SPORTS AND SPORTSMEN.

FOX HUNTING.

LAKEWOOD HOUNDS LEAD THE HUNTSMEN A SWIFT DASH THROUGH THE RAIN.

Lakewood, N. J., Dec. 31 (Special).—The Lakewood foxhounds met at the Lakewood Hotel this afternoon, and, despite a heavy downpour of rain, an unusually large number of horsemen took part in the chase. It was 3 o'clock when J. J. Dwyer, the veteran proprietor and huntsman; his son William M. Dwyer, who is first whip to the pack, and Frank Fitzpatrick, the second whip, accompanied by the hounds, forty in number, appeared on the lawn in front of the hotel.

The cross-country riders, who were not afraid of the weather, soon joined them, and the cavalcade, followed by a procession of vehicles, quickly got under way. The hunt began at the Hyer estate, which is near the head of Lake Carasaljo.

A drag had been laid zigzag across country through the Hyer estate and across the Le Compte, Ward and Ellis lands. The course was twelve miles of good fox-hunting country.

In a very few moments the musical note of the foremost hound announced that the trail had been discovered. Other hounds quickly got in line, and they went through the forest all giving tongue at top speed.

The huntsmen then settled down to ride. The dogs set a swift pace, as is always the case on a wet day, the scent being heavier, but the horsemen never once lost sight of them. The run lasted nearly an hour, and was declared one of the best and most exciting that has ever taken place at Lakewood.

One of the prettiest features of the chase was when the hounds left cover on the Le Compte estate. There was a five foot six inch fence around the wood, and this obstacle was cleared by Samuel Willetts on Mistletoe, Clarence Robbins on Beaufort, J. J. Dwyer on The Squire, Scott Cameron on Lord Lyon and W. M. Dwyer on Duchess. All five horsemen negotiated the jump simultaneously. Neither riders nor horses faltered or stumbled, but swept across the open fields, clearing every fence that appeared. It was growing dusk wher the trip back to the kennels was begun.

Samuel Willetts, who rode in the well-known colors of the Meadow Brook Hunt, was enthusiastic over the run and the pack. He intends to prolong his stay in the pine region, and will endeavor to get other Meadow Brook members to visit Lakewood.

Among others who took part in the hunt were F. R. Plumb, A. J. Colby and W. A. Rollin. The rain kept at least twenty horsemen indoors.

THE BRIGHTON BEACH MEETING.

SOME OF THE VALUABLE STAKE RACES FOR WHICH ENTRIES ARE BEING RECEIVED.

A letter has been received from T. M. Croft, the racing secretary of the Brighton Beach Association, calling attention once more to the stakes for the meeting of the association this year, entries for which will close on Tuesday. A complete list of the stakes, with the conditions, was printed in The Tribune on December 12. Among the principal stake races to be run at the Brighton Beach track this year are:

For two-year-olds—The Atlantic, with $1,250 added, at six furlongs, and the Montauk, of $3,000, at six furlongs. The entrance condition to all the stake races for two-year-olds except the Montauk is $30, with $10 forfeit, the entry fee to the latter being $50, half forfeit, or only $15 if declared by June 1.

For three-year-olds—the Nautilus, one and one-sixteenth miles; the Saragossa, for fillies, one mile, and the Sea Gate, one and one-quarter miles. An amount necessary to make the gross value of the Sea Gate $5,000 will be added by the association, of which sum the second horse will receive $800 and the third $350.

For three-year-olds and upward—The Brighton Handicap, of $500 each; half forfeit or only $15 if declared by March 1; with $5,000 added; to second, $1,000; to third, $500; weights to be published on February 10; winner of the Brooklyn or the Suburban Handicap of 1899 to carry five pounds extra; if both, seven pounds extra. One and one-quarter miles.

The Brighton Cup, of $100 each, or only $25 if declared by May 15; starters to pay $100 additional; with $5,000 added; to second, $1,500; the third to save his stakes; two horses in different interests to start or no race. Two and one-quarter miles.

For all ages—The Flight Handicap, with $1,200 added, at six furlongs, and the Sea Cliff, with $1,000 added, at six furlongs.

Other important races are the Punchestown, a handicap steeplechase, full course, and the Chantilly, a hurdle handicap, one mile and a half, over six hurdles.

WINNERS AT OAKLAND.

San Francisco, Dec. 31.—Weather clear and track fast at Oakland. Summaries:

First race (seven furlongs, selling)—Shasta Water, 107 (Thorpe), 7 to 10, won; Kamsin, 107 (Piggott), 6 to 1 and 2 to 1, second; McParlane, 107 (Powell), 5 to 1, third. Time—1:28.

Second race (six furlongs)—Jinks, 91 (McNickels), 3 to 4, won; Dr. Sheppard, 122 (N. Turner), 3 to 1 and even, second; Ranier, 91 (D. McCarthy), 8 to 1, third. Time—1:14.

Third race (selling, mile and a sixteenth)—Bernardillo, 102 (Thorpe), 4 to 1, won; Cromwell, 106 (H. Martin), 7 to 10, second; Hardly, 102 (W. H. Martin), 4 to 1, third. Time—1:46¾.

Fourth race (Athenian Club Stakes, selling, two and one-quarter miles)—Buckwa, 104 (H. Martin), 8 to 5, won; Daisy F., 88 (Devin), 7 to 5 and out, second; Velox, 99 (Powell), 10 to 1, third. Time—3:34.

Fifth race (Futurity Course)—Mary Black, 104 (J. Reiff), 4 to 1, won; Montgomery, 114 (Thorpe), 4 to 1 and 8 to 2, second; Abuse, 117 (N. Turner), 2 to 1, third. Time—1:09¾.

Sixth race (five furlongs)—Maud Ferguson, 99 (H. Martin), 2 to 1, won; Miss Marion, 99 (J. Ward), 7 to 10 and out, second; Limewater, 99 (Beauchamp), 5 to 1, third. Time—1:00¾.

RESULTS AT NEW-ORLEANS.

New-Orleans, Dec. 31.—Mariti won the stake feature of to-day's card, the New Year Handicap. On Thursday Marklein's mare finished last in a field greatly inferior to to-day's. As good as 12 to 1 was laid against her to-day. McCafferty's pair ranked as favorites, and finished third and sixth respectively. Not a favorite won, but in the second race Sir Florian's price was pounded from 10 to 1 to 4 to 1, and he really carried more money than the first choice. Summaries:

First race (six furlongs)—What Next, 119 (Powers), 15 to 1, won; W. C. T., 99 (Mason), 6 to 1 and 2 to 1, second; High Jinks, 92 (Dupee), 7 to 1, third. Time—1:15.

Second race (handicap, five furlongs)—Sir Florian, 105 (Moody), 4 to 1, won; Ben Lodi, 98 (Frost), 12 to 1 and 5 to 1, second; Mr. Johnson, 104 (O'Connor), 5 to 1, third. Time—1:01.

Third race (selling, mile and three-sixteenths)—Judge Steadman, 99 (Frost), 5 to 1, won; Traveler, 99 (Southard), 5 to 1 and 2 to 1, second; Bequeath, 108 (Troxler), 8 to 1, third. Time—2:01¾.

Fourth race (New Year Handicap, one mile)—Mariti, 104 (Crowhurst), 12 to 1, won; Bluewave, 106 (Moody), 4 to 1 and 6 to 5, second; Sailor King, 112 (C. Coombs), 6 to 5, third. Time—1:42⅞.

Fifth race (selling, mile and seventy yards)—Jackanapes, 99 (O'Connor), 10 to 1, won; Friar John, 98 (Gathersoll), 4 to 1 and 8 to 5, second; Official, 102 (E. James), 4 to 1, third. Time—1:47½.

SKATING.

SCHOOL BOYS HOLD RACES IN THE CLERMONT AVENUE RINK, BROOKLYN.

At the school boys' skating races held yesterday at the Clermont Avenue Rink, Brooklyn, a large number of school boys and their girl friends turned out to witness the contests. In the one-mile race there was a dead heat between C. R. Smith and J. E. Kenneth. Smith was the scratch man and Kenneth had 65 yards. The race was postponed until the evening, when the final heat was run off, Smith winning by a few yards. In the half mile for the younger boys, Minton, who started from scratch, won. The summaries:

Half-mile race (handicap, for school boys under sixteen years of age)—Won by O. Minton, Polytechnic Preparatory School (scratch); Lester Winder, Brooklyn Latin School (120 yards), second; M. Duff, Boys' High School, third. Time—1:40¾.

One-mile race—Dead heat between J. E. Kenneth, Pratt Institute (65 yards), and C. R. Smith (scratch). The race was run off and won by C. R. Smith.

SHOOTING.

LAST CONTEST OF THE CRESCENT ATHLETIC CLUB FOR THE DECEMBER CUP.

The Crescent Athletic Club held its last shoot for the December Cup yesterday at its grounds, at Bay Ridge. It was a bad day for trap-shooting, especially at clay birds, but some good scores were made. Erskine H. Lott and J. H. Hallock made a fight for the prize, and tied in the club contest, but Lott won out on the record by a bird. The conditions governing the contest for the cup were that to become eligible for the prize a shooter must take part in three or more weekly shoots, his best three scores to count. Lott had 21, 24 and 18, a total of 63. Halleck had 19, 25 and 18, a total of 62. Jerc Lott scored 20, 24 and 16, a total of 60. Henry Kryn was next, with 15, 25 and 17, a total of 58.

After the shooting yesterday the Shooting Committee of the Crescent Athletic Club gave out the handicaps which will govern the sport on New Year's Day and throughout the month of January. Several important changes have been made. E. H. Lott and J. H. Hallock, who shot so well in December, have had their allowances reduced.

STECK OVER 40 YEARS' TEST
The "OLD RELIABLE"
No. 11 E. 14 ST. N.Y. PIANOS

YACHTING.

OLDEST AMERICAN YACHT BOUGHT.

The old schooner yacht Una, which was built in 1847 by George Steers, at Williamsburg, N. Y., has been bought by W. E. Van Norman, John J. Emmons and Frederick E. Verden. She is 68 feet long on the water-line and 85 feet over all, with a beam of 17 feet 8 inches and a draught of 8 feet. She was lengthened in 1893 on deck thirteen feet. About three months ago she was found to be on fire when lying off Bay Ridge, and after the flames were extinguished by the men on a tug she was towed to the Erie Basin, where she was sold by a United States Marshal for $280.

DIXON KEMP RETIRED.

Writers on yachting in America who have points to push are fond of quoting the former Yachting Editor of "The London Field" in favor of their pet contentions. In a late Sunday issue of a Boston paper it is said: "Dixon Kemp, of 'The London Field,' well knows that restrictions mean slowing down, and in the latest issue of that well-known yachting journal he says." Now, as a matter of fact, Dixon Kemp has not written for "The Field" for a long time. When the delegate of the North American Union came back from his mission a year ago he said: "You must not quote Kemp any more as a writer in 'The Field,' as he has not been on the paper for a long time. He has been in poor health, and the yachting in 'The Field' is not his work."

ANTHONY J. DREXEL'S NEW YACHT.

Since the twin-screw steam yacht Margarita, belonging to Anthony J. Drexel, of the New-York Yacht Club, was sold to the King of the Belgians a remarkably fine yacht has been ordered to take her place. Mr. Drexel evidently intends to have a vessel that will compare favorably with the Mayflower or the Nahma, and from the dimensions given, the new yacht will be much the same size. With a 268-foot water-line she will be just seven feet shorter than the Nahma, and seven inches less beam, at thirty-six feet. In the design for this boat George L. Watson has followed the general style of the Tuscarora, and she will have the plating of the top sides carried up in a similar fashion to form the outer casing of the deckhouses. The plan has never been followed on a boat so large as this, and the result will be to give a vastly increased amount of internal accommodation. Scott & Co., of Greenock, will build the craft, and she will not be accepted unless in her trial she can do a clear seventeen knots an hour. The Mayflower's best trial speed, under most favorable conditions, was sixteen and three-quarter knots an hour. The driving power will come from four cylinders capable of developing 5,000 horse-power. The new boat will have twin screws, and an extra large bunker space to enable her to make long voyages without recoaling.

THE SKATED FLYERS LACK WIND.

There have been several disappointments among the ice yachtsmen of Orange Lake, owing to the lack of wind in the last few days. The race for the championship pennant given by Vice-Commodore Willett Kidd, to be raced for by the yachts of the Orange Lake Yacht Club, was started, but could not be finished. Four boats went off at the start, the Troubler, owned and sailed by Robert Kernahan, in the lead. Commodore H. C. Higginson came second, sailing his newly reconstructed machine, the Cold Wave, followed by the Arctic, owned and sailed by Elijah Walsh. The Flying Jib, owned by Frank G. Wood and sailed by Captain James O'Brien, also contested. In the light airs that were moving out of the south, the Troubler, having the largest spread of canvas, crept away into the lead. But the wind soon fell lighter, and after about half the ten-mile course was completed the yachts had to give up the attempt to cover the whole distance. In Friday's racing the Troubler won two races, and the Cold Wave took second place twice.

REPAIRING THE MINERVA.

Since his purchase of the celebrated cutter Minerva, Andrew T. Johnson, of the New-York Yacht Club, has had extensive repairs and alterations made to her at Newport, R. I. Mr. Johnson holds a master's certificate for fore and aft vessels from the American Shipmasters' Association, of New-York. He is an enthusiastic Corinthian sailor, and the historic boat is safe in his hands. The Minerva and the Madge were the two imported racers whose continuous successes in these waters had the effect of introducing the English keel, as it was called in former years, into the American yacht fleets.

THE REPUBLIC NO MORE A YACHT.

The well-known schooner yacht Republic, which was dismasted while at anchor in a gale off Cape Fear on November 20, 1897, has been sold to an iron foundry company of this city. At the time of her being damaged she was owned by George Matthews, of New-York. While on her way from Mobile, Ala., to New-London, it was noticed that she was straining at the stem, and Captain Randeleth dropped his hook in a heavy sea near Cape Fear to set up extra forward rigging for the masts. While the men were at work at this the bobstays pulled out as both masts whipped back in the seaway, and the huge bowsprit lifted right upon its heel and turned a somersault in the air and dropped on the deck beside the mahogany skylights, but without damaging anything. Both masts went out of her at the same moment, and it was their fall aft that pulled the bowsprit over. Ten men were at work forward, and not one was hurt. After making Southport, N. C., under a jury rig, which remained on her till she was sold, she was towed to New-York, with her broken masts and bowsprit lashed on deck almost as they fell. With the exception of a crush on the starboard rail, there was no damage on deck, and how those huge sticks came down without even bruising deck fixtures or boats was a mystery which not one of the crew could solve. The hull is now to be used as a lighter.

FOR THE GREATEST SPEED EVER KNOWN.

An experiment is now being tried which will certainly command the attention of the yachting world. This will be an attempt to beat the best sailing speed ever known under canvas, and James Coats has asked the designer, Watson, to try to turn out a schooner yacht that will be able to cover sixteen knots an hour under sail. Fabulous stories have been told of the old China tea ships that were supposed to be able to do this, but the best experts of to-day have well-developed doubts as to any sailing ship having ever done fifteen knots, to say nothing of sixteen. About the fastest sailing that was ever seen in these waters was when the Vigilant came home before a heavy breeze and took the last race from the Valkyrie II, in which case she was said to have done about thirteen miles an hour. The pace was certainly terrific, none of the steam yachts keeping up with her, but this performance of a 90-foot water-line affords but poor guesses as to what the Coats boat will do with her water-line length of 141 feet. The long racing overhangs of this craft will give her a deck length of more than two hundred feet, and when she gets down to business, with a gale of wind over her quarter, there will be a great deal of boat doing work, and the chance of breaking all records will be good. Although of the best racing model, her weight will be much greater than would be put into a professional racer. For instance, her least freeboard at the side is 5½ feet, and the height of her bulwarks is 2½ feet, so that her rail at the waist will stand 8 feet clear of the water, and there will be a large cargo in the weight of her mahogany alone. Captain Robert Duncan, who raced the Madge here in 1881, will command this schooner yacht when she comes to New-York next summer. Captain Duncan has been yachtmaster for Mr. Coats for more than twenty years. Mr. Coats owns the 72-ton cutter Marjorie, the 68-ton steam yacht Iris, the sister 7-ton cutters Gipsy and Brunette and the 3-ton cutter Sprite. This whole fleet was designed at different times by George L. Watson.

INDOOR BASEBALL LEAGUE.

Delegates representing the 23d Regiment, N. G. N. Y.; the Second Naval Battalion, the 14th Regiment, the Second Signal Corps and the Third Battery met at the armory of the Second Signal Corps, in Dean-st., near Washington-ave., Brooklyn, on Friday night. It was decided to form the Indoor Baseball League, composed of teams attached to organizations in the Second Brigade. A committee was appointed to draft a schedule of games, and each team will play a schedule of matches on home-and-home diamonds for a championship trophy. Each team will contribute an entrance fee, which will form the fund to purchase trophies after expenses are paid.

COLD IN COLORADO.

Denver, Dec. 31.—The mercury at 11 o'clock last night registered 12 degrees below zero. Reports from several mountain towns in the State are as low as 20 and 25 degrees below zero.

POOR RACING AWHEEL.

WEATHER AND NEW YEAR CELEBRATIONS AFFECTED THE GARDEN CONTESTS.

THE TEN-MILE PACED RACE THE EASIEST KIND OF A GIFT TO ELKES, WHO RODE LIKE A PIECE OF MACHINERY.

The storm last night had a depressing effect upon the attendance at the cycle races at Madison Square Garden. The "card" was an ordinary one at the best, and the chances were that the Garden would have been large enough to accommodate the attendance, even if the weather had been less stormy. The regular races were well contested and interesting, but the pursuit contests were not nearly as thrilling as was expected by the American Cycle Racing Association, under whose auspices the races were held. Some of the delays between the races were vexatious and apparently uncalled for, unless the managers wished to see the old year out and the new in at the Garden.

THE TEN-MILE RACE.

The ten-mile paced race between Elkes and Gibson resulted in the easiest sort of victory for Elkes, in spite of the fact that the little fellow from Cincinnati had a start of forty-five seconds, or three laps and a quarter. Gibson was erratic behind his pacemakers, and Elkes could have given him the same start in a five-mile race and beaten him.

At the finish Elkes had not only made up the three and a quarter laps, but he had a lead of five and a quarter laps as well. Elkes rode like a piece of machinery right through, and it would have taken a Michael or a McDuffee to have beaten him; and there were those who thought that even those middle-distance experts would have had their hands full. At one point in the race the chain of one of Elkes's pace-making tandems broke, but the Glens Falls rider went along unpaced, without slacking speed, until he had caught one of his other pacing teams.

THE TIME BY MILES.

The time for each mile was as follows:

Miles.	Leader.	Time.	Miles.	Leader.	Time.
1	Gibson	2:12⅘	6	Elkes	13:07⅘
2	Gibson	4:21⅘	7	Elkes	15:11
3	Gibson	6:29⅘	8	Elkes	17:13⅘
4	Gibson	8:57⅘	9	Elkes	19:20⅘
5	Elkes	11:04	10	Elkes	21:23⅘

Subtracting the 45 seconds' start given Gibson, Elkes's actual time for the ten miles was 20:38 1-5.

SUMMARIES.

These summaries give the details of the races:

SUMMARIES.

One-quarter mile scratch (amateur)—First heat won by F. L. Kramer, East Orange. Time—0:33⅘. Second heat won by W. F. Wahrenberger, New-York. Time—0:35⅘. Third heat won by C. M. Ertz, New-York. Time—0:34⅘. Fourth heat won by G. C. Schreider, New-York. Time—0:34⅘. Fifth heat won by J. H. Lake, Port Richmond. Time—0:34⅘.

FINAL HEAT.

F. L. Kramer, East Orange	1
W. F. Wahrenberger, New-York	2
G. C. Schreiber, New-York	3

Time—0:35.

Ertz fell at the start. Kramer took the lead and held it easily to the end, winning by a length. Wahrenberger was as far ahead of Schreiber.

Tandem pursuit race (professional)—First heat won by "Nat" and Frank Butler, Boston; Charles and "Clem" Turville, Philadelphia, second. Distance—7¾ laps. Time—1:32⅘. Second heat won by Daniel and George Kreamer, Chicago; John and Ivan Lawson, Minneapolis, second. Distance—1 mile and ¾ lap. Time—2:15.

FINAL HEAT.

"Nat" and Frank Butler, Boston	1
Daniel and George Kreamer, Chicago	2

Time—1:22⅘. Distance—6¾ laps.

The Butler brothers gained from the start, catching the Kreamers in less than a mile.

One-mile handicap (professional)—First heat won by H. Terrill, San Francisco (40 yards); R. A. Miller, New-York (30 yards), second; D. A. Kraemer, Chicago (60 yards), third. Time—2:12. Second heat won by C. S. Henshaw, Brooklyn (60 yards); E. Leonard, Buffalo (80 yards), second. Time—2:11⅘. Third heat won by Ivar Lawson, Chicago (60 yards); "Al" Newhouse, Buffalo (30 yards), second. Time—2:16⅘.

FINAL HEAT.

"Al" Newhouse, Buffalo (30 yards)	1
H. Terrill, San Francisco (40 yards)	2
E. Leonard, Buffalo (80 yards)	3

Time—2:12.

Newhouse took the lead on the last lap, and stalling off Terrill's rush, won by half a length. Terrill was a length before Leonard.

Tandem pursuit race (amateur)—First heat won by George Schreiber and G. F. Wahrenberger, Pierce Wheelmen; Frank Kramer and Charles M. Ertz, Riverside Wheelmen, second. Time—2:36⅘. Distance—12½ laps. Second heat won by M. R. Brown and Thomas Admitz, Tourist Cycle Club; W. Terrence and J. H. Lake, Greenwich Wheelmen, second. Time—4:26⅘. Two miles.

FINAL HEAT.

M. R. Brown and Thomas Admitz, Tourist Cycle Club	1
George Schreiber and G. F. Wahrenberger, Pierce Wheelmen	2

Time—4:14⅘. Distance—19 laps.

The rear tire on the tandem ridden by Schreiber and Wahrenberger punctured early in the race or they would probably have won.

STARTED IN A BLIZZARD RACE.

SIX RIDERS OF THE WHEEL SET OUT FOR YONKERS AND TARRYTOWN IN THE FACE OF THE STORM.

Just after the terrible din which ushers in the New Year had set in in earnest, six hardy riders of the bicycle started on the annual race to Yonkers and Tarrytown. The race this year was conducted under the auspices of the Associated Cycling Clubs of New-York, and there was a goodly attendance at the starting-point to witness the venturesome wheelmen start on their journey.

Snow and sleet came out of the northeast in a blinding whirl, and few expect to hear to-day that any of the riders have been able to make the run to Tarrytown. The race last year through the snow was a hard one, but the conditions were not nearly as bad as were those of last night.

Many thought that the wheelmen were crazy to make the attempt under such conditions, and several of the riders who had entered withdrew at the last minute. The first rider to reach Yonkers was to secure a bottle of wine, and the same prize awaited the first to arrive at Tarrytown. But it was not the wine which spurred the plucky wheelmen to ride into the teeth of the blizzard; it was the honor of winning the first race of the New Year. The riders were permitted to take any route they might wish to reach the goal. Most of them decided to go straight up Eighth-ave., and then into Broadway, Yonkers. The distance to Yonkers by this route, as computed by the riders, was fourteen miles, and to Tarrytown about twenty-seven miles.

Of the twenty entries, fourteen of the riders declined the issue at the last minute, leaving only half a dozen men to face the starter. They were Paul Thomas, of the Century Wheelmen; H. Y. Bedell, of the Riverside Wheelmen; Charles Mock, of the Metropolitan Bicycle Club; C. F. Willey, of New-York; J. C. Lock, of the Triumph Wheelmen, and Charles Fisher, of the Harlem Wheelmen. They were loudly cheered as they spurted into the blizzard.

A COCKFIGHT BROKEN UP.

SPECTATORS RUSHED ACROSS THE WESTCHESTER COUNTY LINE AND HAD THE CONTEST IN BAY CHESTER.

Nearly a hundred young men, many of whom are said to be sons of wealthy New-York, Tarrytown and Rye people, narrowly escaped arrest early Friday morning in Pelham while witnessing a cocking main. The affair was broken up by Deputy-Sheriff John R. Breese, who disguised himself, and, assisted by a dozen or more deputies, pursued the guests until they passed out of Westchester County and took refuge in the Annexed District of this city.

The fight was to have been held in a large barn near the New-Haven station. The barn was arranged with several tiers of seats, and in one corner a bar was established by placing a board across two barrels. The spectators began arriving about midnight on New-Haven trains, and many came in coaches and drags.

In some manner Sheriff Molloy learned of the affair in White Plains, and, although the hour was late, succeeded in assembling a dozen or more deputies and sent them to Pelham in carriages. Deputy-Sheriff Breese was sent ahead by train to locate the fight. The Deputy-Sheriff passed the sentry lines which had been thrown around the barn, and was peeping in at the door, when some one recognized him and gave the alarm just as the cocks were about to be thrown into the pit. Great excitement prevailed for a few moments, in which the spectators who could not get out by the barn door leaped through windows and ran to their vehicles. Deputy-Sheriff Breese seized several of them and tried to hold them, but they tore loose and fled.

When he entered the barn he found it deserted. The bottles and glasses on the bar had been overturned and trampled in the haste of the crowd to get away.

The fighters continued their flight, and were pursued to the county line by the posse of deputies. They finally went over the line and held the fight near Bay Chester about 4 o'clock. There have been several attempts made recently to hold cocking mains in Westchester County, but every one of them has been frustrated. Sheriff Molloy said yesterday that the followers of the sport include many well-known young men, both in New-York and Westchester County. He has determined to break up the practice, and declares that he will land the offenders in jail at the first opportunity.

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GRIP
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RAILROAD INTERESTS.

RECEIVER FOR B. AND O. SOUTHWESTERN

PRELIMINARY STEPS TO UNITING WITH THE B. AND O.

Cincinnati, Dec. 31.—The preliminary steps for the receivership of the B. and O. Southwestern Railway, preparatory for its absorption into the B. and O. Railroad, under the new plan of reorganization, were taken in the State Superior Court today before Judge R. B. Smith. J. M. Warrington and other attorneys for the Mercantile Trust Company of New-York filed a suit against the B. and O. Southwestern Railroad for $609,101, due on a loan made last October of $800,000, at 5 per cent interest. Through Judge Harmon, counsel for the railroad company, judgment was at once confessed. The Mercantile Trust Company held as collateral $1,640,000 in first mortgage bonds, $25,000,000 in Marietta branch bonds, and $361,000 in B. and O. bonds. The Trust Company alleged that it demanded payment for this loan and was refused, before bringing suit.

As soon as the necessary arrangements can be made, another suit will be brought in the United States Court, and the receivers will be appointed by that Court. The attorneys for the Trust Company and the railroad company both attempted to get the case into the United States Court after the decree of judgment confessed was entered in the State court, but Judge Thompson, of the United States Court, could not give them a hearing.

Judson Harmon was appointed receiver of the company. He called on the Court, but did not qualify. It appears that application was made for the appointment of Harmon and W. M. Greene, but the Court did not appoint Greene, and the matter of some other co-receiver is under consideration.

ANSWER OF B. AND O. COMPANY.

FORECLOSURE PROCEEDINGS LEADING UP TO REORGANIZATION.

Columbus, Ohio, Dec. 31.—The answer of the Baltimore and Ohio Railway Company to the ancillary petition of the Mercantile Trust Company of Baltimore, in the foreclosure and receivership proceedings was filed in the United States Court here today. It is a confession of judgment of the $18,836,000 debt represented by the consolidated mortgage bonds, and states that there are held in the sinking fund established for former issues $4,147,224 of the bonds of 1872, and $6,189,988 of the bonds of 1874, a total of $10,637,212. The assets and affairs of the company are submitted to the Court's hands, according to the complainants, to be disposed of according to its judgment. The answer is in line with the company's policy throughout the proceedings, the ultimate result of which doubtless will be a formal sale and reorganization of the property.

BALTIMORE LINES NOT YET UNITED.

Baltimore, Dec. 31 (Special).—The close of the year finds the papers for the consolidation of the street railways of Baltimore still unsigned. One of the questions involved is said to be $500,000 for commissions to Alexander Brown & Sons, bankers, who have conducted the negotiations. The City Passenger Railway Company directors and a majority of the stockholders have ratified the bargain.

It has been discovered that the clause in the old city charter allowing the companies to charge three cents additional fare for transfers was not stricken out of the new charter. Competition some years ago compelled the companies to grant the free transfer privilege. The fact that the new charter will permit the railways to make the additional charge is one of the reasons why the companies want to consolidate, but it will also be urged by the public as the chief obstacle against consolidation.

FAST MAIL ON ROCK ISLAND ROAD.

Chicago, Dec. 31.—The management of the Rock Island Railway Company announces that it will on Sunday, January 8, begin a fast mail service, leaving Chicago at 7:55 p. m., arriving in Council Bluffs transfer at 7:40 a. m. and at Omaha at 8 a. m. The Rock Island company says it has advantages over competitors in connecting with the Lake Shore and Michigan Southern fast mail at Englewood, at which point the mail will be transferred, saving 1 hour and 30 minutes in time in the transfer of this mail should it be taken from the Lake Shore station to other stations, the Rock Island and Lake Shore occupying joint stations at both Englewood and Chicago. The Rock Island will combine the fast mail with passenger train service. The train will connect with the overland mail train on the Union Pacific at Omaha.

B. AND O. RECEIVERS CONTINUED.

Baltimore, Dec. 31.—Judge Morris in the United States Circuit Court to-day signed an order extending indefinitely the authority of Receivers Cowen and Murray, of the Baltimore and Ohio Railroad and its many branches. The object of the order is to facilitate the reorganization of the company. Within a week or ten days the decree of foreclosure will probably be signed, and this will be the beginning of the end. Owing to the vast interests involved and the enormous amount of detail that has to be attended to, at least two months will elapse before the control of the receivers will end.

Though the Baltimore and Ohio Southwestern Railway and the Central Ohio Railroad will practically be merged into the Baltimore and Ohio under the reorganization plan, it was learned today that the offices of the Baltimore and Ohio Southwestern will not be removed from Cincinnati to Baltimore. There are some difficulties in the way of this which cannot be removed. The officers of the three companies will be identical, although separate organizations will be maintained to comply with the laws.

COFFIN AND DEAD IN A RUNAWAY.

DRUNKEN MAN TURNS UP AND LAYS CLAIM TO A SMASHED WAGON AND ITS GHASTLY CONTENTS.

Half a dozen policemen ran down Whitlock-ave. from One-hundred-and-forty-seventh-st. last night, following a runaway team that tore down the avenue dragging a closed buggy after the horses. The runaway had started further uptown. The policemen were still far behind, when at One-hundred-and-twenty-ninth-st. and Willow-ave. the horses dragged the vehicle into a hole, demolished the buggy and got so tangled up that they were held fast.

When the policemen got to the smashup, they found in the wreckage a coffin, which had been broken. In it were the bodies of two infants.

The policemen had rescued the horses and dragged to one side of the street as much of the vehicle as was left before a man, intoxicated and howling with excitement, appeared. He told the policemen that he owned the horses and wagon.

FOUL PLAY SUSPECTED.

Martin Lambert, the proprietor of a plumbing shop at No. 1,205 Amsterdam-ave., who lives in the rear of the shop, has been missing from his home since last Wednesday under circumstances which may lead to the theory of foul play. Lambert is also a collector for the Wilcox estate.

He received a telephone message last Wednesday afternoon at his shop, supposed to have been sent by a man named Rodenson, in Englewood, N. J., who asked him to come over and figure on some work, as he wished to have a cornice put on his house. When Lambert left his home he had $700 in his possession. Up to late last night he had not appeared, and no word had been received from him.

Lambert is described as 5 feet 9 inches tall, with brown hair just turning gray. When he left home he wore a dark blue sweater, blue overcoat and black derby hat. The police are investigating. It is possible, they say, that the telephone message was used to lure Lambert to New-Jersey, and it may be that he has met with foul play.

Lambert has a wife, who has been a paralytic for some years, and two children.

HARVARD WINS THE TROPHY.

COLUMBIA, PRINCETON AND YALE BEATEN ON THE CHESS FIELD.

SCORES OF THE PLAYERS AND DETAILS OF THE GAMES IN THE LAST ROUND.

Again, as in the four years previous, at the annual intercollegiate chess tournament, which was played in this city last week Harvard carried away the trophy, with ten points to its credit. Columbia remained in second place with eight and one-half wins. Princeton scored three points and Yale two and one-half. As was stated in The Tribune, this last round was scheduled for yesterday, and the play was of a high order. Southard, Falk and Meyer played good chess, indeed, and Webb, of Yale, held his own against the junior Harvard expert Arensberg. Altogether it can safely be said that the play was up to the college standard. Here follow yesterday's games in the final round:

FIRST TABLE—GIUOCO PIANO.

WHITE. Weston, Princeton.	BLACK. Falk, Columbia.	WHITE. Weston, Princeton.	BLACK. Falk, Columbia.
1 P—K 4	P—K 4	16 R—K 3	R x B
2 Kt—Q B 3	Kt—Q B 3	17 R P x R	P—B 3
3 B—B 4	B—B 4	18 P—K B 4	P x P
4 P—Q 3	P—Q 3	19 R x P	Castles (Q R)
5 Castles	B—K Kt 5	20 Q—K 3	P—Q Kt 3
6 Kt—B 3	Kt—Q 5	21 R—R	K—Kt 2
7 K—R	Q—Q 2	22 P—Q 4	K B—K
8 Kt—Q 5	Kt—K B 3	23 Q—Q 3	P—Q Kt 4
9 B—K Kt 5	Kt x Kt	24 P—Q 5	P—Q R 3
10 B x Kt	P—Q B 3	25 R—R 5	P x P
11 B—Kt 3	Kt x Kt	26 Q x P ch	Q—R 3
12 P x Kt	B—K R 6	27 Q—R 7 ch	K—B
13 R—Kt	B x Kt P	28 Q—R 7	Q x P ch
14 Q—K 2	B x R	29 K—Kt	Q—K 8 ch
15 R x B	B—K 3	Resigns.	

SECOND TABLE—VIENNA OPENING.

WHITE. Arensberg (Harvard).	BLACK. Webb (Yale).	WHITE. Arensberg (Harvard).	BLACK. Webb (Yale).
1 P—K 4	P—K 4	20 Q—Kt 3	P x P
2 Kt—Q B 3	Kt—K B 3	21 P x P	B x Kt
3 P—B 4	P—Q 4	22 B x B	R x B
4 P x K P	Kt x K P	23 P x B	R x R
5 Kt—K R 3	B—Q Kt 5	24 P—Q 4	Kt—K 3
6 Kt—K 2	B—K 3	25 P—Kt 3	B—B
7 Kt—Kt 3	Kt—Q 2	26 Q—Q	Q R—K B 2
8 P—Q B 3	Kt x Kt	27 K—R 2	Q—Q 2
9 P x Kt	B—K 2	28 K—Kt 3	Q—K 2
10 P—Q 4	P—Q B 3	29 P—R 3	K—Kt 2
11 Q—B 3	P—K R 3	30 Q—Q 3	P—R 3
12 B—K 3	Kt—B	31 P—R 4	Q—K
13 B—K 3	Q—Q 2	32 R x R	R x R
14 P—K 5	Castles	33 Q x R	Q—R 4
15 Q R—B	P—B 3	34 P—R 4	Q—Kt 3
16 Q—R 4	K—Kt	35 Q—B 2	Q—Kt 8 ch
17 P—Kt 4	Q—B	36 K—R 3	Q—R 8 ch
18 P—Kt 5	B—Q 2	37 K—Kt 3	Q—Kt 8 ch
19 P—R 5	P—Q Kt 4	38 K—R 3	Drawn.

THIRD GAME—VIENNA OPENING.

WHITE. Southard (Harvard).	BLACK. Cook (Yale).	WHITE. Southard (Harvard).	BLACK. Cook (Yale).
1 P—K 4	P—K 4	19 K—R	Q—R 5
2 Kt—Q B 3	Kt—K B 3	20 P—Kt 4	B—Kt 3
3 P—Q B 4	Q 4	21 B—Kt 2	Q R—K
4 B P x P	Kt x P	22 P—Q 5	Kt—B 3
5 Kt—K B 3	K B—Kt 5	23 P x Kt	R x Q
6 Kt—K 2	Q B—Kt 5	24 P x P ch	K—Kt
7 Kt—Kt 3	Kt—Q 2	25 P x R Q ch	K x Q
8 P—B 3	B—