TALK ABOUT TURF AFFAIRS

PROBABLE CHANGE IN RACING DATES.

THE TWO-YEAR-OLD QUESTION—SUCCESS OF AMERICAN HORSES IN ENGLAND.

A large number of racegoers were in the city yesterday afternoon. After the storm ceased groups of horseowners, layers of odds and bettors gathered at the uptown hotels and cafés and eagerly discussed the numerous incidents that are likely to cause the meeting which closed at Sheepshead Bay on Saturday to be long remembered as the most disastrous to bettors of any ever held under the auspices of the Coney Island Jockey Club.

Although the stewards of the meeting did not act with the firmness and decision in many instances that the best friends of racing desired, it is possible that some flagrant cases of notoriously suspicious riding will be taken up and acted upon later.

J. Hill's ride on Buck Massie on Saturday and the peculiar manner in which the race was run are under investigation, and some startling developments may result if the investigation is most searching, providing one-half of the assertions made by well-known racing men yesterday afternoon are true.

Strange to relate, the average attendance at the Sheepshead Bay meeting was slightly above the average attendance of the fall meeting held last year. The receipts, however, were greatly increased this year by certain perquisites that the racetracks did not get last year. An effort will be made by the management of the Coney Island Jockey Club to resume its old dates, and to begin the fall meeting at least ten days later, or about August 25, next year. Each of the racing clubs desired to have one of the holidays on its programme this year; hence the arrangement of dates that caused the Coney Island Jockey Club to begin its meeting on August 15, so as to give Labor Day to the Brooklyn track.

Next year an effort will be made to pool the holiday receipts between the Westchester, Coney Island and Brooklyn jockey clubs.

Brighton Beach may cause some trouble, as the management contends that the racing at the island track is fully up to the standard of the foregoing clubs.

To many persons it appears as if the track owners are a trifle premature in talking about dates at this time, as nobody knows what may happen before the next racing season begins.

OGDEN AND ORNAMENT.

The question of supremacy in the two-year-old division remains in abeyance, although Ogden has defeated his rival for championship honors in the Futurity and Great Eastern Handicap, while Ornament lowered Ogden's colors in the race for the Flatbush Stakes. A special race between the two at scale weights, 118 pounds each, at six furlongs, would certainly prove an attractive contest if run at the Gravesend track. Ornament is to be shipped home to Lexington at once, so there will be an excellent subject for discussion during the winter months between the partisans of Ogden and Ornament.

The efforts of Foxhall P. Keene, J. G. Follansbee, De Courcey Forbes and other popular sportsmen to establish a high grade of cross-country racing in this neighborhood were the admiration of everybody associated with the turf. The task is extremely difficult, but is likely to be accomplished, now that the men at the head of the affairs of the National Steeplechase Association have ascertained to their satisfaction that some of the steeplechase jockeys are unworthy of trust. It is safe to say that no half-hearted measures will be taken; on the contrary, the steeplechase jockeys will probably receive a shock, if it is possible to shock them, by the permanent ruling off of several of their associates.

Many turfmen deplore the low class of aged horses that have competed for the purses and stakes at the tracks in this neighborhood since the withdrawal of Henry of Navarre, Hastings, Handspring, Margrave and others from active participation in races. Requital is the only high-class horse to race in the three-year-old and upward division at the Sheepshead Bay meeting. Requital was defeated by Captive, a handicap dodger that masquerades as a selling-plater. One I Love was ill when she started at Morris Park and met with defeat. When she had recovered, James Rowe, her trainer, was highly pleased with the filly. Her working trials exceeded his proudest anticipations, but unfortunately, the filly broke down, when it was play for her to gallop a mile in 1:44.

The low grade of all-aged horses which compete on the American turf may be directly attributed to excessive two-year-old racing. Every cloud is said to have a silver lining, and the accidents that have temporarily caused the retirement of many fair three-year-olds may result in a superior class of four-year-olds for the aged division next year.

Pierre Lorillard's series of brilliant successes on the English turf reflects credit on American methods of training. Moreover, the breeding interests of this country have been greatly benefited by the showing made by the horses trained by John Hugg. Pierre Lorillard has won the admiration and respect of all classes of turfmen in England, and has created a most favorable impression among the Britons of the leading American turfman. The successes Rancocas-bred horses have gained are all the more pleasing to Mr. Lorillard because he enjoys the distinction of breeding, training and racing his own horses. Nobody can gainsay the fact that the sires and matrons at Rancocas are as highly bred as any in the world. If the average native of New-Jersey possessed the pride in his own State that the Kentuckians do in theirs, every victory gained by a New-Jersey bred horse in England would be hailed with loud acclaim and the superiority of New-Jersey over other States extolled in unmeasured praise.

ENGLISH RACE MEETS.

The racing season in England is not nearly ended, so that the Lorillard colors may be borne to victory in some of the principal two-year-old stakes to be decided before the season closes. The Doncaster meeting begins to-morrow, when the Champagne Stakes will be decided. Representatives from both Pierre Lorillard's and Richard Croker's stables are entered. Here are the conditions of the Champagne Stakes:

Champagne Stakes of £30 each, £20 forfeit and only £5 to the fund if declared by the first Tuesday in June, 1896; with 500 added; for two-year-olds; colts, 126 pounds, fillies 123 pounds. The owner of the second horse to receive £100 out of the stakes, and the third to save his stake; closed October 26, 1895, with 93 subscriptions.

Nearly all the prominent two-year-olds in England are engaged in the Champagne Stakes, which are looked upon by English racegoers as the race that indicates the possible winner of next year's Derby. American turfmen should not be surprised if one of the Lorillard candidates, which are the yeldings Equinox and Lamerock and the colt Bortak, lands the rich prize. John Huggins is certainly a competent judge of class in any country, and he believes that one of the foregoing trio will win the great two-year-old race at Doncaster to-morrow.

Richard Croker's representatives are Princeton, Westchester and Roman Chief. The latter was highly tried and Mr. Croker believed at one time that he was fully as good a two-year-old as Dobbins. It is not known whether Mr. Croker will start a representative in the race.

The last of the great two-year-old stakes for 1896, the Middle Park Plate, run for at the second October meeting at Newmarket. The race will be run on Thursday, October 16, and both the Lorillard and Croker stables have the same representatives that are entered in the Champagne Stakes at Doncaster. If the youngster taat Mr. Lorillard and his trainer believe to have a good chance in the Champagne Stakes should win and also capture the Middle Park Plate, according to all precedents that youngster would, without doubt, be the favorite for the Derby and the so-called classical events on the turf in England for 1897. On Wednesday the St. Leger will be decided at Doncaster. August Belmont, General Stephen Sanford, John Sanford, Pierre Lorillard, Colonel Thomas P. Ochiltree and many other well-known American turfmen will be present. August Belmont intends to sail for home as soon as possible after the race.

Duke & Wishard's horses have not been as successful in their recent races as they were at the earlier meetings. Ramapo's defeat for the Goodwood Cup was a severe blow to the stable and its following. Recent reports of the race do not agree with some of the first accounts received in this country. Many unprejudiced Englishmen who witnessed the race say that Kilrock was fully as much to blame for the fouling that occurred as Ramapo. Enoch Wishard is reserving some of his horses for the "back end," as the close of the racing season is termed in England.

MR. LORILLARD'S PLANS.

Pierre Lorillard evidently intends to remain in England several years. A new training track is being constructed for his horses. The yearlings that have been tried at Rancocas, and have given an affirmative answer to the questions put to them, are to be shipped on the 20th of the present month. The Lorillard stable is likely to be strong both in numbers and quality next year.

It is amusing to hear breeders who have catered to the Iron Hill standard of excellence in the thoroughbred talk about sending the produce of their farms to England, where high prices are paid for yearlings. It is well enough to tell about the high prices that some yearlings fetch in England, but at many of the sales a large percentage of the consignments offered were withdrawn without a single bid being made for them. Only the highest class of yearlings, bred from approved mares and successful sires, are in demand in England. The breeders in this country will find by comparing the thoroughbred sales of both countries that the American market for yearlings reflects the market in England to a marked degree.

A turfman who arrived from England on the St. Paul says: "The general depression in this country is felt all over Europe. Thousands of Americans have been scattered all over Europe this year, but they are not spending money as freely as in former years. In the Paris shops sweeping reductions have been made in the prices of commodities sought by American tourists, and now that the season is about to close no reasonable offer for goods is rejected."

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TO-DAY AT GRAVESEND.

ENTRIES FOR THE OPENING DAY OF THE FALL MEETING OF THE BROOKLYN JOCKEY CLUB.

The fall meeting of the Brooklyn Jockey Club begins at the Gravesend racetrack to-day. An excellent card of six well-filled races is presented to the patrons of the track. The Oriental Handicap is extremely attractive, as Buck Massie, Flying Dutchman, Keenan, Ben Brush, Ramiro and other well-known horses are entered. The distance is one mile and a quarter, and the race is likely to prove an exciting contest.

In the Prospect Stakes, at six furlongs, Ogden meets a fair field of youngsters, who receive allowances from the winner of the Futurity and the Great Eastern Handicap. Among the contestants are Cleophus, Rhodesia, The Friar, Divide, Suisun and George Rose. Notwithstanding the severe rainstorm, the track promises to be in excellent condition, owing to the efforts of Colonel Brush and his corps of assistants. Fair fields are likely to start in every race, as the entries are sufficiently numerous to permit many withdrawals without impairing the attractiveness of the races.

Improved facilities for racegoers have been arranged with the different lines of railroads that reach the track, which are almost certain to make the journey to and from the track far pleasanter than ever before. Here are the entries:

FIRST RACE—Purse $600; handicap for all ages. Five furlongs.

Hanwell	132	Grazioso	104
Rubicon	129	Medics	98
Lady Diamond	128	Marsian	97
Beldemere	122	Religion	96
Bonaparte	117	Dorothy	92
Galilee	112	Casseopia	90
Hazlet	110	N. C. Creido	90
Zanone	104	Dolando	82
Kamia	105		

SECOND RACE—Purse $500; selling. One and one-sixteenth miles.

Gotham	115	Sun Up	100
Belmar	110	Arapahoe	97
Crania	107	Ingomar	97
Captive	105	Formal	95
Cromwell	103		

THIRD RACE—THE PROSPECT STAKES; for two-year-olds; value $3,000; allowances. Six furlongs.

Marcus Daly's br. c. Ogden, by Kilwarlin—Oriole 118
A. H. & D. H. Morris's ch. c. The Friar, by Friar's Balsam—Lizzie Baker 111
J. M. Murphy's br. c. George Rose, by George Kinney—Hindoo Rose 111
J. R. & F. P. Keene's b. f. Rhodesia, by Wisdom—Faustine 108
Kensico Stable's ch. f. Divide, by Rossington—Unite 108
M. F. Dwyer's ch. f. Cleophus, by Wagner—Linnie 108
M. F. Dwyer's ch. f. Suisun, by Strathmore—Beatrice 108
G. Anderson's ch. c. Barnbrook, by Turco—Sister Louise 100
J. R. & F. P. Keene's b. f. Virginia Water, by Hampton—Dancing Water 97

FOURTH RACE—THE ORIENTAL HANDICAP; value $3,000. One and a quarter miles.

J. M. Murphy's br. c. Buck Massie, by Hanover—Friana 124
P. Dunne's ch. c. Flying Dutchman, by Wagner—Glen Mercy 115
Blenton Stable's ch. c. Keenan, by Liston—Patrimony 114
M. F. Dwyer's b. c. Ben Brush, by Bramble—Roseville 109
Santa Anita Stable's br. c. Romero, by Gano—Cuban Queen 97
Preakness Stable's gr. c. Belmar, by Belvidere—Adele 95
W. Jennings's b. h. Dutch Skater, by Dutch Roller—Lena 95
P. J. Dwyer's b. h. Long Beach, by Longfellow—Semper Idem 95
J. E. Seagram's ch. c. Connoisseur, by Sir Modred—Dixianne 90

FIFTH RACE—Purse $500; allowances. One mile.

Tom Cromwell	105	Telegram	95
Strathrol	105	Cassette	92
Doggett	105	King Stone	92
Declare	105	Madge D.	92
Brandywine	105	Nick Johnson	92
Argentina	105		

SIXTH RACE—Purse $500; for two-year-olds; selling. Five and one-half furlongs.

Divide	112	Slow Poke	98
Tragedian	104	Passover	98
Remp	104	Trayan	97
Ludwigshafen	104	Celoso	97
Troxigo	103	Suisun	95
Rossler	98	Grey Bird	95
Lithos	98	Clymena	95

THE CRICKET CHAMPIONSHIP RACE.

STRUGGLE OF THE KINGS COUNTY AND PATERSON TEAMS—ASSOCIATION BATTING AVERAGES.

Local cricketers are putting forward their best efforts for the few remaining games which will bring the season to an end. Last week no games were played in the championship series of the Metropolitan League, but in the New-York Cricket Association, the players were out in spite of rain, and some choice batting averages fell in consequence. The Kings County Club is making a great struggle with the Paterson team for the pennant, but the New-Jersey organization still maintains its lead. The following are the records:

METROPOLITAN LEAGUE.

	Played.	Won.	Lost.	Drawn.	P. c.
New-Jersey A. C.	8	8	0	0	1.000
Manhattan	8	5	3	0	.625
Staten Island	6	3	3	0	.500
New-York	7	1	5	1	.166
Crescent A. C.	7	0	6	1	.000

NEW-YORK CRICKET ASSOCIATION.

	Played.	Won.	Lost.	Drawn.	P. c.
Paterson	12	8	1	3	.888
Kings County	13	7	3	3	.700
Brooklyn	11	5	4	2	.555
Manhattan	12	6	5	1	.545
New-Jersey A. C.	12	6	5	1	.545
St. George's A. C.	11	3	7	1	.300
Columbia	13	2	11	0	.153
Harlem	13	2	11	0	.153

ASSOCIATION BATTING AVERAGES.

	Inns.	Not out.	Most in inning.	Runs.	Aver.
C. H. Clark, N. J. A. C.	3	2	*84	89	44.50
A. V. Clark, Manhattan	9	1	48	184	23.00
T. J. O'Reilly, Manhattan	13	2	*73	237	21.54
A. Brown, Brooklyn	12	4	32	154	19.25
F. G. Warburton, Manhattan	5	0	36	88	17.60
W. Bunce, Paterson	12	1	36	183	16.63
C. T. Toddings, Kings County	13	0	52	204	15.84
E. E. Wadbrook, N. J. A. C.	11	2	70	141	15.66
E. J. Darvell, N. J. A. C.	7	0	51	108	15.42
W. B. Seale, Brooklyn	4	0	31	59	14.75
W. H. Rose, Harlem	17	1	33	230	14.37
J. Ridings, Paterson	3	0	24	41	13.66
F. B. Hunter, N. J. A. C.	8	0	*51	109	13.62
J. E. Morlaunt, Kings Co.	9	0	38	120	13.33
W. L. Martin, Manhattan	7	1	48	77	12.83
G. Rose, Manhattan	5	1	*19	51	12.75
C. H. Young, Brooklyn	6	0	50	74	12.33
G. W. Barnes, Kings County	16	4	*29	135	11.25
G. A. Storm, Kings County	13	1	42	134	11.16
A. Farnsworth, Kings Co.	9	3	*36	64	10.66
F. J. Loughlin, Brooklyn	3	1	*11	21	10.50
G. Myers, Paterson	10	0	36	103	10.30
W. Clarkson, Paterson	12	1	22	110	10.00

*Not out.

ENTRIES FOR LARCHMONT.

The regular fall regatta of the Larchmont Yacht Club will be sailed to-morrow off the clubhouse at Larchmont Manor, on Long Island Sound. Following is the list of entries for the races:

Schooners—Special Class A—Ramona, Intrepid. Class B—Colonia. Class D—Amorita, Quissetta. Class V—Uvira, Choctaw, Awa. Class VI—Norota, Eidolon. Class VII—Infanta, Cymbra. Class VIII—Dragoon, Acushla, Agnie.

Special class for yawls—Pawnee, Sultan, Audax, Yram.

Special class (thirty-footers)—Musme, Departure, Hera, Mai, Argonaut, Raccoon. Class IX—Ninita, Muriel. Class X—Virginia, Bogie, Eos, Agawam, Hyale. Class XI—Dosoris II, Exonian, Oconee, Uarda. Class XII—Weasel, Jonquil, Presto, Grace, Win or Lose, Drift. Class XIII—Tom Boy, Osprey, Violet, Edwina, Zelica, Brant. Class XIV—Dorothy, Ione, Gosbird, Ida K.

Class XVI (twenty-one-footers)—Celia, Vaquero, Houri. Class XVII—Die Hexe, Yola.

GAUDAUR MEETS STANBURY TO-DAY.

London, Sept. 6.—The race between Jacob Gaudaur, the Canadian oarsman, and James Stanbury, for the professional sculling championship of the world and £100, is fixed to take place to-morrow. Both men are in excellent condition, and a grand race is expected. The latest betting is 55 to 40 on Stanbury. There are few takers at these odds. Cold and changeable weather is predicted for to-morrow. The start will be made at 1:30 p. m. The course will be from Putney to Mortlake, the usual championship course.

NEARING THE END OF A LONG RACE.

Syracuse, Sept. 6.—"The Journal-Examiner" transcontinental relay race messengers reached this city at 5:23 this afternoon. Thousands of people lined the course of the relay and cheered the men as they passed. Corporal A. E. Weed, of the 9th Regiment, and Harry Henry, of Cortland, came in from Camillus on a tandem, covering eight miles in eighteen minutes, a marvellous ride under the circumstances, as the recent rains had left the highways in a bad condition. Out of Syracuse excellent time was made and many minutes made up on the time lost in Ohio.

When the packet reached this city the couriers proceeded directly to the postoffice, where Postmaster N. H. Northrup was on hand to affix his signature to the messages, on which were inscribed the names of some of the most prominent men in the United States. Immediately after A. E. Hughes and C. S. Scoville, with Linus Schillenger trailing, started for Fayetteville. From that point on the riders covered ground in faultless fashion. Utica was reached at 9:30 p. m.

ARMY AND NAVY NEWS.

THE COURT FINDINGS IN THE CASE OF LIEUTENANT CLARK.

THE KILLING OF A PRIVATE JUSTIFIED—THE AWARD OF THE THREE NEW BATTLE-SHIPS—INSPECTING DOUBLE BOTTOMS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Sept. 6.—The War Department has made public the proceedings of the Court of Inquiry recently convened in the Department of the Platte to examine into the circumstances of the killing of a private in Company C, 12th Infantry, in pursuance of an order from a commissioned officer to a soldier to shoot the private. The case has attracted considerable attention among the officers of the Army, owing to the unusual circumstances attending the killing and the question involved of the right of an officer to order a man under his command to shoot a comrade in time of peace. In several cases in the West civil courts have upheld the shooting of soldiers under certain conditions, but the case here referred to differs from those previously decided in many respects. The officer who ordered the shooting is First Lieutenant W. O. Clark, 12th Infantry. The circumstances were these:

A private of the 12th Infantry by the name of Weaver assaulted First Sergeant Livingston, of the same regiment. In the course of the scrimmage which took place Weaver broke loose from the sergeant and, running to a gun case in the guardroom, picked up a musket and fired at the non-commissioned officer. The shot killed him. After killing Sergeant Livingston, Weaver assumed a threatening attitude toward other soldiers standing by. Among the witnesses of the killing was Lieutenant Clark. Fearing that Weaver would fire again, and to prevent further loss of life, he ordered Private Strine to shoot to kill Weaver. This Strine did, Weaver falling dead. The Court of Inquiry, after investigating all the facts, found that the shooting of Weaver by Strine was proper and necessary under the circumstances, and the action of Lieutenant Clark in the case justifiable. Reviewing the proceedings and findings of the Court, General Coppinger comments as follows:

In the opinion expressed by the court the reviewing authority, after careful consideration of the evidence, fully concurs. The evidence justifies the conclusion that Lieutenant Clark's orders were given in the discharge of a legal duty and constituted a commendable exercise of good judgment under stress of great excitement. His action and the action likewise of Private Strine in executing his orders were not excusable merely, but were, under all the circumstances, fully justified in law.

An interesting legal question has arisen in relation to the construction of the recent act of Congress authorizing the building of three new battle-ships. Five firms have made application to the Navy Department for copies of the plans of the proposed vessels. These are the Cramps, the Newport News Company, the Bath Iron Works, the Dialogue Company, of Camden, N. J., and the Union Iron Works, of San Francisco. The question which has come up is how many vessels can be built on the Pacific Coast. Various informal opinions have been expressed as to the intent of Congress, but no decisive action has been reached. Before an award for the building of the vessels is made the Judge Advocate General of the Navy will give Secretary Herbert his official views on the subject. The law which authorizes the construction of these vessels provides in one place that not more than two of the ships are to be built by any one private firm or Navy yard. This is held by some officials to mean, for illustration, that if a Pacific Coast firm's bid for the three ships is the lowest, that company cannot get the contract for more than two. In other words, that the bid for one of the vessels, although less in amount than that of an Eastern establishment, would have to be rejected under the law. The reverse opinion is entertained by some Naval officers, who say that the lowest responsible bidder, if a private concern, may be authorized to build all the vessels. No special attention is given to that part of the act which relates to the construction of the vessels in Navy yards, as this is a matter that the Secretary of the Navy can regulate in case he finds it necessary to divide the work among the Government stations.

In another clause the Appropriation act reads that one of the battle-ships may be built on the Pacific coast, provided the additional cost to the Government over proposals from Eastern companies is not greater than 4 per cent. But this clause says: "One and not more than one ship" may, under those conditions, be constructed on the Pacific. To one not versed in legal technicalities this would seem to be explicit in prohibiting an award to the Union Iron Works, for example, of a contract for two or three of the ships. Yet it is contended by some of the officials that, taking the clause referred to in connection with other provisions of the Appropriation act, a different conclusion can be reached. The question involved is one of much interest to shipbuilders, of course. It is now under consideration at the Navy Department, and a decision will be made before contracts are entered into by the Government, possibly before the bids recently called for by Secretary Herbert are opened.

Captain Sampson, Chief of the Naval Bureau of Ordnance, has made assignments of the number of guns, both of secondary and main batteries, which each vessel of the auxiliary Navy will have allowed her and which will be stored at the Navy yards along the coast convenient for prompt installation. In less than six months, or by the time the Government has completed upward of one hundred new rifles now being manufactured at the Washington gun shops, the Navy will have available for service at short notice thirty-one first-class auxiliary cruisers, capable of being equipped and made ready for action in twenty-four hours, and mounting batteries as strong as many of those carried by the second-class cruisers of the service.

The new Naval Regulations, which will probably be issued to the service in about three weeks, will contain one change in existing rules that will be welcomed by executive officers of modern vessels in service. The new regulation relates to the duty of inspecting the double bottoms of ships, a faithful performance of which means neither easy nor agreeable work. The rule in force prescribes that double bottoms are to be inspected weekly and a written report of their condition made to the commanding officer. This was adopted some time ago when the Atlanta was found to be in bad condition, the intention being to insure against future accident or injury through frequent inspections. Going through the double bottoms once each week has become burdensome, and many complaints have reached the Navy Department on the subject. Besides, practical experience has shown that the rule has not worked as advantageously as was expected, as damage has been done to some manhole plates and gaskets. Therefore the authorities have decided that hereafter the inspections will only be made quarterly.

BICYCLES IN THE ARMY.

EXPERIMENTS WITH VARIOUS WHEELS NOW BEING CONDUCTED BY THE SIGNAL CORPS.

Washington, Sept. 6 (Special).—Some interesting practical experiments with bicycles are being made in the Army, with a view to the adoption of a wheel for use in field service. General Greely has charge of this branch of military affairs. He has lately given the subject considerable attention. Bicycles, as well as motor wagons, are used by European armies, but thus far the troops of this country have not employed them to any great extent in a regular way. In his last annual report General Miles said that there were more than 4,000 officers and men in the Army who were able to ride bicycles, and the number is now greater. The bicycle has been found useful in reconnoitring, and for purposes of obtaining, by officers and men, a thorough knowledge of their own country, especially the topographical features, condition of roads, sources of supply and other information of military importance.

Under the Signal Corps comes the work of establishing and maintaining military telegraph lines. Some time ago General Greely decided that if a bicycle could be found which would stand the hard service required of it, it would be a vehicle of much practical value to his corps. Recently experiments have been made with three of the standard wheels. Two more wheels, somewhat novel in design, have been ordered from the makers, and others will probably be tested in the near future.

The three wheels are now being experimented with at San Antonio by Lieutenant Reber, of the Signal Corps. No report from him as to the respective merits of the three wheels has been received, but in letters to the Signal Office he has said that bicycles are of undoubted practical value to his corps. Occasionally it happens that wind storms blow down the military telegraph lines. For obvious reasons prompt repairs are necessary. To engage a horse and wagon, to drive along the line to find the break or make the repairs and return sometimes takes up one or more days. With his wheel, Lieutenant Reber has found that without ceremony or delay he can start forth, make his repairs and get back to his quarters in a much shorter time than by other conveyance. The wheel is always ready, requires no special attention and is no expense to the Government except for occasional slight repairs.

BASEBALL GAMES YESTERDAY.

At Newark—(First game; Newark-Wilmington), to Newark by default. Second game—Newark, 16; Wilmington, 4.

At Rochester—(First game) Toronto, 8; Rochester, 7. Second game—Toronto, 12; Rochester, 5.

At Paterson—Lancaster, 6; Paterson, 2.

NOVEL LEGAL POINTS.

MUST THE EXECUTIVE DEPARTMENTS WASTE MONEY BECAUSE THE LAW SAYS SO?

MANDATORY LEGISLATION AS TO THE IMPROVEMENT OF RIVERS AND HARBORS NOT CAPABLE OF BEING MADE USEFUL.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Sept. 6.—Controller Bowler will soon have another opportunity to decide whether officials of the executive branch of the Government have the right to exercise discretion in carrying out the provisions of acts of Congress which direct the execution of specified public work and appropriate money therefor. Mr. Bowler's position on the sugar bounty appropriation, also the decision of the Supreme Court, which threw his views to the four winds, are fresh in the memory of every one. That was an instance where the Controller proposed and the Supreme Court disposed. In the case which is to come up Mr. Bowler will have to consider the intent of the sections of the last River and Harbor Appropriation act in the light of that high tribunal's recent ruling. It is impossible to say how he will decide the questions involved, but it is of interest to note what the questions are and how they came up.

In the act for the present fiscal year provision is made for improvements at numerous points throughout the country, and specific sums are appropriated for the work. In every instance the waterways to be improved are distinctly stated, as well as the amounts made available for the necessary labor. It will be remembered that the bill, after passing the House and Senate, was vetoed by the President, and that subsequently Congress adopted the measure over the veto. Improvements in pursuance of the provisions of the act are made under the direction of the Chief of Engineers of the Army, acting for the Secretary of War.

According to custom, officers of the Engineer Corps were recently informed as to the improvements authorized, and requested to forward to the War Department reports relative to the feasibility of making the same. A number of reports of the kind, in more or less detail, have reached the War Department. In some of these the officers addressed have stated officially that the proposed improvements are neither practicable nor advisable. In a few cases the reports say that the certain waterways specified in the act are of such insignificance that it would not be economy to expend any money to improve them. It is pointed out in these instances that there is only a "symptom" to be found of the waterway, and that Congress must have been erroneously informed as to the need of improvements mentioned in the act. No criticism of the Senate and House is indulged in, and the officers making the reports recognize the fact that in a law such as the River and Harbor act it is practically impossible to avoid mistakes when experts have not previously examined localities where improvements are proposed. The reports are expressions of professional opinions simply, and are free from all political bias, of course.

These unfavorable reports have embarrassed General Craighill considerably. The law is specific and explicit in providing that certain work is to done. That is one side of the case. On the other hand, experts of the Engineer Corps have found that some of this work ought not to be done. Should, then, the mandate of Congress be carried out? This is the question that bothers the Chief of Engineers. In his dilemma he has appealed to the Secretary of War, upon whom, really, the responsibility for executing the provisions of the River and Harbor appropriations rests. The Secretary of War now has the matter under advisement, and is giving it close consideration. He proposes to make haste slowly in reaching a conclusion as to what course to pursue. Ultimately, officials at the War Department say, the legal points involved will have to be laid before the Controller of the Treasury for a decision. They do not believe that Mr. Lamont has the power or inclination to settle the question without reference to the Controller.

The authorities decline to give information as to which improvements provided for in the Appropriation act have been reported to be impracticable. Their reasons for silence are obvious. Interested in every section of the [illegible] is at least one member of Congress. If a Senator or Representative learns that an officer of the Engineer Corps had reported that improvements in his State or district are inadvisable or impracticable, the War Department would soon be flooded with earnest protestations, and probably be visited by angry delegations. In due course an appeal must be made to the Controller of the Treasury, and his decision will govern the action of the Secretary of War. From what is said at the War Department, it would seem likely that the Controller will hold that some of the provisions of the Appropriation act should be ignored. One official has thus put the case: Congress has provided for improvements at places where it is practically impossible to make them, and at others where it would be extravagance to do so. He stated that under the circumstances the Executive branch ought to have some legal discretion.

Asked as to whether he intended to reflect on Congress, he said: "No. That is not the question. The committees of the Senate and House acted in good faith with the knowledge they had. I mean this to apply not only to the last session, but to every session. Every one knows what a scramble there is each year among members to have their own sections looked out for. What is wanted is some data to lay before the committees, giving correct information as to improvements required. Preliminary surveys and estimates of the cost of proposed work should yearly be prepared before Congress convenes. No improvements should be appropriated for which are not recommended by experts. This would relieve the committees of embarrassment and be of advantage to the Treasury. It would prevent the occurrence of annoying instances such as we have to deal with now."

The speaker said that he supposed there would be a big protest if it was decided not to carry out some of the provisions of the new law. He doubted if the Executive branch is authorized under the statutes to refuse to do any work directed by Congress that it was possible to carry out. But in cases where officers of the Engineer Corps found upon inspection that improvements specified could not be made without extraordinary exertion and outlay he thought the provisions of the Appropriation act should be ignored and a report of the facts be made to Congress at the next session.

UNION PRINTERS AND SENATOR STEWART.

UNLESS THE SILVERITE SENATOR COMES TO TERMS SOON TROUBLE IS PROMISED FOR HIM.

Indianapolis, Sept. 6 (Special).—W. B. Prescott, president of the International Typographical Union, returned yesterday from Chicago, where he had been in the effort to settle the right of his union or of the newly incorporated Union of Printers to the use of the label. The courts were not able to reach the case this week, he says. He brings back the report that Perry S. Heath, in charge of the Republican Literature Bureau, has refused a million copies of an eight-page pamphlet ordered from a Chicago publishing house, because the work does not contain the union label. This, said Mr. Prescott, has caused the employer, who has been fighting unions for thirty years, to ask for terms from the international officers.

Mr. Prescott also reports that National Committeeman Hanna has agreed to use his friendly offices with the publisher of "The Los Angeles Times," to induce him to unionize his office. The international officers were aided in reaching Mr. Hanna by Charles W. Fairbanks, of this city, who is a candidate for United States Senator.

President Prescott says that Senator Stewart's publication, "The Silver Knight" must hereafter be printed by union printers or trouble will result. Under his advice the Washington union has abandoned the first idea of extending its jurisdiction to Alexandria, but will assist in the organization in Alexandria of a new union to reach the office of "The Silver Knight." The increase in the scale to Senator Stewart will be about 30 per cent. In talking about Stewart to-day, Mr. Prescott said, significantly:

"We have been patient with Stewart as long as we could, and when he used his influence to deunionize 'The Mercury' in New-York we knew only one way to retaliate, and that was through his Washington paper. We believe, however, that the trouble in 'The Mercury' office will be settled soon by the purchase of the sheet by Mr. Hearst, of 'The Journal,' who will again unionize the office. Chairman Jones has some hand in this deal, I think, and I have no doubt this sale will be made. It was, perhaps, a scheme of the owners of 'The Mercury' to unload the sheet upon some publisher by the aid of the National Democratic Committee, that the paper was de-unionized just at this time."

STRONG IMAGINATION.

She—There sits our landlord—he doesn't seem to notice us.

He—Perhaps he feels embarrassed because we haven't paid the rent!—(Fliegende Blätter.

FIGURES FOR CAMPAIGN USE

THE TREASURY ISSUES A MEMORANDUM OF VARIOUS STATISTICS.

A STATEMENT OF THE REVENUE UNDER THE M'KINLEY AND WILSON LAWS AND OF THE PUBLIC DEBT.

Washington, Sept. 6.—With a view of correcting erroneous statements and also to furnish material for campaign use, the Treasury Department yesterday issued the following official memorandum of Treasury deficits and receipts and of the public debt paid by the last two preceding Administrations, which statement is also accompanied by a comparison of the customs receipts under the McKinley and Wilson laws. It was as follows:

During the fiscal year 1888, ended June 30, 1888, the revenues of the Government were $111,241,273 in excess of its expenditures.

During the following fiscal year, 1889, the revenues were $87,761,080 in excess of the expenditures.

During the fiscal year 1890 the revenues were $85,040,271 in excess of the expenditures.

The so-called McKinley Tariff act took effect on the first day of October, 1890, and during the fiscal year 1891, ended June 30, 1891, the revenues were $26,838,541 in excess of the expenditures.

During the fiscal year 1892 the revenues were $9,914,453 in excess of the expenditures.

During the fiscal year 1893 the revenues were $2,341,674 in excess of the expenditures.

During the fiscal year 1894 the expenditures exceeded the revenues to the amount of $69,803,260 58, notwithstanding the fact that the expenditures of the Government were $16,752,676 less than in the preceding year. The McKinley law was in force during the whole of the fiscal year 1894.

The so-called Wilson Tariff act took effect on August 28, 1894, and the revenues for the fiscal year 1895, were $42,805,223 18 less than the expenditures, and during the fiscal year 1896 the revenues were $25,203,245 70 less than the expenditures.

RECEIPTS FROM CUSTOMS AND TOTAL RECEIPTS FROM ALL SOURCES UNDER M'KINLEY ACT.

	Customs.	All sources.
Twelve months ending September 30, 1891	$196,894,357 39	$371,932,536 81
Twelve months ending September 30, 1892	185,828,859 19	364,847,501 72
Twelve months ending September 30, 1893	189,182,905 46	365,534,609 55
Eleven months ending August 31, 1894	112,590,939 77	292,078,342 91

RECEIPTS FROM CUSTOMS AND TOTAL RECEIPTS FROM ALL SOURCES UNDER WILSON ACT.

	Customs.	All sources.
Twelve months ending August 31, 1895	$161,201,169 35	$295,061,022 16
Twelve months ending August 31, 1896	154,218,813 94	321,726,319 37

On the first day of March, 1889, the beginning of President Harrison's Administration, the available funds in the Treasury, exclusive of the $100,000,000 gold reserve, were as follows:

Agency account	$61,502,445
Net balance in Treasury	165,846,471
Total	$230,348,916

On the first day of March, 1893, the beginning of the present Administration, the available funds in the Treasury, exclusive of the $100,000,000 gold reserve, were as follows:

Agency account	$36,365,832
Net balance in Treasury	24,084,742
Total	$62,450,575

In addition to the ordinary revenues received during President Harrison's Administration, there was covered into the Treasury $4,307,975 75, which had been held in trust under the law as a fund for the redemption of National bank notes. This proceeding was authorized by the act of July 14, 1890, commonly known as the Sherman act.

From March 1, 1885, the beginning of Mr. Cleveland's first Administration, to March 1, 1889, the public debt was reduced $37,448,449 22, and from March 1, 1889, the beginning of Mr. Harrison's Administration, to March 1, 1893, the reduction of the public debt was $36,527,699 10.

The amount of free gold in the Treasury on March 7, 1893, when the present Secretary took charge of the Department, was $100,982,410.

VALUES OF IMPORTS AND EXPORTS OF