that the fastest harness horse in the world will be hereafter driven on the road in New-York. The sale was made last Thursday, but the news did not gain publicity until last night, the horse having gone along with his stable companions to Providence, just as though he was still

ROBERT J.

owned by Mr. Hamlin, instead of Mr. Tewksbury. Under the terms of the sale he is not to be delivered until the close of the harness-racing campaign, the Buffalo horseman and his son, Harry Hamlin, who was a part owner of the pacing champion, having refused to sell without reserving the racing qualities of Robert J. for the remainder of the season. After the annual meeting of the Kentucky Trotting Horse Breeders at Lexington is over next month, the king pin of pacedom he will be sent to New-York, and he will then find a place in Mr. Tewksbury's private stable of road horses, along with his old-time rival Mascot, 2:04, and the pacing team, Paul, 2:07¼, and Lee H.

In all probability the Lexington meeting will mark the close of Robert J.'s career on the turf, although the horse is only eight years old and in the zenith of his prowess as a turf champion. Meanwhile he may be started to beat his own record, 2:01½, his former owners and his trainer, Edward Geers, being firm in the belief that he can wipe out the mark, wonderful as it is. He was never in better form than at present, and he should be able to pace a phenomenal mile on one of the record-breaking Western tracks, after a short let-up and a special preparation for the trial.

Mr. Tewksbury was a spectator at Fleetwood last Wednesday when the pacing free-for-all was on, and it was after witnessing little Robert's electric rush through the homestretch at the finish of the third heat that he determined to possess the pacing champion if such a thing were possible. Mr. Hamlin was taken by surprise when asked to put a price on the star of his stable and the apple of his eye, and he declined to sell at any price until he had slept on the proposition and conferred with his son and partner, Harry Hamlin. The deal was finally consummated by Mr. Tewksbury agreeing to defer taking possession of Robert J. until the close of the harness-racing season. The price paid cannot be learned, but it was a round one, for the little gelding's earning capacity on the turf is greater than that of any trotter or pacer in training, and Mr. Hamlin was not at all anxious to sell his trump card.

ROBERT J.'S FIRST RACES.

The annals of the New-York turf are dotted with the names of many harness-racing champions, but none of them except Maud S. quite fills the niche that Robert J.'s deeds have assigned to him in its history. It is fitting that Robert J. should find a home in New-York, for it was here that the little gelding first gave promise of the brilliant future which has since been his. It was at the spring trotting meeting at Fleetwood Park, in 1892, and Champ Brown, an old-time horseman of Williamsport, Penn., then owned the undiscovered world-beater. Brown was formerly in the employ of Robert J. C. Walker, of Pennsylvania, who bred the horse, and when Mr. Walker held a public sale of trotting stock in 1890, Brown bid off the Hartford-Geraldine colt for a song on his own account. His employer, however, would accept nothing for the then undeveloped youngster, and, to show his appreciation of Mr. Walker's generosity, Brown named the little chap Robert J.

After starting him once as a three-year-old, the Pennsylvania trainer entered Robert through the southeastern spring circuit in 1892. Mr. Hamlin had a pacer called Glendennis in the same class that season, and when Robert made his first start in Philadelphia the stallion from Village Farm shut him out in the first heat. The horses were due at Fleetwood the next week, and Glendennis was a red-hot favorite here, while nobody wanted to back Robert J. Old Champ alone had faith in the gelding, and he bought all the tickets that were sold on the race, getting Robert for $5 in place. After Glendennis had placed two heats to his credit Brown turned his dark horse loose. A terrific contest ensued in which the Hamlin stallion was beaten to a standstill, and so badly used up that he laid down and died after the race was over. "Pa" Hamlin knows a good thing when he sees one, and he lost no time in closing a deal with Brown by which he became the owner of the promising four-year-old that had literally killed his horse.

The subsequent career of Robert J. is as a twice-told tale to racing men. With Geers in the sulky the little gelding went down the Grand Circuit that year, winning every race in which he started until he tackled the older and better-seasoned horse, Flying Jib, at Buffalo. The Jib won, but it was only after the fastest five-heat race in the history of harness racing.

FLYING JIB AND MASCOT DEFEATED.

As a five-year-old, in 1893, he was a star of National prestige, defeating his old antagonist Flying Jib in such crushing style that it finally came to the pass where the long-bodied Californian would sulk and try to bolt the track the moment he recognized the game little Robert in a race. The latter was the undisputed champion, and although he closed the season with a record of 2:05¼, it was conceded by all the circuit followers that he could wipe out the world's record of 2:04, then held by Mascot, whenever he was given his head for the attempt.

Nearly every association in the country barred the rising pacer from the free-for-all class in the summer of 1894, and his campaign was consequently largely confined to exhibitions against time. In the march down the circuit line he took the measure of the rising star, Joe Patchen, in the fastest race then on record, and at Fort Wayne, Ind., on August 31, he wrested the record laurels from Mascot by pacing an exhibition mile in 2:03¼. The next week at Indianapolis he met Joe Patchen again, and defeated him as before in straight heats, cutting the world's record down to 2:02½ in actual contest, which record still remains the best ever made in a race.

THE 2:01½ EXHIBITION MILE.

Within a week after this phenomenal race Robert J. started to beat his record in an exhibition against time at Terre Haute. Few horsemen expected him to do the trick for his mark was already nearly two seconds faster than that of any other harness horse in the world. Geers, however, rated the champion to perfection, and Robert J. set the record at 2:01½, convincing the critics that at last the 2:00 horse was in sight. The owner and the driver of Robert J. confidently expected to see their horse reach the 2:00 goal in 1895, but they set about it too early in the season, and the mile that Robert J. paced in 2:02 at Detroit, in July, ruined his chances. How this premature effort made him stale after having been kept in training a whole year without a let-up, and how Joe Patchen unexpectedly defeated him at Cleveland and Buffalo, are matters fresh in the recollection of everybody.

In appearance Robert J. is easily the most blood-like harness horse of note now in training, and it is doubtful whether his equal in this respect has ever been seen on the trotting turf. Built on dainty and graceful lines, he has the fine head and neck of a thoroughbred or an Arab, and, with his tail banged, he would pass muster for a galloper. He moves at top speed with the grace of a swallow in full flight, and he flashes down the stretch, hoof-beat following hoofbeat with a rhythm that is music to the horsemen. He is a bright bay in color, standing about 15.1 hands high. Geers says that a child can drive him, and there is every reason to believe that the king of the turf will be a king of the road.

MR. TEWKSBURY'S GREAT STABLE.

The purchase of Robert J. by Mr. Tewksbury for road purposes is significant of the growing popularity of the pacer. Mr. Tewksbury is one of those who like the lateral-gaited harness horse for road-driving, and he now owns a select stable of side-wheelers, having three pacers with records below 2:10. The former campaigners, Paul, 2:07¼, and Lee H., 2:13, are his favorite pole team at present, and they are the fastest pair in the world in point of demonstrated speed. He drives them up the road every morning, rain or shine, between the hours of 5 o'clock and 7, hardly missing a day in the driving season. Paul was one of the most erratic and ungovernable horses that ever went through the Grand Circuit, but, strange to say, he is as gentle as a dog when not on the racetrack. Robert J. will be the crack single horse of Mr. Tewksbury's stable, and it may be that he will also be tried in double harness with his old antagonist, Mascot, 2:04. His new owner is a member of the Driving Club of New-York and of the Suburban Riding and Driving Club. He formerly owned and drove the noted trotting team Aubine, 2:16¾, and Zembla, 2:13¾, who trotted to a record of 2:33½ in double harness at Terre Haute in 1884.

RESULTS OF THE CONEY ISLAND MEET.

MARCUS DALY HEADS THE LIST OF THE SUCCESSFUL OWNERS—GROSS EARNINGS OF THE WINNERS.

The meeting of the Coney Island Jockey Club, which ended yesterday, began on August 15, and continued for thirteen days, during which time eighty-six races were run and 289 horses competed for a total of $141,937. The gross earnings of the winners are as follows:

Owner.	First.	Second.	Third.	Amount won.
Marcus Daly	2	2	1	$48,140 00
M. F. Dwyer	9	5	3	6,885 00
P. Dunne	7	2	4	6,090 00
C. T. Patterson & Co.	1	1	2	5,056 66
J. M. Murphy	4	—	4	5,050 00
J. W. Rogers	1	2	2	4,223 34
A. H. & D. H. Morris	2	1	1	3,500 00
Brookside Stable	3	1	—	3,120 00
W. C. Rollins	2	2	1	3,095 00
C. Fleischman & Son	3	5	3	3,000 00
F. L. Parker	2	5	3	2,892 50
W. S. Hobart	3	2	1	2,570 00
J. E. Seagram	2	2	—	2,365 00
W. M. Wallace	1	—	3	2,280 00
Jere Dunn	2	—	—	2,170 00
J. R. & F. P. Keene	1	3	6	2,110 00
R. L. Rose	1	—	—	2,000 00
J. C. Cahn	1	1	—	1,950 00
W. Lakeland	1	1	1	1,900 00
J. J. McCafferty	2	1	1	1,840 00
Mrs. C. Littlefield, jr.	1	2	1	1,675 00
Cambridge Stable	3	—	—	1,650 00
J. H. McCormack	1	—	1	1,575 00
Blenton Stable	1	2	2	1,540 00
D. Gideon	2	2	2	1,440 00
W. A. Chanler	1	—	1	1,325 00
Erie Stable	2	1	1	1,310 00
W. C. Daly	1	1	3	1,230 00
Santa Anita Stable	1	2	4	1,185 00
F. M. Arthur	1	1	1	940 00
Preakness Stable	1	1	3	915 00
J. A. Bennet	1	2	—	910 00
E. Steeds	1	—	—	800 00
O'Brien & McKeever	1	1	—	700 00
Eagle Stable	1	1	3	695 00
Wellington Stable	1	2	1	690 00
R. Bradley	1	1	2	640 00
William Donohoe	1	—	—	580 00
J. E. Madden	1	1	1	580 00
Perry Belmont	1	—	1	540 00
C. Littlefield	1	—	—	540 00
J. D. Dawes	1	—	—	515 00
J. M. Crosby	1	—	1	490 00
A. J. Joyner	1	—	—	490 00
W. H. Karrick	1	—	—	480 00
W. B. Jennings	1	—	—	450 00
Kendal Stable	1	—	—	440 00
John Wells	1	—	—	430 00

The following owners ran into second and third places for amounts as follows:

William Jennings, $850; William Showalter, $600; Cohn & Driscoll, Sensation stable and Kensico stable, $550 each; M. F. Stephenson, $325; W. Cloyd & Co., $275; J. Corbett, A. Clason, R. Carothers and Mrs. Curtis, $250; W. Hayward and Goughacr'ss stable, $200 each; Matt Byrnes $150; Hamilton Stable, O. A. Jones and J. E. McDonald, $125 each; Fred Burlew, Brown & Co., J. W. Colt, J. McLeer, W. J. O'Brien, B. Pfefferling and J. Shields, $100 each; O. H. P. Belmont, $75; D. Higgins, S. H. Leary, L. Stuart, Edward Walsh, Stockwell stable and Westbrook stable, $50 each.

SAFETY OF WHEELMEN AT NIGHT.

THE LIGHTING OF PASSENGER VEHICLES AND OF THE STREETS.

Although the riding of bicycles through the streets of this city at night has become so common that at some hours of the evening thousands of the light wheels are spinning along the main thoroughfares, there have been few accidents at those hours. Nearly all the serious accidents to bicycle riders in the city have occurred in the daytime, when there have been many vehicles in the streets and the rush of travel has been greatest. In explanation of the comparative safety of the bicycle riders at night the police say that the greatest danger to the wheelmen is removed when most of the heavily loaded trucks disappear from the streets shortly before nightfall. The track for bicycles is then comparatively clear, and a good rider can easily avoid running into the vehicles that remain in the streets.

In this city for more than a year the rule that requires a light on a bicycle after dark in any public place has been enforced rigidly, but at the same time there is an ordinance which requires every passenger vehicle, public or private, to carry a light when in the streets from sunset to sunrise. Few brewery wagons, trucks or carts are driven about the streets at night, and the milk wagons and meat wagons rattle over the pavements at a time in the early morning when few or no bicycle riders are abroad. The ordinance which was passed by the Board of Aldermen and approved by the Mayor in June of last year is the following:

Any person using or permitting to be used a cab, coach, light wagon or any other vehicle used or intended to be used for the carrying of passengers, whether the same shall be actually carrying passengers other than the driver or not, shall be required to carry on such vehicle, after sundown and before sunrise, a light or lights of sufficient illuminating power, and so placed as to be visible at a distance of 200 feet in front of said vehicles. Any violation of this ordinance shall be punished as a misdemeanor.

Some owners of light vehicles have complied with the ordinance in a manner which makes the single lamp on such a vehicle of practically no use at all. The lamp is placed on one side of the vehicle, where it can be seen only by persons approaching the vehicle on that side. Anybody meeting the carriage at a slight angle would fail to see the light at all, because the lamp would be hidden by the horse. The arrangement of the lamps on most carriages, hacks and cabs is such, however, that the lights can be seen at a considerable distance. Wheelmen who ride about the city at night have declared that there is very little danger in such wheeling, and that it is easy to get out of the way of all passenger carriages, even those which have rubber tires and move with comparatively little noise.

The better lighting of the streets in the city has removed much of the danger of night travel, both for wheelmen and for pedestrians. Many of the streets are lighted brilliantly with electric lamps, and in some of the streets far uptown, where there are no electrical conduits, the Commissioner of Public Works has increased the lighting power of the gas lamps, so there is no danger of running into the wagons which bear no lights. Particular care has been taken to make the Western Boulevard a well-lighted avenue at night, because that thoroughfare is used so much by wheelmen.

In Central Park, where the roads are darker after nightfall, and in other city parks, no vehicle is permitted to go after sunset without lighted lamps. That rule has been enforced by the Park police for several years.

OLYMPIA BICYCLE RACES POSTPONED.

The night race meet of the Metropolitan Cycle Racing Association, which was to have been held last night at the Olympia Bicycle Park, One-hundred-and-thirty-fifth-st. and Lenox-ave., was postponed until Thursday night, September 10, on account of the rain and the consequent muddy condition of the track. The entries in both the amateur and professional classes will hold over until that date.

FEARS FOR AN EXCURSION BOAT.

THE ELBERON, WHICH WAS DUE AT THE BATTERY AT 5 O'CLOCK, HAD NOT REACHED THERE AT 1 A. M.

The excursion steamer Elberon, of the New-York and Long Branch steamboat line, which was scheduled to leave Highland Beach at 6:30 last evening, had not arrived at the Battery, where she was due at 5 o'clock, up to 1 o'clock this morning. There were 100 persons on board of her and grave fears were felt for their safety, in view of the gale that had been blowing. A crowd of their friends collected at the Battery and waited hour after hour in the drenching rain for the steamer's arrival.

The steamer Pleasure Bay, of the same line, which left Highland Beach at 5:10, and was due at the Battery at 7:15, arrived three-quarters of an hour late. No news can be obtained from the beach, as the wires are all down.

A MUTUAL ASSOCIATION IN TROUBLE.

Grand Rapids, Mich., Sept. 5.—The Michigan Masonic Mutual Life Association, organized in 1875, for the benefit of the Masonic fraternity, has applied to the court for a receiver. In 1887 it had a surplus of nearly $50,000, with many old, but comparatively few new and younger members. In 1895 the surplus had changed to a deficit of $13,592. Last October the association was reorganized with $25,000. The directors have transferred the policies outstanding to the Home Mutual Life Assurance Company of Detroit, and will go out of business as soon as the court will allow.

Suffering for a Life Time.

Persons afflicted with rheumatism often suffer for a life time, their tortures being almost without remission. The joints and muscles of such unfortunates are in most cases shockingly contorted and drawn out of shape. To afford them even temporary relief, the ordinary remedies often prove utterly useless. Hostetter's Stomach Bitters, on the other hand, is avouched by persons who have used it, to be a genuine source of relief. It keeps the blood cool by promoting a regular habit of body, and removes from it impurities which, in the opinion of all rational patholog