FLOODS ARE RECEDING.

LOSS OF LIFE REPORTED IN CONNECTION WITH DAMAGE IN PENNSYLVANIA—THOUSANDS OF MINERS IDLE.

Philadelphia, Dec. 16.—Advices from all parts of the eastern half of Pennsylvania, over which on Saturday night a storm raged furiously, are to the effect that the waters covering the flooded districts are receding and that railroad and telegraphic communication are slowly being restored. From Towanda to-night comes the announcement of three deaths caused by the flood near that town, and the additional statement that two others will die from the effects of exposure. The damage to property and the pecuniary loss from enforced suspension of many industries will reach many hundreds of thousands of dollars. Dozens of coal mines are flooded along with hundreds of industrial concerns located along waterways, thus throwing idle thousands of men. It is estimated that more than forty thousand persons have been rendered idle.

The Susquehanna River, which rose at some points twenty-nine feet above low water mark, is going down gradually except in the lower end of the State, where it is reported to be rising two inches an hour. The good reports from upriver points, however, have allayed fear and the indications are that the southern end of the State will suffer little from the swollen river.

The railroad situation is gradually becoming better. Up to 5 o'clock to-night, when the Delaware, Lackawanna and Western Railroad started a train for New-York, direct communication with New-York was cut off from Scranton and Wilkesbarre, and trains were sent by way of Sunbury, Harrisburg and Philadelphia, a distance of 330 miles. The direct route is only 145 miles.

The Central Railroad of New-Jersey is still tied up as far as through service is concerned. Trains are being run between local points. The Lehigh Valley Railroad to-night opened its through service between Buffalo and New-York City by making a detour over branch lines, thus passing around the flooded district.

Other railroads that are running trains have their schedules disarranged, which is causing considerable inconvenience to travellers. An incident of the storm was the closing of the Broad Street Theatre here to-night. Frank Daniels's company was to have opened a two weeks' engagement to-night, and the company, composed of over one hundred persons, left Buffalo on a special train at 8:30 o'clock Sunday morning by the Lehigh Valley Railroad. The flooded section was reached, and the train could proceed no further. The railroad company, in its endeavor to have the actors get to Philadelphia in time for a performance, had the train transferred to three or four different railroads, and finally got it to the New-York Central at a point in New-York State. The train reached Albany this afternoon, and then proceeded to New-York City. The theatrical company there took a train for Philadelphia, and will reach here early in the morning.

Tales of narrow escapes from drowning come from all the flooded districts. Hundreds of families in little hamlets have been deprived of their homes for the time being by swollen streams, and the extremely cold weather that has set in adds much to the suffering. At Newport, a small village near Allentown, five hundred Italians were surrounded by water, and were prisoners in their homes for thirty-six hours. At Jersey Shore two hundred Italians working on the railroad there were driven from their shanties by the overflow of Pine Creek.

MUCH DAMAGE IN MAINE.

ALL STREAMS OVERFLOW, CARRYING AWAY FACTORIES, BUILDINGS AND LOGS.

Portland, Me., Dec. 16.—This State to-night is suffering from one of the most severe storms in its history. The three principal rivers and innumerable smaller streams have overflowed their banks, submerged vast areas, washing away bridges, buildings and great quantities of logs and lumber, and flooding factories, mills and dwellings. The Maine Central Railroad has moved no trains since early yesterday, and the eastern section is entirely cut off from the western part. Through trains between Portland and Bangor are not expected before Thursday. The Bangor and Aroostook Railroad and the Canadian Pacific Railroad's lines are in nearly as bad condition.

With a few exceptions the great mills on the Androscoggin, Kennebec and Penobscot rivers were unable to start their machinery this morning because of high water, and thousands of men are temporarily without work. Many cities and towns report great damage to streets, families driven from their homes, street railways inoperative through flood and districts inaccessible because of bad roads. Telegraphic and telephonic communication, though interrupted between many points, has stood the strain well.

Up to to-night only one death had been reported, a fireman named Patten, whose engine on the Canadian Pacific Railroad plunged into a washout. A similar accident on the Maine Central resulted in the injury of three persons, one of whom may die.

Madison, on the upper Kennebec River, sustained the greatest damage of any place, with a money loss of fully $500,000. One section of the town, in which are the big mills, for hours was at the mercy of the roaring river, logs and ice crushing buildings and overturning others. The flume at the pumping station was carried away and the town's water supply was cut off.

The water at its greatest height was three feet higher than the record for the great "Pumpkin freshet" of 1869. When the river was highest to-day a pile of logs, containing 1,000,000 feet, went down the river, carrying away a bridge, crushing in the end of the Madison Woollen Mill dye house, the east and south walls of the new annex to the Indian Spring Woollen Mill, and taking out the machinery, to be lost in the river bed.

The Great Northern Paper Company's loss is very heavy. Logs demolished the brick walls of the generator room, destroying the expensive electrical machinery, swept clean its filter room and ruined fifteen carloads of finished paper in its storeroom.

In the streets of the town to-night there is destruction on every hand, for nearly all the frame buildings which were flooded either collapsed or were moved from their underpinning.

KILLED BY THE COLD.

Louisville, Dec. 16.—The extreme cold caused the death of an infant here and of a negro near Springfield.

Marion, Ohio, Dec. 16.—James B. Coleman, an employe of the Columbus, Sandusky and Hocking Railroad, was found in his bed to-day, frozen to death.

Canton, Miss., Dec. 16.—Three negroes have been found frozen to death near here since Saturday. The cold in Central Mississippi is beyond precedent at this time of the year.

St. Louis, Dec. 16.—The frozen body of Joseph J. Novak, living at Ingleside Station, in St. Louis County, Editor of "The Bohemian Hlas," was found early to-day in a vacant lot near the Wabash tracks. Mr. Novak had been a sufferer from asthma, and it is supposed he became suddenly ill while on his way to the station to catch a train, sank down and froze to death.

TRAINS RUNNING FROM SCRANTON.

Scranton, Penn., Dec. 16.—Communication with the outside world is being gradually opened up. At 1:40 p. m. a train started for Philadelphia and New-York over the Delaware and Hudson, and the Pennsylvania railroads by way of Sunbury and Harrisburg, carrying some of the delegates who had attended the American Federation of Labor convention here. The others started to-night. The Delaware, Lackawanna and Western got its road clear from Binghamton to New-York at daybreak, with the exception of the stretch at Delaware Water Gap, where the Delaware River had flooded the tracks to the depth of five feet. The waters had receded from the tracks at 3 p. m., and a train was started for New-York at 5:30 p. m. There is still two feet of water on the Lackawanna tracks at Avondale, Luzerne County. The Lackawanna River is now confined within its banks.

TEN LIVES LOST IN WYOMING.

Cheyenne, Wyo., Dec. 16.—The severe snow and wind storm which set in last Tuesday night, and which has been accompanied by the coldest weather known in this State for many years, is still raging in some sections. Conditions are becoming more favorable for stock interests. From the best information at hand it is safe to say that the losses among stock to date, except in railroad accidents, will probably not exceed a few hundred sheep. There have been no losses among cattle.

The loss of life in Wyoming due to the blizzard probably will be more than ten persons. Five persons are known to have lost their lives. Of these three were herders, one a railroad man and another a woman. Five herders were reported lost near Point of Rocks, and as their dogs came to town the men undoubtedly perished.

A civil engineer named Hemingway, who left Casper several days ago to visit a ranch, got lost and searching parties are scouring the prairies for him.

WILKESBARRE STILL FLOODED.

Wilkesbarre, Penn., Dec. 16.—The high water in the notrh branch of the Susquehannah River is slowly receding. At 9 o'clock to-night it was twenty-five feet above the low water mark, or two feet and one inch lower than the highest point attained last night.

All the lowlands, however, are still flooded, and the people living at Westmoor and the southern suburbs are unable to leave their houses without the aid of boats. The cellars of the houses in River-st., the principal resident thoroughfare of the city, are filled with water. In the large office buildings and stores in close proximity to the river front ordinary pumps were not sufficient to clear the premises of water, and fire engines had to be pressed into service.

At Brookside, the sudden rising of a creek, which was fed by the back water from the river, compelled the residents living there to desert their homes. The water reached the second story of their dwellings, and they had to be taken out in boats.

The bursting of a dam at Parsons, where the water was stored for the mines in the vicinity, did much damage. The water made its way into several collieries and damaged the workings so that it was impossible to work to-day. Several other collieries in the region are also affected, and it may take a few days before they are able to resume operations.

Traffic on the Central Railroad of New-Jersey and the Lehigh Valley Railroad is still at a standstill. The Lehigh Valley is running a few passenger trains between local points, but no through trains have passed over the road since midnight Saturday. The Pennsylvania Railroad is carrying passengers to New-York and Philadelphia by way of Sunbury and Harrisburg.

ANOTHER COLD WAVE IN NORTHWEST.

Chicago, Dec. 16.—Southwest winds have modified the extreme cold throughout the West and Northwest, the official thermometers shortly before noon registering 3 degrees above zero at Chicago, 20 at Kansas City, 7 at St. Paul and zero at Omaha. The official forecaster at Chicago predicts a rise to 10 degrees to-night, attended by snow, but another cold wave is developing in the Northwest that will send the mercury below zero by Tuesday night.

WATERS RECEDE; TRAFFIC RESUMES.

BUT MILLS ARE CLOSED AND TRAINS MAKE CIRCUITS TO REACH DESTINATIONS.

Utica, Dec. 16.—The damage from the flood in the valley of the West Canada Creek will be $500,000. One mill was taken downstream like a paper box and two others are badly wrecked. The railroad in that valley cannot be operated for four or five days, and the mail from some of the towns will have to be carried around on the hills.

The first train to run east over the Central Railroad since midnight Saturday was at 10:20 o'clock this morning. The Adirondack division will not be opened before Wednesday.

Elmira, Dec. 16.—The Chemung River has dropped ten feet since last night, and further danger from the flood has passed. The waters in Hoffman, Newton, Seeley and Bentley creeks have receded. The Erie Railroad sent its passenger trains over the Lackawanna this morning because of the weakened condition of the Erie bridge over Bentley Creek, near Wellsburg. The Lehigh Valley has not yet resumed service on the Elmira and Cortland division, on account of washouts at Rippleton, Woodstock, East Ithaca, Breesport and other places along the line.

Syracuse, Dec. 16.—The water in Onondaga Creek has receded, and except in the lowlands about the city there is little water standing. Firemen did good service rescuing people from houses surrounded by deep water. The flood and damage were caused by the rain melting snow on the hills draining into Onondaga Creek, causing the stream to overflow so that sewer outlets were submerged.

Albany, Dec. 16.—The weather here has moderated. The water in the Hudson is still over the docks, and railroad traffic is delayed because the water is from two to three feet over the tracks.

Watertown, Dec. 16.—Black River has leaped its banks. All the mills are closed down in this city owing to the high water. The greatest damage from the flood is that to the Ontario Paper Mill, where one hundred feet of a solid retaining wall has been washed out. The damage is estimated at $20,000, and the mill is necessarily shut down for a month.

Binghamton, Dec. 16.—The Chenango and Susquehanna rivers, which overflowed their banks on Saturday night and yesterday, subsided slightly today, but hundreds of cellars are yet full of water, and furnaces in some of the best portions of the city cannot be lighted. The property loss cannot yet be estimated. Probably in no city have more persons been affected by the flood.

Auburn, Dec. 16.—Traffic south from this city on the Lehigh Valley Railway is still at a standstill. By to-morrow it is hoped to get a train through to Groton.

Hoosick Falls, Dec. 16.—The flood is gradually subsiding in this locality. The electric car system is crippled. This place was in darkness last night, the electric light plant having been disabled.

Corning, Dec. 16.—The big flood of yesterday has entirely disappeared under zero weather, and left behind it miles of ruin. All the lowlands along the Chemung and Canisteo rivers suffered heavily. Insecure buildings were carried away, cattle were drowned and crops in fields and barns were destroyed. There was much suffering from the intense cold and lack of food and clothing. Belated trains are arriving on all roads, most of them over thirty hours late.

MANY MINE WORKERS RENDERED IDLE.

Shamokin, Penn., Dec. 16.—The mines are feeling the effects of the recent storm more now than at any time since the rain, owing to the water having soaked through the ground to the tunnels and gangways. Some of the shafts contain twenty to seventy feet of water. Colliery officials estimate that the operators between here and Centralia sustained $200,000 damage. A majority of the collieries will, however, be in operation in a few days. Fourteen thousand men and boys have been rendered idle in this district.

PROSPECT OF BLIZZARD IN NEBRASKA.

Lincoln, Neb., Dec. 16.—A storm of unusual severity is sweeping over Southeastern Nebraska tonight with increasing violence, and bids fair to become a blizzard before morning. Some snow is falling, and, with a high northwest wind, it is drifting, but trains are not badly delayed thus far. This is the fourth day of intense cold. Reports from the range country indicate no heavy losses among stock on the ranches, but, owing to the number frozen to death en route, shipping will be abandoned until the weather shall moderate. L. T. Garnett, living near Trumbull, was frozen to death while looking after his cattle.

HIGH WATER ON THE OHIO.

Cincinnati, Dec. 16.—The thermometer registered 13 degrees above zero early this morning, but the Weather Bureau predicts colder weather before morning. The Ohio River has been rising rapidly at almost every point between here and Pittsburg. At Pittsburg and Charleston it has passed the danger line, while at Portsmouth it is rising six inches an hour, and already has reached a thirty-five foot stage. At dark to-night the stage in this city was twenty-seven feet eight inches, a rise of four feet three inches in twelve hours. The river men here are of opinion that forty feet will be reached by Thursday morning, after which a fall is anticipated. The rise above caught the river men unprepared, and many towboats were torn from their fastenings, but nearly all of them were recovered before much damage was done.

BEFORE MEALS A GLASS OF
Vin Désiles
THE WELL KNOWN CORDIAL TONIC.
AFTER MEALS A GLASS OF
Désiline A CHOICE LIQUOR.
J. CLARRIVETTE & CO.,
220 Broadway, New York.
General Agents.
FOR SALE AT ALL DRUGGISTS.

RAILROADS RECOVERING.

QUICK REPAIRS ALLOW TRAINS TO RUN, BUT NOT ON SCHEDULE.

Yesterday's weather did not make a new record for the season. The temperature ranged between 17 and 24 degrees, at 2 p. m., and there were indications that the cold wave which swept down on the city so swiftly on Sunday was moving away at almost the same speed. The wind ambled along at a gait ranging between twenty and thirty miles an hour. It blew just hard enough to occasionally snatch off a hat loosely set upon the head and make people button up their coats. Many thought in the morning that it was going to be colder and wore thin woollen gloves downtown.

There was one set of men in the neighborhood of New-York who said they would not care if there was no more weather for a few days. They were the officials of railroads whose trains have been stalled by washouts and landslides. Some of them hoped to have their roads in running order tonight. The Lehigh Valley and Delaware, Lackawanna and Western railroads seem to have suffered most, but the Erie was unable to run any through trains. On the Lehigh Valley road a train was started out for Easton at 10:16 a. m. All trains scheduled for points beyond Easton were cancelled. This includes the Black Diamond Express. Traffic on the road was blocked beyond Easton by the collapse of the railroad bridge over the Lehigh River, caused by the swollen river.

Charles D. Hornung, of Jersey City, left home on Saturday night over the Lehigh road for Buffalo, and returned Sunday night glad to be alive. His train was stalled on the road near Pennhaven, Penn., he says, owing to a landslide, and the passengers—about one hundred in number—had a narrow escape from being buried beneath it.

NEARLY BURIED BY A LANDSLIDE.

As Hornung described it, the train was being drawn up the mountain by two engines. Before reaching Pennhaven Junction the engineer of the first engine noticed that the heavy downpour of rain had caused the land on the side of the mountain to collapse. He brought the train to a standstill under an overhanging cliff. No sooner had the train stopped than a large slice of land fell over the cliff. The first engine was buried under the landslide and was badly wrecked, but the engineer and fireman escaped with a few bruises.

The passenger cars just escaped the avalanche. As the train was stalled, Hornung went for assistance. He walked about three miles back, and found that the bridge, which a few hours before he had crossed, had been partly washed away. He managed to cross and walked to Mauch Chunk, three miles beyond, where he found an engine. As the stalled train could not be reached and no assistance could be given, Hornung took a train for Jersey City, which he reached on Sunday night.

"I don't know how the other passengers managed to exist," said Mr. Hornung, "as there was no food on the train and they decided to remain in the cars until assistance reached them."

The milk trains on the Lackawanna road, which usually reach Hoboken between 9 o'clock and midnight, failed to arrive on Sunday night owing to teh floods, and dealers had to go without milk. The Lackawanna road, which has its principal milk centre at Binghamton, arranged with the New-York Central road to run its milk trains over the Delaware and Hudson road as far as Albany, and thence over the West Shore road to the foot of First-st., Hoboken. Even then the trains were from four to six hours late.

At 2:30 o'clock yesterday morning the Lackawanna road started the Chicago vestibule express as the first train over the main line as far as Washington, N. J. It was expected that the entire road would be open for traffic by the time the train reached Washington, but reports received later from Scranton stated that the road was still blocked and that the washouts would not be repaired for some time.

Teh greatest damage caused by the storm on the Lackawanna road was at Stanhope, N. J., where nearly three miles of the road embankment had been washed away, and in Pennsylvania, where a half-dozen trains were stalled along the road west of Scranton. Incoming passenger trains on the Boonton branch of the Lackawanna were delayed by the big washout at Stanhope.

As a result of the washout the Queen City Express, leaving Hoboken at 10 o'clock Sunday morning, and the Elmira Express, leaving that city at 1:40 o'clock Sunday afternoon, were abandoned, while trains Nos. 8, 10 and 12 from Buffalo were stalled west of the troubled section. The passengers were brought on special trains over the Morris and Essex division. In the evening it was said that every train on the road was moving.

SITUATION IS IMPROVING.

At the Erie depot in Jersey City the officials said yesterday afternoon that the situation was much improved, and all the stalled trains were moving. With the exception of a section between Elmira and Owego the track was clear. Through eastbound trains had been delayed about thirty hours. The company expected to have the road clear before this morning.

Pennsylvania trains from the West arrived in Jersey City from three to four hours late. Chicago train No. 6, due in Jersey City at 7:10 a. m., arrived at 10:49. The situation improved during the day and trains were sent out on time. In the afternoon the Pennsylvania road was running nearly on schedule time. There was no trouble on the suburban service of any of the roads running into Jersey City.

GETTING FOOD FROM BOATS.

THE LOWER PART OF TRENTON FLOODED—TRAIN SERVICE TO BURLINGTON SUSPENDED—COUNTY INUNDATED FOR MILES.

Trenton, N. J., Dec. 16 (Special).—All traffic on the Pennsylvania Railroad between this city and Burlington has been suspended because of the flood in the Delaware River. No freight was snt over the road between this city and Camden all day and this evening it was found necessary to abandon the passenger service because of the tracks being submerged at Bordentown. Passengers are being transported by trolley between Florence and this city.

Since the freshet of 1895 the Delaware River has not been so turbulent as it is to-day. It is a veritable whirlpool, sweeping before it everything in its path that is not exceptionally strong in its construction. The bridges are about the only structures in the direct course of the stream that have withstood the strain. The water has reached a velocity of from twenty to twenty-five miles an hour and the speed is steadily increasing.

The effect of the rise of water extends back into the surrounding country from one to three miles. People are being removed in boats from their homes in Fair-st., in the lower section of the city. In the cross streets in the neighborhood the occupants of houses have taken refuge in the second stories and are being supplied with the necessaries of life from boats.

Between Rusling Station and Bordentown the lowland is flooded to the depth of eight feet. The lowlands of Burlington County from the canal east and south are submerged and water extends for a mile inland.

EXTREME COLD IN SOUTH.

FLORIDA ORANGE BELT THOUGHT TO HAVE ESCAPED DAMAGE.

Atlanta, Ga., Dec. 16.—It is believed that the intensity of the cold wave which has prevailed in the South for the last thirty-six hours has been checked. In many cases the temperature recorded last night broke all records for December. In Atlanta two deaths attributed to the cold, both of the victims negroes, were reported to the police. Permission was granted yesterday for coal and wood yards to open and serve the suffering public. The temperature at 4 o'clock this morning was 9 degrees above zero, the coldest recorded for December since 1882. Freezing temperatures were reported this morning in Northern Florida as far south as Jacksonville, and from 6 to 16 degrees below freezing in Southern Alabama, Georgia and Louisiana. The Florida orange belt is believed to have escaped damage, as a temperature of 40 was reported from mid Florida, and 64 at Key West. The following minimum temperatures for the last twenty-four hours were reported to the Atlanta weather bureau to-day: Charlotte, N. C., 14; Savannah, 28; Norfolk, Va., 20; Montgomery, Ala., 14; Meridian, Miss., 10; Memphis, Tenn., 4; Nashville, Tenn., 2; Augusta, Ga., 22; Wilmington, 22; Charleston, S. C., 26; Macon, Ga., 16; Knoxville, Tenn., 8, and Tampa, Fla., 40.

Increasing cloudiness is forecasted for the central and southeastern Gulf States, which means warmer weather and possibly rain.

POOR HAVE COLDS AND NEED COAL.

For the last two nights the City Lodging House has been crowded for the first time this winter, and yesterday morning Superintendent Blair of the Outdoor Department received many requests for coal from poor people. All such requests were referred to the United Charities, at Twenty-second-st. and Fourth-ave. The dispensary in connection with Bellevue Hospital was visited by an unusually large number of patients yesterday, the majority of whom called for cough mixture and remedies for colds.

SPORTS AND SPORTSMEN.

FREEDMAN IS ON TOP.

SPALDING RESTRAINED FROM ACTING AS PRESID NT

NATIONAL LEAGUE FIGHT CARRIED INTO THE COURTS BY MEN WHO WITHDREW FROM THE MEETING.

The baseball war between Andrew Freedman and A. G. Spalding reached a climax yesterday afternoon when the former sought the aid of the Supreme Court. Justice Leventritt, sitting in Part II of the Supreme Court, on the complaint of Mr. Freedman et al., granted a temporary injunction restraining Mr. Spalding from exercising any of the powers of president, secretary, treasurer or other officer of the National League, and from taking into his possession or interfering with any of the books, papers, etc., and from doing any act as such president, treasurer, secretary or other officer, to the injury of or affecting the rights or property of the plaintiffs. The order further restrains Nicholas E. Young, who is designated as the present president, secretary, treasurer, from delivering to Spalding any of the books, records, papers, etc. The defendants are ordered to show cause before Judge Scott, in Special Term, Part I, on December 19, why the injunction should not be made permanent.

The complaint in the action prays that the election of Spalding as president be declared to be null and void and he be perpetually enjoined from exercising the powers of president, secretary or treasurer.

The principal allegation of the complaint is that the election of Mr. Spalding was illegal, there being but four clubs present, and, consequently, no majority decision of the league being reached. It is alleged that the four clubs which withdrew from the meeting held on the night of December 13 did so without any objection or protest on the part of the other clubs and with the acquiescence of the presiding officer.

PAPERS SERVED ON SPALDING.

In this action Freedman represented the New-York, Boston, Cincinnati and St. Louis baseball clubs, these four being the organizations whose respective presidents left the National League meeting at the Fifth Avenue Hotel on last Saturday morning.

Freedman declares that there shall be no further controversy between himself and Spalding, who represents the other four clubs in the league—Brooklyn, Philadelphia, Chicago and Pittsburg. He asserts that whatever future action may be taken to settle the fight in the league will be taken in the courts.

The legal papers in Freedman's suit were served on Spalding late yesterday afternoon as he was leaving the meeting room at the Fifth Avenue Hotel, where he had been acting as president of the league for the first time following his declaration in the afternoon that he was president of the league, and declaring Mr. Freedman out of the National League.

Further than to make the simple declaration that Freedman was out of the National League, Spalding did nothing, apparently, to show the truth of his statement. Many followers of baseball last night argued that this declaration was tantamount to an expulsion of Freedman, but others argued adversely, and Spalding himself said Mr. Freedman had not been expelled from the league.

Spalding gave out in the evening copies of telegrams he had received from P. T. Powers, of the Eastern League, and Ban Johnson, of the American League, in which those two men promised to co-operate with him. He also gave out letters in which expressions of opinion inimical to Freedman were freely given.

Spalding is authority for the statement that the final steps in the proposed process of putting Freedman out of the National League rests with the stockholders of the New-York club.

"I am the president of the National League," declared Spalding. "I openly denounce Freedman as a coward as well as a marplot in baseball. I shall be present to preside at the future meetings of the National League. In view of his actions I defy Andrew Freedman to come to the meetings of the National League. I therefore declare him out of baseball. The Freedman incident is closed."

It was the opinion of many last night that the only means by which Freedman could be put out of the league was through the disruption of that body. It was suggested that an amalgamation of the American and National leagues might take place and a twelve club circuit be adopted.

The time set for the meeting at the Fifth Avenue Hotel yesterday by Mr. Spalding, when he declared in an open letter that he would furnish the wherewith to remove Mr. Freedman from baseball, was 4:30 o'clock. It was nearly 5 when he reached the hotel. The meeting was at once convened. There were present P. T. Powers, "Tim" Murnane, president of the New-England League; John M. Ward, Charles Ebbetts, John B. Day, a number of reporters and a lot of spectators and baseball enthusiasts.

"Is Mr. Freedman here?" asked Mr. Spalding. "I see he is not," he went on, "and that he has not sent a representative. Well, I'm sorry." Mr. Spalding said he would wait a while for Mr. Freedman. Then he read a letter that he yesterday sent to Mr. Freedman to his downtown office and the Democratic Club. The letter in part was as follows:

PLAY BALL, SAYS SPALDING.

I extend to you a cordial invitation to meet me in public debate on this baseball controversy now raging between us, and I sincerely hope you can make it convenient to be present. I quite agree with you, Mr. Freedman, that the public is getting weary of this controversy between Andrew Freedman and A. G. Spalding and I hope you will have your team on the field at the Fifth Avenue to-day at 4:30, that we can play the final game in this series between us.

The game this afternoon is the final and deciding contest between us, for I propose to score enough runs to make it perfectly clear as to who wins the game. I will make it a one, two or nine inning game, as you may decide, and may go to bat first or last, whichever you prefer, baseball rules and records only to govern. No personalities or other extraneous matters must be lugged into this debate, and in this connection please bear in mind that this is not a bicycle race but simply a final baseball game between Andrew Freedman and A. G. Spalding. The umpire will call play promptly at the Fifth Avenue grounds this afternoon at 4:30 o'clock, when I will announce my batting order, and hope you will be there at the appointed time to do the same. In case you are not there, however, with your full team, I will not claim the game by forfeit, but will play at least one inning with an impromptu picked up team, to satisfy the audience that will probably be present.

You may consider this a public challenge to meet me in public debate on this baseball question, "Freedman or Spalding must get out of the game for good." It's up to you, Mr. Freedman. "Play ball."

Mr. Spalding showed a letter from Redding, Kiddle & Greeley, lawyers, of No. 38 Park Row, in which they said that after careful consideration of the minutes of th emeeting at which Mr. Spalding was elected president, they were unqualifiedly of the opinion that he had been regularly and legally elected president of the National League and American Association of Professional Baseball Clubs for the ensuing year. The lawyers also gave it as their opinion that the directors who were elected and the committees appointed at the meeting held on Saturday afternoon were duly and legally elected and appointed, and that all of the proceedings had at that meeting were regular and legal.

Mr. Spalding then took up his firm's attitude in furnishing baseballs to the league. The firm's contract with the league, made ten years ago, was read, showing that the fir mfurnishes 150 balls to each club each season free of charge, all others being purchased at the market price, $15 a dozen. Mr. Spalding admitted he wanted the contract renewed. A vote was taken and it was decided the contract should be renewed. Mr. Spalding denied that his interest in baseball was purely one of commercialism.

Speaking of the letters he had received favorable to him, Mr. Spalding referred to Henry Chadwick.

"There's Chadwick," said he. "Several years ago the league voted him a life pension of $50 a month. That pension was paid by every one but Freedman. He insulted the father of baseball to such an extent that 'Chad' could not accept anything from him. Some time ago that pension was stopped. I now propose that Henry Chadwick be allowed $100 a month instead of $50."

The motion was carried, and Mr. Spalding promised to have it passed at the netx meeting of the league.

A letter from J. W. Spalding to Andrew Freedman, demanding the immediate payment of $2,500 bonds, with interest, of the New-York club, held by the Spaldings, was read. It is said that if the bonds are not paid at once suit will be begun. The bonds are six years overdue.

FREEDMAN IS CROWING.

When seen at the Democratic Club last night Mr. Freedman said:

Yes, I have taken this matter into the courts. Whatever of newspaper controversy there has been between Mr. Spalding and myself is at an end. I consider him altogether too hysterical to have further dealings with him. When the injunction was served on him this afternoon it ended him. He is out of it. He will never be president of the league. Mr. Young will be the president again. I propose now to settle this matter once and finally in a business way in the courts, and not in cafés and hotel lobbies. Spalding has got now what he has been after for a long time—got himself out of it good and plenty. That's all I care to say now. The scene is shifted to the courts, where it will be played to a finish.

This injunction, of course, prevents Mr. Spalding from taking possession of the legal documents and assuming the office of president-secretary-treasurer, which was entirely illegal. Mr. Spalding has had the contract for supplying the National League with baseballs for the last several years, and that contract expired this year. He has suddenly taken a very earnest and active interest in baseball affairs, simply to gratify personal business interests in the form of a renewal of this contract. Mr. Spalding organized the American Bicycle Trust at the time bicycling had such a hold on the public, and refused some two or three years ago to reenter baseball. It is a commercial fact that the American Bicycle stock is of no value and is a total failure. The sentiment which Mr. Spalding has expressed relative to baseball matters is purely to gratify personal business interests, and his endre attitude has been undignified and hysterical. Under no circumstances will Mr. Spalding ever be elected president of the National League. Any move that his associates may make will be dealt with in the proper manner. I am in this fight to a finish, and the four clubs will protect their interests in every possible way.

Soden, of Boston, said last night: "We took the matter into court so that we could have an opinion as to the validity of Spalding's election. The case is entirely a friendly one. We simply want to know where we stand, that we may know how to proceed."

ROWING.

WON'T SEND UNSEASONED OARSMEN.

PENNSYLVANIA WILL SEND TO HENLEY A GRADUATE CREW OR NONE.

[BY TELEGRAPH TO THE TRIBUNE.]

Philadelphia, Dec. 16.—Pennsylvania will not send an undergraduate crew abroad next summer. This was practically agreed upon to-day in an informal meeting that was held by those who have most to do with Pennsylvania's aquatics. At present Pennsylvania's advisers are divided on the question of sending a crew at all, but they are practically unanimous in not desiring to send an undergraduate eight. They feel that to neglect the Poughkeepsie regatta for two years in succession would be putting Pennsylvania's prestige on American waters to too great a test. Such an action would not be dealing right with the Poughkeepsie regatta, which is the great American college regatta, and which Pennsylvania should make every effort to win, considering that she is one of the originators of this great series of aquatic races.

Some of Pennsylvania's heads are in favor of sending the winner of the Poughkeepsie regatta to the Irish regatta. This could be done very easily by holding the race on the Hudson a little earlier than usual. The other members of the committee are desirous of sending a graduate crew to represent Pennsylvania, irrespective of what the Poughkeepsie regatta committee shall determine to do. The men who are most desirous of doing this are those who practically sent the Quakers across last year and who know the conditions there. They say that the best of the undergraduate crews are doomed to defeat because of the greater strength and age of the English oarsmen. They are upheld in this view by Coach Ward, who says that he would like to see a graduate crew go to England, so that he could meet the Englishmen with men in some measure their equal in years and experience.

He and the supporters of the graduate crew idea say that it would be practically impossible to send the winner of the Poughkeepsie regatta to Henley, as that regatta takes place the first week in July. These men do not think it would be good policy to send a crew over for only the Irish race. Under these circumstances it now looks as if Pennsylvania would be represented by a graduate crew, and with nearly twenty old 'varsity oarsmen in Philadelphia Coach Ward feels safe in saying that he should get out an eight considerably faster than last year's crew, which made such a very creditable showing at Henley and in Ireland.

MANY FAVOR SHORT COURSE.

YALE MAY YET ACCEPT HARVARD'S SUGGESTION OF THREE-MILE RACE.

[BY TELEGRAPH TO THE TRIBUNE.]

New-Haven, Conn., Dec. 16.—Yale oarsmen are again discussing the subject of shortening the course of the 'varsity crew race from four to three miles. The suggestion comes from Harvard. Captain Kunzig, of the Yale crew, has said that he does not believe in changing the course, and the members of last year's crew are supporting him. There is a decided element among the graduates and undergraduates, however, in favor of shortening the course.

Old Yale oarsmen say that four miles is just a mile too long for the average man who gets into a 'varsity boat. Some seem to stand the strain without bad results, but the average man finds it terrific. It is contended by those who favor shortening the course that a three-mile race is just as certain a proof of the abilities of a crew as a four-mile race, and that the spurt that usually wins will come at the end of the two miles or two miles and a half, just as it now comes at the end of the three miles. Undergraduate oarsmen, however, say that endurance is the real test, and that it is the fourth mile that really tells whether a crew has the staying power.

COLUMBIA'S CANE SPREES TO-DAY.

Columbia's annual cane sprees to decide the supremacy between the sophomore and freshman classes at the university will be decided to-day in the gymnasium. There are three sprees, light, heavy and middle weight, and the result will decide whether or not the freshman class will have the right to smoke pipes on the campus this year.

The SOHMER
An Ideal Holiday Gift
THE "SOHMER" HEADS THE LIST OF THE HIGHEST GRADE PIANOS.
SOHMER PIANOS
Sohmer Building, 5th Ave., cor. 22d St.
Only Salesroom in Greater New York.

GET $4,500 IN GOLD.

ALL WHO FINISHED IN THE SIX DAY RACE ARE REWARDED—WINNING TEAM RECEIVES $1,500.

The members of the teams which finished in the six day bicycle race at Madison Square Garden last week received their prize money at the Hotel Bartholdi yesterday afternoon. With the exception of Lester Wilson, all of the riders were present. Only two or three looked any the worse for their 142 hours' work, and all declared that they were ready to begin the race over again at short notice. Shortly after noon P. J. Powers and James Kennedy, the promoters of the race, arrived at the hotel. They carried a big handbag containing the prize money, which was in gold.

Each team was summoned separately to a private room, and there received its share of the $4,500 purse. The winners, Walthour and McEachern, received $1,500. Otto Maya, representing the team of Maya and Wilson, received second money, $1,000. For finishing third, Newkirk and Munro were awarded $750. Babcock and Turville received $500, while Butler and McLean, the fifth team, took $350. King and Samuelson were handed $250, while Hall and McLaren received $150.

Although only seven purses were offered for the race, the management decided to reward all the riders who finished. Purses of $100 each were given to Fredericks and Jaak, Lawson and Julius and Fisher and Chevalier, who finished eighth, ninth and tenth.

A number of the riders have entered for the Boston race, which will begin December 30. Others will enter the Philadelphia contest on January 13. Walthour, McEachern, Maya, King and Samuelson have made arrangements to appear at various vaudeville houses in this city in the next two weeks.

NEW LEADERS FOR CENTURY ROAD CLUB.

THE OFFICE OF THE NATIONAL SECRETARY TO BE MOVED TO THIS CITY.

The counting of the votes received by mail for State and national officers for 1902 of the Century Road Club of America took place last Sunday. The following national officers were elected: President, C. M. Fairchild, of Chicago; first vice-president, H. A. Ludlum, of New-York; second vice-president, F. A. Hastings, of Cleveland; secretary, C. F. Nylander, of New-York, and treasurer, R. O. Williams, of Washington. This brings about a result that has been desired in the East for several years—the removal of the office of national secretary to this city.

In the New-York division P. A. Dyer was chosen State centurion, and Wilson Higinson, secretary and treasurer.

HANDBALL NOTES.

EGAN DESIROUS OF HAVING THE CHAMPIONSHIP OF THE WORLD DECIDED.

"Mike" Egan, who is at the head of the Mercer-st. handball court, Jersey City, has for some time been willing to show his fitness to hold the position of champion handball player of the world. An intimation from Ireland's premier player, "Jim" Fitzgerald, led Egan to challenge Fitzgerald, offering to play under the most reasonable conditions. Nothing having been heard from Fitzgerald, who is in San Francisco, Egan is looking for a match in another direction. He has received information from Kanturk, Ireland, that Oliver Drew proposes to visit America in February or March, with a view, it is said, of playing Egan.

"I hope it is true," Egan said to a Tribune reporter yesterday, "for I am anxious to play the best man in the world, so as to have this championship question settled. Drew, I think, is the best player in Ireland at present, but I'm afraid he is an advocate of the old rules. If he wants to meet me, however, it must be under the American rules and with an American ball. Handball could never be played under any other conditions."

Drew gained his reputation as a player by beating John Lawlor the best of twenty-one games. This encounter grew out of a double handed contest, in which Drew and Timothy Toole, also of Kanturk, defeated Lawlor and his partner in a home and home struggle in Dublin and Cork.

The rivalry between Harrison and Jersey City players has become so intense that a match has been arranged between "Dan" Bruder, of Harrison, and P. Flaherty, of Jersey City, for $20 a side. They are to play the best of eleven games, five at Jersey City and six at Harrison. The match will be begun at Jersey City next Sunday week.

POULTRY SHOW HERE IN JANUARY.

The New-York Poultry, Pigeon and Pet Stock Association will hold its thirteenth annual exhibition in Madison Square Garden, from January 14 to 18. All entries will close on December 30, and should be sent to H. V. Crawford, Montclair, N. J., the secretary.

The competition is open to all, and Mr. Crawford reports that all the classes are expected to be well filled, and that several new breeds of fowl from France and England will be shown. Many exhibitors at the Pan-American Exposition will be represented, and the pet stock department is expected to have well known prize winners on its list. The showing of pigeons will be larger than usual, and extra space will be allotted to incubators and special exhibition cages.

KNICKERBOCKER YACHT CLUB ELECTION.

The election of officers of the Knickerbocker Yacht Club for the ensuing year will take place at the annual meeting of the club, to be held at the Hotel Manhattan to-morrow evening.

The following ticket was arranged at a meeting at the clubhouse, College Point, last month: For commodore, Edward F. Glover;