TOPICS IN CHICAGO.

CHANGES IN THE LOCAL NEWSPAPER FIELD—PREPARING TO CARRY PASSENGERS TO BUFFALO BY STEAMSHIP.

Chicago, March 31 (Special).—While it is not generally considered the province of newspapers to "make" news, the publications of Chicago have been reversing the usual order of things the last week and have collectively and individually been the most talked of things in the city. The greatest affair of the week in this respect was the sale by Victor F. Lawson of "The Chicago Record" to H. H. Kohlsaat and the consolidation by the latter of "The Record" with "The Times-Herald" under the title "The Record-Herald." Growing out of this transaction was the opportunity which Mr. Lawson seized to become a philanthropist by providing some five hundred of his employes who were suddenly thrown out of work with a month's salary each, in case they did not find other employment in the mean time, entailing an expenditure of about $50,000. Following quickly upon "The Record-Herald" consolidation came the sale of "The Chicago Evening Post" by Mr. Kohlsaat to a syndicate of newspaper men who had interested local capitalists in the enterprise. By the time the turmoil caused by these changes has abated. "The Inter Ocean" will be about ready to move into its new building, which is to be one of the handsomest newspaper plants in the country, and "The Tribune" will have under way its new twelve story newspaper plant. The competition will be keener than ever before, in consequence of these things, and Chicago is expected to present the most active newspaper field in its history. Mr. Lawson is understood to have large projects in view for his "Daily News," to which he will devote himself exclusively in the future.

Previous to his generous act of last week Victor F. Lawson was a most cordially disliked man among the union labor organizations connected with newspaper publishing. At the present time the labor men are loud in his praises, and admit that their oldtime enemy has been much misunderstood. Incidentally Mr. Lawson has earned the respect and gratitude of practically every newspaper employe in the city. Through the assistance of Mr. Kohlsaat, who was heartily in accord with the plan, places were found on "The Record-Herald" for sixty employes of "The Record." Many others received places on "The Chicago Daily News." Except for Mr. Lawson's generous action, the employes of the other newspapers here would be shivering in their shoes. As it is, the situation is relieved for a long enough period to give the newspaper labor market a chance to adjust itself to the new conditions.

The consolidation of "The Record" and "The Times-Herald" marks the passing of "The Chicago Times," once widely regarded as one of the greatest newspapers in the country. It was founded in 1854, was made a great power by Wilbur F. Storey, and was consolidated with "The Chicago Herald" in 1895. The new consolidation gives to "The Record-Herald" the largest circulation—about 300,000 daily—outside of New-York City.

The new publishers of "The Evening Post" will make the experiment of running an afternoon newspaper in "tabloid" form on the Harmsworth plan. Typographically "The Evening Post" has ranked with "The Times-Herald" as one of the handsomest daily papers in the country, and it is presumed that it will not abandon its attractive makeup with its change of form. It will be sixteen pages, instead of eight, as at present, and the pages will be about half the size of the usual newspaper.

Charles T. Yerkes has announced that he will return to Chicago and publish his newspaper, "The Chicago Inter Ocean," as a pastime as soon as he has completed his London enterprises. This means, of course, that the local publishers must lead a strenuous life for some time to come.

Because of the big blockade at the grain elevators at Buffalo at the close of navigation last year the winter grain fleet that will move out of Chicago at the opening of navigation will be the smallest in years. It is usual for a large number of vessels to bring a cargo of anthracite coal to this city in the fall and load with grain for the winter storage charge and for transportation east in the spring. The blockade at Buffalo caught many of the boats at the eastern end of the lakes. The grain cargoes loaded here to go out when the ice in the Straits of Mackinac will permit aggregate 5,755,000 bushels, as compared with 10,000,000 bushels a year ago.

The lake transportation passenger business is a large factor in the eastbound situation this year. There will be lively competition on the part of the Northern Steamship Line, which has shifted its two big steamers, the North Land and the North West, from the Duluth-Buffalo to the Chicago-Buffalo run, in order to capture some of the Pan-American Exposition business, and also the G. A. R. encampment business next August. In order to keep up its passenger service between Buffalo and Duluth the Northern Steamship Company will put the steamer Miami on the run between Duluth and Mackinac Island, where it will connect with the above named steamers for the remainder of the trip to Buffalo. Two other steamers, the Russia and the Cuba, are now being fitted out as passenger boats by another line to ply between Green Bay and Buffalo.

The local money market is hardening perceptibly. The head of one of the largest local banks asserted recently that his institution did not have a single loan out at below 4 per cent. The large amounts of money which the Chicago banks sent to New-York the latter part of last week were sufficient to take up all of their available funds, and they are therefore making new applicants for loans bid up for the money. There is an increasing call for commercial accommodations, and rates of 4½ to 5 per cent are prevalent for large blocks. A loan of $500,000 was made yesterday at 4 per cent for ninety days, with the privilege of renewal for six months at 4½ per cent.

The local election campaign is drawing to a close, with the usual whirligig of excitement. Mayor Harrison and Judge Haney, his Republican opponent, are winding up the canvass with crowded meetings in every part of the city at all hours of the day and night. Each has given a remarkable demonstration of continuous campaigning, and each side appears confident as to the result. The Democrats assert that Harrison and the Democratic ticket will be elected by about 100,000 majority, and the Republicans are equally sure of success. The Republicans have a much better opportunity than they have had in many former campaigns, owing to the feeling against the Harrison administration, and by reason of the fact that the Republican vote will be undivided, while there are several splits among the Democrats.

BLAST FURNACE MEN GET ADVANCE.

Youngstown, Ohio, March 31.—The blast furnace operators of the Mahoning Valley have acceded to the demands of the furnace workers by granting them the increase of 20 cents a day asked for. The men would have gone on strike at 6 o'clock tomorrow morning if the operators had refused the demand.

Stops Tickling

All serious lung troubles begin with a tickling in the throat. You can stop this at first in a single night; a dose of Ayer's Cherry Pectoral at bedtime puts the throat at complete rest.

The cure is so easy now, it's astonishing any one should run the risk of pneumonia or consumption. For asthma, croup, bronchitis, consumption, colds, and for coughs of all kinds, Ayer's Cherry Pectoral has been the one great family medicine for sixty years.

Three sizes: 25c., 50c., $1. J. C. AYER CO., Lowell, Mass.

NOT NEEDED FOR ORPHANS NOW.

CATHOLIC CHRISTMAS AND EASTER COLLECTIONS TO BE USED FOR EDUCATION.

A circular letter from Archbishop Corrigan was read yesterday in all the churches of the archdiocese, announcing that the usual Christmas and Easter collections would henceforth be turned into new channels and applied to other uses. By the recent sale of the two Roman Catholic Orphan Asylum sites in this city for $3,600,000 it will be possible to devote the money from these collections, more than $100,000, to religious education instead of orphanage purposes.

The circular says:

Until further notice the Christmas collection—the best in the year—will be devoted to the most important of our wants, the promotion of Christian education. For the present it will suffice merely to announce this purpose; details will be arranged and announced later. The second collection, temporary in its duration, is intended to meet the expenses incurred by the purchase of a preparatory seminary.

For a preparatory seminary the Boland Trade School, at Fiftieth-st. and Madison-ave., has been bought, at a cost of $350,000, of which, through the generosity of two benefactors now dead, $50,000 is in hand.

The circular says that the balance will be paid off gradually by the Easter collections, supplemented, it is hoped, by offerings and bequests.

The Rev. Michael J. Lavelle, rector of St. Patrick's Cathedral, in conversation last evening with a Tribune reporter, said the letter of Archbishop Corrigan was clear and explicit. He thought the news would be received with a great deal of pleasure by people at large and by the priests, because it would give an opportunity to build up the other works in the archdiocese. The preparatory seminary was much needed, and was called for by both the law and the custom of the Church. Many such institutions exist in this country already, notably in Philadelphia, Baltimore and Rochester, and the colleges of Seton Hall and Mount St. Mary's are practically preparatory seminaries.

Father Lavelle said a large amount of money had been expended on the free day schools, but they called for larger means than it had been possible to give them. The Christmas offerings, however, would make it possible to increase their number and efficiency.

COFFEE KINGS AND SUGAR BARONS' WAR.

ARBUCKLE BROTHERS SUE WOOLSON SPICE COMPANY FOR $50,000 AS DAMAGES FOR LIBEL.

Toledo, Ohio, March 31.—The proposed settlement in the battle of the coffee and sugar trusts was only the lull that preceded a storm. Open hostility has been declared on the coffee kings by the sugar barons. Yesterday Arbuckle Brothers, through their local counsel, Brown & Geddes, filed an action against the Woolson Spice Company, James Secor, F. M. Brigham, manager, and John H. Doyle, attorney, for $50,000 as damages for alleged false and malicious libel. The action was filed in the United States Circuit Court. The suit is the result of a recent decision of the Pure Food Commissioner in his raid against glazed coffees.

The Arbuckles charge that the Woolsons have issued a circular broadcast through the country, in which they use the decision of the Pure Food Commissioner to harass and injure the business of the plaintiffs. They charge that the Woolsons have given out that the glazing is done to cover up imperfections, and set up the circular of the Woolsons, in which there is a picture of the Arbuckle factory, it is alleged, with rotten eggs, undeveloped eggs, Easter eggs, boiled eggs, tainted eggs and every kind of eggs lying in crates around the door. This, they assert, is a malicious libel.

TELEPHONES IN RAILROAD TOWERS.

YONKERS POLICE THE FIRST TO MAKE USE OF A NEW SYSTEM.

The Yonkers police have adopted the first system of telephone communication between Police Headquarters and the towers along the Hudson River Railroad of the New-York Central line in this State. The towers from Ludlow to Hastings have been equipped with telephones connecting with Police Headquarters, so that now in case of accident or injury the ambulances can be summoned at a moment's notice.

Another object of the telephones is the detection of suspicious persons. Many thieves enter Yonkers along the tracks, dropping from slow running freight trains, and getting away in the same manner. With the telephone equipment the police can be informed by the towermen as soon as they detect suspicious persons walking or riding along the tracks. There are six towers within the Yonkers city line, and Police Electrician Tillotson has just completed the work.

BOLT AND NUT WORKS UNITE.

CONNECTICUT INDUSTRY EXPECTED TO ADD TO PORT CHESTER'S PROSPERITY.

The large bolt and nut works of the Russell, Burdsall & Ward Company at Pemberwick, Conn., has consolidated with the Port Chester Bolt and Nut Company, whose factories are in Port Chester, and the transfer of stock is now being made. Ex-Congressman William L. Ward is president of both concerns, which employ about seven hundred men. The big Pemberwick works, it is said, are to be moved to Port Chester this summer and ultimately the works of the Port Chester company will be consolidated with them at a point where docking facilities can be had. The merchants of Port Chester say that it will bring several hundred employes to the village and increase their business and the demand for small houses.

STRANDED STEAMER GWENT AFLOAT.

HAULED OFF THE SAND AT LONG BEACH AND TOWED TO THIS PORT.

Long Beach, N. Y., March 31.—The steamer Gwent, which went ashore off this place on Wednesday night while trying to make Sandy Hook under dead reckoning, was floated this evening. The wind and tide favoring, the wreckers set to work this morning. Kedge anchors were run seaward and the cables attached to the ship's capstans. The wrecking tug then passed a hawser and a steady strain was kept on the vessel. As the tide rose the strain was increased, and at high tide the Gwent was hauled out of her resting place. She was taken in tow, and the tug started for New-York. A couple of hundred wagons lined the beach all day waiting for more of the cargo of bananas to be jettisoned, but there was no further discharge of the cargo. The steamer is said not to be badly damaged.

CARBON STEEL CO. TO MAKE ARMOR PLATE

Pittsburg, March 31.—The Carbon Steel Company believes that it has solved the problem of cheaper armor plate. J. W. Anderson, general superintendent of the company, has been at work for a number of years on a secret process of manufacture, and information from an authoritative source is that recent experiments made by him were entirely successful and confirmed his faith in the new process. The officers of the company refuse to discuss the subject, but do not deny that they expect to enter the field of armor plate manufacture. The company claims for its process not only reduced cost, but greater rapidity of manufacture, coupled with superior quality, as compared with the Harvey and Krupp processes. It has heretofore been thought that to cast ingots for armor plate was impracticable. The Carbon Steel Company has not only succeeded in casting ingots for armor plate, but also in rolling the ingots into plates, for which perfection is claimed.

ALLEGED SWINDLERS HELD TO BAIL.

Allen A. Dutton, sixty-one years old, who claims No. 96 Waldo-ave., Jersey City, as his home; George P. Kinney, seventy-two years old, of No. 241 West Fifteenth-st., Manhattan; Winfield Harford, twenty-five years old, of Jersey City; Henry J. Morris, a lawyer, fifty-three years old, of No. 29 Wilkes-st., Jersey City, and Clyde Smith, fifty-three years old, of No. 535 Jersey-ave., Jersey City, who were arrested Saturday afternoon, were arraigned before Magistrate Crane, in the Centre-st. police court, yesterday morning, and held in $1,000 bail each for examination to-day on a charge of attempting to swindle Arthur Wilson, a broker in the St. Paul Building.

When the men were brought before the magistrate they were at once recognized as old offenders and the magistrate put their cases off until the last.

FIREMEN AT A SPECIAL SERVICE.

About six hundred firemen of the volunteer departments of Port Chester, Greenwich, East Port Chester, Rye and Harrison attended a special service in St. Peter's Protestant Episcopal Church in Port Chester last evening. The sermon was preached by the Rev. Ralph Walkley, the new chaplain of the New-York Fire Department. The Rev. Samuel Moran, acting rector, in the absence of the Rev. Mr. Brugler, who is in New-Orleans, assisted in the service, which included a special musical programme. Mr. Walkley's sermon was appropriate for Palm Sunday and contained frequent references to the usefulness and bravery of men engaged in fighting fire. The firemen wore their red shirts and the church was decorated to receive them.

SPORTS AND SPORTSMEN.

GOLF.

UNITED STATES ASSOCIATION REFUSES SANCTION TO WORLD'S CHAMPIONSHIP—NOTES OF THE GAME.

If the Glen Echo Country Club, of St. Louis, persists in its idea of holding a world's championship it will be without the sanction of the United States Golf Association. "No jurisdiction" is the broad ground upon which the association refuses indorsement. The Glen Echo club, not being a member of the United States Golf Association, the executive committee has courteously declined to take action. Such in substance is the reply made by Secretary Robert B. Kerr to George S. McGrew, president of the Glen Echo Country Club. Mr. Kerr's letter is as follows:

I have the honor to advise you that your several letters with regard to holding the world's championship golf meeting on the links of the Glen Echo Country Club were laid before the executive committee at their last meeting, and I am instructed to inform you that the committee, having no jurisdiction, can take no action in the matter.

That this will result in an abandonment of the enterprise is not considered at all likely by those who have followed the doings of these breezy St. Louis golfers. One of two courses is left open to them, either to join the association and renew the application, or to disregard the association entirely and go it alone. Those who know say it will be the latter. Some comment, however, has been caused by the fact that a similar application to the St. Andrews Golf Club of Scotland, as the recognized leader of golf abroad, brought out an enthusiastic response from Colonel A. Sydney Lockhart, who was then its secretary, the letter saying that the club would cordially support the scheme and lend whatever aid was possible. That the United States association should now refuse support is regarded by some as impolite, especially in view of the bitter feeling aroused in the West over its recent refusal to take in the Toledo Golf Club.

Another view, however, is that no other course was open. The St. Louis club not being amenable to the association in any way there is no reason why its sanction should have been asked. If the national code is not in a position to govern the tournament, or to hold the St. Louis club answerable for the way it is run, it is certainly out of place for it to lend its approval. This is the opinion expressed by a number of players in this city, and will probably be echoed by the better class of players throughout the country. The St. Louis club is going ahead with its preparations, nevertheless, and the scheme is being pushed "regardless."

Robert Foulis, who has been engaged to take charge of the championship course, will arrive on April 15 and the links will be opened on May 18. Foulis goes to St. Louis by way of Chicago, where he has been in business with his brother "Jim" at the Chicago Golf Club. Robert is twenty-seven years old. He has been a golfer all his life. His father was foreman of "Old Tom" Morris's shop at St. Andrews, Scotland, but has recently moved to this country with his five sons, all of whom have won prominence in the professional golf world. "Jim" Foulis was open champion of America in 1896, and Robert expects to make an even wider reputation by his world's championship work.

The rather unexpected announcement by the Morris County Golf Club that it will use the Bagnall-Wyld system in its next open tournament has excited a good deal of curiosity as to just what the system is. It is as old in England as lawn tennis and racquets. It was considered at some length by the United States Golf Association five or six years ago, and was used in the first championship at Newport, in 1895. The next year, however, it was thrown out in favor of the qualifying round system—a fact that seems to have been overlooked by those who are championing its merits this season. In response to inquiries as to what the system is the following definition, prepared by H. O. Tallmage when honorary secretary of the association, is quoted:

Depending on the number of entries, such number of byes shall be first drawn as shall, after the completion of the first round, leave 4, 8, 16, 32, or 64 players, and one draw shall decide the order of play throughout the competition—those who have drawn byes being placed at the head of the list of winners of the first round and taking their place in the second in the order in which their names then stand.

To have a golf league playing a regular "circuit," with the high percentage team taking the "pennant," is such a radical move in Western golf circles that all players will watch the workings of the new Chicago league with keen interest. Instead of playing desultory matches at irregular intervals during the summer six prominent clubs of that city have arranged to meet in regular home and home competition. It is a sign of the popularizing of the game in the West, and its result will doubtless be a general adoption of the competitive team system in all parts of the country. John R. Morrow, captain of the Midlothian Country Club, is said to be responsible for the move, and he has enlisted with him the players of the Glen View, Exmoor, Skokie, Edgewater and Riverside golf clubs. As outlined, each team is to play two matches with every other, eighteen holes upon the links of each. Percentages of matches won or lost will determine the position of teams in the race. Trophies for first and second teams, to be won outright, will be purchased, the first to cost $100 and the second $75. Teams will consist of not more than twelve men or less than eight. Should any dispute arise the six captains will constitute a board of arbitration to decide the point.

POOL TOURNAMENT FINALS.

Only six men are left to compete in the finals of the pool tournament at the Knickerbocker Athletic Club. The first two men in each class are to play off. They are Wilson P. Foss, Class A, amateur billiard champion of America, who has not lost a game in his class; Charles A. Norris, billiard champion of the club; W. D. Bullard, L. Casper and Richard Auerbach. In Class C there are three men tied for second place, who will play this afternoon for the place in the finals. The following are the scores:

CLASS A.

	Won.	Lost.		Won.	Lost.
W. D. Bullard	3	0	F. A. Brainers	1	3
L. Casper	3	1	A. Akin	1	3
F. Bien, jr.	1	2			

CLASS B.

C. S. Norris	3	1	E. Gray	2	2
R. Auerbach	3	1	A. Gunn	0	4
A. E. Rendle	2	2			

CLASS C.

W. P. Foss	4	0	F. N. Drake	2	2
H. A. Colby	2	2	J. H. W. Cole	0	4
P. Gardner	2	2			

RACING.

BENNINGS ENTRIES FOR TO-DAY.

Washington, March 31.—Following are the entries for to-morrow's races at Bennings:

First race (five furlongs)—Invasion, 104; Revonah, 104; Kerry Lady, 104; Midnight Chimes, 106; Gertrude Elliott, 94; Diver, 107; Speedmas, 107; Obliged, 102.

Second race (half mile)—Owletta, 99; Miss Hastings, 99; The Stewardess, 99; Nala, 99; Laracor, 99; Frivol, 99; Tamah-Nawis, 102.

Third race (six and a half furlongs)—Timothy Foley, 99; Sadie S., 101; Isla, 106; Kid Cox, 108; Robert Waddell, 108; Albert Edward, 99.

Fourth race (four and a half furlongs)—Rightaway, 104; Stidell, 102; Orta, 99; Iloe, 99; *Equalizer, 97; *Filiform, 97; *The Hartford, 97; *Atheola, 94; *Tea Varre, 94; *Honolulu, 94; *Wait a Minute, 100.

Fifth race (seven furlongs)—Dismay, 112; Tamarin, 113; Souprep, 115; Zellmore, 108; Ginki, 96; Timothy Foley, 96; Thoroughbred, 96; Beau, 96; Farsight, 93; Punctual, 93; Irene Lindsay, 91; Virginia Wilcox, 91; Margaret Hoffman, 91.

Sixth race (one mile and sixty yards)—Kirkwood, 110; Beau Ideal, 107; *Belgrade, 107; Charawind, 105; *Knight of the Garter, 105; Charley Moore, 103; *Animosity, 84.

*Apprentice allowances claimed.

GOLF.

PINEHURST CONTESTS BEGIN TO-DAY.

Pinehurst, N. C., March 31 (Special).—There are over fifty entries for the first annual tournament for the United North and South Championship, which begins here to-morrow morning with a thirty-six hole qualifying round. There are about ten men here who competed in the recent series of Florida East Coast open tournaments, including Dr. L. L. Harbon, of Washington, the all Florida champion, and A. J. Wellington, of the Oakley Coutnry Club of Boston, winner of the first cups at Nassau, Ormond and St. Augustine, and of the consolation cup at Miami. There are eight cups offered here in prizes, in addition to which there are prizes offered for driving, approaching and putting contests for both men and women. The course is of eighteen holes and over 5,200 yards in length. It is sporty and considered by some to be the best course in the South.

CYCLING.

WIND GIVES VENTURESOME RIDERS A HARD TUSSLE—ASSOCIATED CYCLING CLUBS NOTES.

The high wind yesterday played havoc with riders of the wheel. The brightly shining sun and the clear sky tempted many to take a ride, but the wind was so strong that it was impossible to call the day a pleasant one for cycling. Still, there were many riders out. Riverside Drive, the driveways in Central Park, the Boulevard and the roads above the Harlem were well sprinkled by wheelmen. About Grant's tomb the wind blew so hard that most of the riders who attempted a spin around it found it expedient to dismount. Those who crossed the Brooklyn Bridge had their troubles, too.

A young man and a woman on a tandem going over the bridge to Brooklyn escaped a serious accident by the quickness of a motorman, who suddenly brought his car to a stop. The couple were riding at a high rate of speed at the middle of the bridge when the wind forced them near the track of the trolley cars. The tandem slipped as the car was approaching, and both riders went down on the track. The motorman had scarcely time to prevent his car from running over them. The riders were unhurt, and started on their journey again without any concern.

Those who went to Coney Island, Flushing and other points on Long Island, shared in the disadvantages raised by the wind. The bicycles would wabble and the riders would find it almost impossible to keep their seats. Several were blown against the curbs on their way to the Coney Island cycling path.

Along Hudson-st. it was also disagreeable to ride, as in many of the places the narrow strip of path is badly in need of repair.

The riders who went to Coney Island and the Merrick Road had difficulty in returning home toward evening. The gale and dust blinded them, and many who expected to get home at an early hour found themselves about five hours late.

Automobiles were also out in force, in spite of the unpleasantness of the weather, on the Boulevard, Central Park and the Merrick Road. A dozen were counted at one time on Riverside Drive in the afternoon.

Judge Charles E. Simms, jr., ex-president of the Associated Cycling Clubs, and now chairman of their committee on rights of wheelmen and legislature, is preparing a revision of the local ordinances relating to bicycles and other vehicle traffic. The Associated Cycling Clubs will prepare a complete revision of these laws under the direction of Judge Simms, and as soon as it is completed it will be presented for adoption to the Municipal Assembly by Alderman Joseph Oatman, the president of the Associated Cycling Clubs. All conflicting sections will be changed and a uniform series will undoubtedly be the result.

An outing planned for the present season is the Associated Cycling Clubs tour to Buffalo during the Pan-American Exposition. There are about twenty-five clubs interested in this tour, and at least 250 riders will make the start with the slow brigade, which will take eight days to make the trip. The scorcher brigade will make the trip in less time. Arriving at Buffalo, a camp will be established near Tonawanda, and the members of the clubs will remain there as long as they stay in the city. The clubs will be assigned regular streets, similar to the company streets in the military encampments.

CONTESTS AT JACKSONVILLE.

Jacksonville, Fla., March 31 (Special).—While "Jimmy" Michael did not ride here to-day at the races at Panama Park, he gave a neat exhibition three mile ride, motor paced, in 4:57. The races all passed off well. While the boys are not in the pink of condition yet, they are fit for good work and their trainers feel satisfied with their condition. Michael says he will be in the best condition of his life this summer. The most exciting contests of the day were Walthour's race with Caldwell and Harry Elkes's contest with O. W. Brown, of Indiana. In the latter race Elkes gave Brown one-third mile (one lap) start and then caught him on the fourth mile, winning by a good margin in 8:03. His fastest mile was made in 1:34, which is a record for this track.

Walthour shows great improvement, and in his race with Caldwell he showed what could be expected of him. His best mile was 1:56. The motor tandem teams made a record of 1:27 in their pursuit race. The summary follows:

Exhibition, one mile (amateur)—Frank Powers. Time—1:44⅘.

One mile handicap (professional)—Walthour (scratch), Caldwell (40 yards), Brown (80 yards), Crooks (110 yards), Moshure (120 yards), Vetter (140 yards). Caldwell won in 2:03⅘. Walthour second, Vetter third. Walthour was only a few inches behind Caldwell at the tape.

Three mile exhibition ride—"Jimmie" Michael, motor paced. Time—4:57⅘.

Ten mile race, motor paced, between Walthour and Caldwell—Walthour won in 18:11⅘, by 300 yards.

Five miles, motor paced, Harry Elkes and O. W. Brown, of Indiana; Elkes giving Brown one-third mile start—Elkes won in 8:03 by a lap.

Motor tandem race, Crooks and Saunders against Vetter and Moshure. The race was a pursuit one and Crooks and Saunders won, catching opponents on the second mile.

PRESS WHEELMEN SMOKER.

One of the most successful smokers ever given by the club was held at the rooms of the Press Wheelmen Saturday night. The members were entertained by members of the White Rats. The following contributed materially to the success of the smoker: Vincent P. Bryan, Joe Bonnell, Gus Edwards, Will Redmond, John Flynn, Harry Breen, Joseph McCarrick, Fred Watson, Tascott, George Brown, J. J. Sherman, Evans Lloyd, Franklin Quimby, James Doyle, Daly brothers, John Anderson, Bimberg, Charles Govan, Thomas Madden, Cassius Quimby, John Hawkins, Sam Mahood and Henry White.

YACHTING.

FAST WORK ON THE DEFENDER.

Bristol, R. I., March 31 (Special).—A view of the upper edge of the sheer strake plating of the Belmont defender shows that the difference in height between the new boat and the last Cup champion is hardly noticeable. Shining out in plain sight are the 'midship plates of Tobin bronze on the sheer strake. Yesterday these were being bolted and riveted to the frames, showing that the work on the boat is drawing to a close. The platefitters think their work will be done about next Wednesday. The capstan and cleats for the sheets were fitted to the deck yesterday. Some of them are galvanized, while the remainder are of bronze.

The cabin fittings for the manager's, the officers' and the crews' quarters, being made in the south shop, include berths of two-inch pipe for the men and other furniture. The forecastle is planned out, and work has begun on the sailrooms and sail lockers, fore and aft. A summary of the work to be done in completion is as follows: Fastening the plates of the steel clad deck, caulking the seams of the hull plates, fastening the pipe braces forward, near the mast platform and in the starboard bilges, the riveting of the sheer strake plates and putting the finishing touches on the big steel mainmast.

A powerful looking fitting is the metal rim that surrounds the partners at the deck line. It appears as if the heaviest leverage could here be taken care of. The boat is now so near the launching time that a number of mechanics have been laid off for other work, chiefly in preparing the steel frames for the craft of the 51-foot racing class. This includes the racer for J. Rogers Maxwell, of New-York. She has had the rivet holes punched in her steel frames. The new boats of this class are like the Altair, turned out for Cord Meyer, of New-York, last season, but the general construction will be stronger.

Other workmen are engaged on the 21-foot raceabouts, one of which is ordered for Mr. Bedford, of New-York, who sailed the Herreshoff S1s in this class last year. The general opinion about the yards is that the craft will be launched at the time of the high tides which are due about the last week of April.

YACHTS CHANGE HANDS.

The yawl Polly, designed by Cary Smith for Chester W. Chapin, of the New-York Yacht Club, has been sold by Gustave E. Kissell to C. S. and E. A. Randall, of Portland, Me. The Herreshoff steam yacht Cozette has been purchased from Charles A. Tatum by George H. Kimball, of Worcester, Mass.

ANOTHER ENGLISH YACHT TO ARRIVE.

The English steam yacht Lady Beatrice has been bought by E. V. Douglas, of Philadelphia. Her name will be changed to that of Aroc, and she will make a tour of the Great Lakes in the coming summer, and attend the international races for the Canada's Cup at Chicago. The Lady Beatrice was built at Leith, Scotland, and is 175 feet long over all, with 22 feet 6 inches beam and 12 feet 4 inches draught. She has lately been owned by Lord Rendel, of Newcastle, England.

EAST BUFFALO CATTLE MARKET.

East Buffalo, March 30.—Receipts—Cattle, 144 cars; sheep and lambs, 25 cars; hogs, 15 cars. Shipments—Cattle, 144 cars; sheep and lambs, 10 cars; hogs, 11 cars. Cattle nominally unchanged. Calves moderate demand and quotable at $6 50@$6 75. Sheep and lambs about on yesterday's basis, with 30 loads total sale. Lambs, choice to extra, $5 90@$6; good to choice, $5 50@$5 85; common to fair, $5@$5 50; most of the sales were at $5 90 and $6. Sheep, choice to extra, $5 25@$5 40; good to choice, $5@$5 25; common to fair, $3 25@$4 50. Hogs—Offerings 18 loads. Market opened steady at yesterday's close. Heavy, $6 20@$6 30; mixed, $6 20@$6 25; Yorkers, $6 15@$6 20; pigs, $5@$6 10; roughs, $5 50@$5 75; stags, $4 25. The close was easy.

THE SPEEDWAY.

THOUSANDS OUT TO SEE THE OPENING OF THE SPRING DRIVING SEASON.

The spring driving season on the Speedway opened with a rush yesterday. Horsemen who have gone up the road nearly every pleasant Sunday since the driveway was opened thought the throng of horses and spectators was the largest ever seen there. It was estimated that ten thousand or more were out before dinner, and the afternoon crowd was even larger. With the wind blowing from the south, and the surface of the road as dry as a powder house, the dust rose in clouds as soon as the brushing began. For a time, when the speeders were busiest, the air was so filled with particles of earth that the upper end of the Speedway was completely obscured. To the spectators down near Washington Bridge the horses appeared to be coming out of a yellow fog bank as they burst into view below the bend in the road.

Brushes followed one another in such rapid succession that the spectators were often at a loss to determine whether a particular horse was leading one bunch or bringing up the rear in a drove of flyers that had just passed. Large as was the throng, many of the best road horses were missing, and some of those seen on the Speedway did not take part in the brushes, their owners believing it is yet too early to send them along at speed. Nathan Straus had both Cobwebs, 2:12, and Alves, 2:09½, out for an airing, but neither figured in the trials of speed. That Cobwebs is still the idol of the onlookers was shown by the wave of handclapping which followed the gallant chestnut trotter up the road. He is the one horse that every man, woman and child seems to know, and though he met his match last year he is still the king in popular favor.

Thomas F. Russell's chestnut trotter Possibility was one of the most conspicuous young horses on the road. He arrived early and stayed long, and in all the big throng he met no trotter he could not step away from with ease. David Goodman's bay horse Freetand, 2:17¼; L. de Wardener Hollub's chestnut mare Hattie Walter, 2:23¼, an unknown gray pacer and two or three others were behind him on one trip over the speeding ground, and in another he outfooted the fast and loose big bay mare Pristini, driven by George McBride, a professional reinsman. Possibility is only a four-year-old, and this is his first season on the Speedway. He was bred by Frederic P. Olcott, who owns his sire, Lord Eldon, and his dam, Impression, by Madrid. The horse is without a public record. He is handsome and bloodlike enough for a show horse, and moves like a 2:10 trotter.

John F. Cockerill's Swift, 2:16¼, and David Lamar's diminutive mare Teto, 2:14¼, got together early in the day, and went down the road time and again in a series of rasping brushes. At the first trial the honors were even, the two trotters stepping it off neck and neck like a double team, but Swift afterward defeated the little mare by half a length or more. Teto is barely fourteen hands high, and she was somewhat handicapped by the weight of her driver, who tips the beam at two hundred pounds. With J. C. Curry driving Mr. Lamar's fast pacer Red Lawn, 2:16½, Teto fairly outfooted him before her brushes with Swift.

One of the finest spectacles of the day was furnished by W. C. Floyd-Jones's fast young mares, Peppina, 2:18½, and Knoxena, 2:23¾, in double harness. The handsome seal brown trotters moved together like one horse, and that a fast one. They defeated Red Lawn by just a head in a splendid contest, and with much the worst of the start just missed beating Hugh Reilly's stout old trotter Commodore Porter, 2:13. There was not another team on the Speedway that could step with them. Old Porter, a horse that once trotted against Arion, 2:07¾, won his share of the brushes, beating, among others, Albert De Cernea's fast pacing stallion Dombey, jr., 2:11.

Moth Miller, 2:07, was at once the fastest and busiest pacer on the road. Only once, if at all, was he beaten, and this was in an unequal contest, when Dr. Randell, his driver, started him in pursuit of Alexander Frankenstein's little bay horse Grant, 2:17¼. Moth Miller gained rapidly on his rival, closing up twenty lengths in brushing from the bend to the half mile post. Grant appeared to be a nose in front as they passed that point, all out and moving very fast, but Dr. Randell kept on driving his doughty little roan until the positions were reversed. From an even start Moth Miller afterward easily defeated Grant. G. W. Wilder's gray pacing mare Highland Lassie and J. P. Balter's bay pacer Fairview, 2:09¼, were easily beaten by the little roan horse, who met them one at a time. The two beaten horses then came together in a spirited brush, Highland Lassie winning after a pretty contest. Then the little brown pacer Smith, 2:13¼, stepped in and beat them both by a short head in the most exciting brush of the day.

Mr. Thompson, of Staten Island, brought out a fast pacer in Berkshire Courier, 2:10, beating B. T. Kearns's black pacer Drex, 2:16¾; Dr. A. L. Nelden's bay pacer Whistle, 2:20, and Bonnie Kirkland, 2:17½. This horse was formerly owned by R. H. Plant, of Macon, Ga. He is a newcomer on the Speedway. Another new pacer that figured in the brushes was the chestnut stallion McShedd, 2:17. In a driving finish with Bonnie Kirkland the two pacers were on even terms. Dr. H. D. Gill had a newcomer in the chestnut horse Headlight.

Among others seen in the throng was Colonel H. D. Mix with his little chestnut trotter Ambo, 2:18½. She won a good brush from R. D. Williams's black trotter Curlew. James L., 2:09½, driven by John Washington Smith, displayed more speed than he has shown in years, beating Drex quite decisively. Red Lawn, 2:16¾, driven by J. C. Curry, won a rasping brush from C. R. Jarvis's bay pacer The Dude, 2:13½. L. J. Kahn's handsome pacer George Wallace, 2:17¼, beat Thomas F. Russell's brown trotter Sprightly two lengths. Hattie Walter, 2:23¼, won a great brush from Willnot, Freeland, 2:17¼; Whistle, 2:20, and Trixie W., 2:21¼. Drex beat P. W. Schildwachter's chestnut trotter Ball Bearing. Dombey, jr., 2:11, took the shine off Charles Weiland's bay trotter Russell T., 2:19¼. Alice L., 2:12¼, with a stranger behind her, was fast enough to beat half a dozen rival pacers. John J. Timmins, with his brown trotter Harry Davis, 2:25½, took Commodore Porter into camp. McShedd, 2:17, beat George Huber's bay trotter, and there were scores of other spirited bouts among the fast ones.

NOMINATIONS FOR KENTUCKY FUTURITY.

Lexington, Ky., March 31.—Horace Wilson, secretary of the Kentucky Breeders' Association, announces that 1,379 mares have been named in the rich Kentucky Futurity, value, $21,000, for foals of 1901, which closed on March 15. This number is 109 less than the mares nominated in the record breaking list of 1900, but is still a fine showing. This is the twelfth renewal of the Futurity. Thirty-five States and Territories are represented in the entry. The entries by States are as follows:

Kentucky, 576; New-York, 147; Massachusetts, 92; Pennsylvania, 83; Illinois, 82; Montana, 55; Ohio, 52; California, 47; Indiana, 32; Tennessee, 26; Georgia, 109; Kansas, 19; West Virginia, 18; Wisconsin, 18; Nebraska, 16; New-Hampshire, 15; Maryland, 15; Texas, 11; New-Jersey, 10; Louisiana, 9; Missouri, 7; Iowa, 5; Canada, 4; Maine, 3; Alabama, 3; Michigan, 2; Indian Territory, 2; Colorado, 1; Minnesota, 1; Rhode Island, 1; North Dakota, 1; Arkansas, 1; Mississippi, 1; Connecticut, 3; Arizona, 1.

THE WEEK IN PETROLEUM.

The oil markets remain firm at unchanged prices. Although there are signs of renewed activity in field work, no noteworthy developments have resulted. Texas and California furnished almost the only interesting news last week. On Tuesday at Beaumont the Southwestern Oil Company unexpectedly developed a "gusher" a short distance northwest of the famous "Lucas gusher" of J. M. Guffey & Co. Oil was struck at a depth of 1,200 feet, and started in to flow at a rate estimated at from 10,000 to 15,000 barrels a day, and it was several hours before the well could be shut in. It is said that in drilling the well a pure body of sulphur over 70 feet thick was encountered. It is reported that a number of Pennsylvania and Texas capitalists are organizing a company with a capital of $10,000,000 to build and operate a system of oil pipe line in the Beaumont district, and that they will also operate a system of oil tank cars and oil tank steamers. It is reported that the Pacific Coast Oil Company, the coast branch of the Standard Oil Company, is building tanks and a pipe line at Redondo, one of the Los Angeles ports, and will put on a line of steamers to take oil to San Francisco