MAYOR DENOUNCES THEM

CALLS VOTERS TO ARMS.

Says "Grab Bills" Must Be Killed—Will Take Action.

Mayor Low, in a carefully prepared statement, yesterday denounced the so-called street railway grab bills now pending at Albany, declaring that they should meet with the most determined opposition from every voter of this city who cares for the welfare of the city's interests. Mayor Low says that great thanks are due to the newspapers for the work they have done in exposing the true inwardness of the vicious measures, and specifically treats the objectionable bills. His statement in part was as follows:

The first of these bills to attract general attention was Senate bill No. 18, introduced by Senator Goodsell, who stoutly affirmed that it had no reference to New-York. Later the Senator consented to have the bill so amended that it should not apply to the borough of Manhattan.

But this bill alone would not accomplish all that was desired, and, therefore, various other bills several of which are more or less related to each other, were introduced by Senators from different parts of the State. Every one of these bills was drawn by a master hand, with the evident purpose of reviving street railroad rights that had expired or had become, in one way or another, valueless. Senator Goodsell's willingness to omit from the scope of his bill the borough of Manhattan convinces me that these were intended to apply to the Union Railway Company in The Bronx.

I think I know, also, what suggested the introduction of these bills. The Board of Estimate and Apportionment has been considering for several months the form of a franchise to be granted to the Union Railway Company, under the charter, for the use of Macomb's Dam Bridge. At one of these hearings a resident of The Bronx, C. S. Simpson, openly charged that the Union Railway Company was using certain streets of The Bronx without the necessary consent of the local authorities. Mr. Simpson has since given me much further information. The counsel of the company, who was then present, made what struck me at the time as a very lame reply, and I incline to think that these particular bills were born of that incident.

It was evidently felt to be too hazardous to present at first a single bill for the accomplishment of the desired object, lest the meaning of it should be immediately recognized. Senator Goodsell was, therefore, called upon to introduce a bill that would do a part of the work. Senator L'Hommedieu introduced another, and Senator Grady, a Tammany Hall Democrat from this city, introduced still another. Senator Goodsell's bill and Senator Grady's bill have been, in effect, united in a new bill just introduced by Senator Wilcox, but the original bills have not been abandoned. Senator L'Hommedieu's bill has already passed the Senate, and is in the hands of the Railroad Committee of the Assembly.

My present purpose is accomplished in acquainting the people of the city and of the State with my belief, which I conceive to be well founded, that these measures are intended to give to the Union Railway Company, without payment, privileges which they have forfeited or which have lapsed, and which, under the present charter of the city and laws of the State, they can only regain by paying for them what they are worth. We have had one "Huckleberry Road" scandal in the history of New-York City, and we do not want another.

I think it not unlikely, also, that these amendments are intended in some way to warm into life the incomplete franchise of the People's Traction Company, which received the conditional consent of the municipal authorities of New-York on or about July 1, 1895.

The very unfrankness with which these matters have been brought forward in the legislature, and the pretence that they affect only other cities in other parts of the State, are enough to condemn them, and especially when it is known that the counsel of the Metropolitan Street Railway Company, which, with the Union Railway Company, is part of the Interurban system, has been in Albany repeatedly in the interest of these measures.

I call on every public spirited organization in the city, and on every public spirited citizen, to communicate without delay with their Senators and Assemblymen, protesting against the passage of these bills. Not one of them is in the public interest. Every single bill lets down some bar which has been erected—either by the amendments to the State constitution, passed in 1874, or by the general railroad law—for the protection of the public interest. I hope that letters and telegrams and protests of every kind will deluge the Senate and Assembly until these bills are killed beyond resurrection.

My inquiry into this subject has led me to the discovery that the Union Railway Company has probably been at work before this in the endeavor to secure by indirection what it cannot secure openly. By Chapter 508 of the Laws of 1901, Section 5 of the General Railroad law, in relation to the forfeiture of corporate existence, was amended in this significant fashion: Section 5 originally provided:

"If any domestic railroad corporation shall not, within five years after its certificate of incorporation is filed, begin the construction of its roads and expend thereon 10 per cent of the amount of the capital stock, or shall not finish its road and put it in operation within ten years from the time of filing such certificate, its corporate existence and powers shall cease."

By the act referred to, Chapter 508 of the Laws of 1901, this significant amendment, with one other provision applying to steam railroads, was added to this section:

"This section shall not apply to any street surface railroad company incorporated prior to July 1, 1886, which has obtained or become the owner of the consents of the local authorities of any city of the first or second class given under Article 4 of the Railroad law to the use of public streets, avenues or highways for the construction and operation of railroads thereon."

The Union Railway Company was incorporated in 1892; the People's Traction Company in 1895, prior to July 1. There is no apparent reason, in the public interest, why these two companies should have been excepted from the salutary provisions of Section 5 of the General Railroad law. If Senator Wilcox's bill should pass, still more exceptions would be made in favor of some companies, and probably in favor of these two.

I propose to send to Mr. Whitman, the city's representative at Albany, an act to repeal Chapter 508 of the laws of 1901, so as to compel these companies to again come under the salutary provisions of the General Railroad law, as originally passed. I do not conceive that the public is obliged to content itself with simply beating off attacks upon its interests. I think it is fully entitled to regain from corporations privileges that they have obtained by such an amendment as this. Now is New-York's opportunity to make it clear, once for all, that no more public franchises shall be granted in this city without just compensation; and that no old franchises can be revived, with the city's consent, by legislation intended to set aside the salutary provisions of the General Railroad law, as originally passed, and of the constitutional amendments of 1874.

THE GOODSELL BILL AGAIN.

It Is To Be Trotted Out with Amendments and Wilcox's Grab Retired.

Albany, April 9.—It was learned to-day that an effort, lasting over half an hour, was made in the Senate Railway Committee last night to secure a favorable report on the street railway bills of Senators Wilcox and Goodsell. But the attempt failed. It is said that the vote was 5 to 4 against. No action will be taken now on the bills before Monday, as there will be practically no session to-morrow.

There is a suspicion that Senator Wilcox's bill will not be pressed, but that Senator Goodsell's bill will be amended and an attempt made to pass it. J. Tracy Rogers, president of the Street Railway Association, submitted amendments to the Goodsell bill yesterday, though the Senate Railway Committee did not act on them. One of the amendments was a comparatively trivial one, only providing that no street railway line should be constructed through Eighty-sixth-st. Another declared that the bill, if passed, should not interfere with any system of transfers.

The counter attack by Mayor Low on the men who have framed the "street railway grab bill," his introduction of a bill to repeal chapter 508 of the laws of 1901, so as to compel street railway companies again to come under the salutary provisions of the General Railroad laws will be watched with interest. What will the Tammany Senators do? They have fought a large proportion of the bills favored by Mayor Low, and two of them, Foley and Grady, introduced two of the bills mentioned by Mayor Low as part of a series that if passed would be harmful to the interests of New-York City.

Senator Elon R. Brown, of Watertown, Republican, and Senator Martin, of New-York, a member of Tammany Hall, are said to have attacked the Wilcox bill savagely at the meeting of the Senate Railroad Committee yesterday, while Senator Wilcox and Senator Goodsell are reported to have defended it.

Senator Goodsell is still confident that his bill has life, for he said to-day: "In my judgment, my bill will be reported the coming week by the Railroad Committee, with amendments; one exempting Eighty-sixth-st. from any street railway invasion, one protecting transfers, and one that nothing in the bill shall revive or validate old consents for the construction of roads which are not now valid under the railway laws."

RAILROAD BOARD BILL OUT AND IN.

Measure Favored by Merchants' Association Seems to Have Slim Chances.

Albany, April 9.—Mr. Finch's bill providing for two additional State Railroad Commissioners, to be citizens of New-York City and civil engineers, was reported from the Assembly Committee on Railroads this morning, but only for printing and recommittal, some minor amendments having been made to it. This is the bill favored by the Merchants' Association of New-York City. William F. King, of the association, telegraphed to Colonel Dunn, chairman of the Republican State Committee, yesterday, and also to Governor Odell, demanding that action be taken on the measure.

Chairman Bedell said this morning that the committee had not considered the bill favorably, but that as the Merchants' Association had made some amendments to the measure he had put it out for reprinting. It goes back to the committee and Mr. Bedell intimates that it will not be reported, but the Committee on Rules may take charge of it later when it will be in printed shape for discussion.

NO INTEREST IN BOSTWICK BILL.

John B. McDonald Says He and Mr. Belmont Are Satisfied with Present Laws.

John B. McDonald, the subway contractor, yesterday issued a statement of his and August Belmont's attitude toward the Bostwick bill. The statement follows:

The attention of both Mr. Belmont and myself has been called to certain statements recently made in the public prints by ex-Senator Ford and others, who are opposing the amendment to the Rapid Transit law, known as the Bostwick bill, that that measure was prepared in the interests of myself as the contractor for the rapid transit railroad and of the company which was organized by Mr. Belmont to finance it.

While we are not in any sense opposed to the measure if the municipal authorities and the rapid transit board regard it as a desirable amendment to the Rapid Transit law, yet we have never been consulted about the bill at any time, and have been in no way concerned in its preparation or its passage. It certainly has not been prepared in my interest or in the interest of Mr. Belmont. So far as we are concerned, we deem that our rights and interests are sufficiently protected by the existing laws and our contracts.

LOW'S AMENDMENTS PREPARED.

Albany, April 9 (Special).—The three amendments to the Bostwick Rapid Transit bill, which were outlined by Mayor Low in his statement this morning, were prepared to-day by Assistant Corporation Counsel Whitman, and will be immediately introduced.

MAY BE VAUDEVILLE WAR.

Expelled Manager Expected to Let Western Circuit in Here.

In expelling Percy Williams, manager of the Circle Theatre, from the Vaudeville Managers' Association, yesterday, the board of managers not only acted illegally, but opened a war which will result in the downfall of the "vaudeville trust" in this city, according to William Grossman, of counsel for Mr. Williams.

His lawyer expects that Williams will fight the Vaudeville Managers' Association, and "if he combines with the Orpheum circuit, embracing every vaudeville house west of the Mississippi, and gives them an entrance into this city, it will make the liveliest kind of a fight in the vaudeville world."

The trial was a farce, illegal in every way, Mr. Grossman declared. There were twenty-one members, only eight of whom were present, with seven more represented by proxies. As this was not a quorum, after the meeting had begun Lee Schubert was dropped from the roll because he had no vaudeville theatre, as was Mr. Elrick, of Cleveland, who had sold his house; the resignation of Colonel John Hopkins, of St. Louis, made over a year ago, was accepted, while one of R. C. Anderson, which could not be found, and was supposed never to have been made, was also accepted. This reduced the membership to seventeen, of which the fifteen represented formed a quorum.

Then, after argument on the appeal, Mr. Grossman declared that John Cronin, of Boston, attorney for B. F. Keith, introduced an entirely new complaint, introducing new evidence, and, although he protested, Williams was expelled on this new complaint. Mr. Grossman said he would take the case to the Supreme Court as a damage suit.

FOUGHT FOR FOUR DAYS.

Insurgents and Turkish Troops in Conflict in Macedonia.

Sofia, Bulgaria, April 9.—A conflict lasting four days has taken place between the insurgents and Turkish troops in the district of Melesh, Northern Macedonia. The village of Berovo was surrounded and burned. Another fight occurred near Opela, in the province of Kratovo.

DEATH IN KANSAS CYCLONE.

Many Persons Said To Be Killed and Much Damage Done.

Joplin, Mo., April 9.—It is reported here that a cyclone struck Altamont, Kan., fifty miles west of here, this afternoon, killing many persons and blowing down a number of houses. The news was partly confirmed by a 'Frisco train crew, who saw a funnel shaped cloud in Kansas in the vicinity of Oswego. What is supposed to be the tail end of the storm struck Galena, unroofing houses and doing other damage.

SOUTHERN PACIFIC POOL DISSOLVED.

Talbot J. Taylor Announces That Stock Has Been Distributed.

Talbot J. Taylor officially announced yesterday the dissolution of the Southern Pacific pool, which had been operated by Mr. Keene and Talbot J. Taylor & Co. Mr. Taylor said that the stock in the pool had been distributed, and that he did not think there would be any disturbing liquidation. He confirmed the report that Mr. Keene will soon take a trip to Europe.

BLIND SALAMANDERS FOR AQUARIUM.

Came from Well in Texas—Have Gills and Slender Legs Like Feelers.

The Aquarium has just received four specimens of the blind salamander, the Typhlomolge Rathbuni, which probably are the only living specimens in the world, being not only a new species, but a new genus. They were taken from an artesian well, 188 feet deep, bored by the United States Fish Commission at San Marcos, Texas, in 1895. It is supposed that the well pierces a subterranean cavern, since forms of life found in the waters of such caverns as Mammoth Cave have been taken from it.

This salamander was first found in the year the well was opened, and was described by Leonhard Stegneger, Curator of Reptiles and Batrachians of the National Museum at Washington. The interesting characteristics of this salamander are that it has no eyes and the fact that it has gills. Its legs, while perfectly formed, are so slender that zoologists believe that they are used mainly as feelers to make up for the lack of eyes. The specimens at the Aquarium are about two inches long. They are pinkish white, like a newly born mouse. Owing to the changed environment, these salamanders may live only a short time.

POWERS WINS DIVORCE SUIT.

The second trial of the action for an absolute divorce brought by Harry L. Powers against Minnie L. Powers, on the ground of her alleged misconduct with his brother, Jesse, ended before Justice O'Gorman and a jury yesterday, with a verdict for the plaintiff, who, with the co-respondent, is a son of ex-Park Commissioner Jesse W. Powers, of No. 34 Mount Morris Park West.

The jury, after being out two hours, found that the defendant had been guilty of improper conduct with the co-respondent. The Supreme Court will be asked to grant an interlocutory decree of divorce, which cannot be confirmed for three months.

A. C. TWINING ASSIGNS.

[BY TELEGRAPH TO THE TRIBUNE.]

Asbury Park, April 9.—Albert C. Twining, who was president of the Monmouth Trust Company and a director in the First National Bank, both now in receivers' hands, has made an assignment to Henry C. Terhune, a lawyer, of Long Branch. Twining's assets are placed at $113,500 and his liabilities at over $61,000. The principal assets are $30,000 (par value) of Fraser Mountain Copper Mining Company stock, 70 shares of the First National Bank and 220 shares of the Monmouth Trust Company. Twining "promoted" the Fraser Mountain Copper Mining Company, and until recently was its president.

FOR STOMACH DISORDERS, GOUT and DYSPEPSIA
DRINK
VICHY CELESTINS
Best NATURAL Alkaline Water.

GILL SUES HAINES.

Accuses Him of Libel as Result of Rabies Controversy.

Dr. H. D. Gill, the veterinarian of the bacteriological division of the Board of Health, through his lawyer, Victor J. Dowling, yesterday brought suit for malicious libel against President John P. Haines of the Society for the Prevention of Cruelty to Animals. The remarks attributed to Mr. Haines that Dr. Gill was "a commercial alarmist," and that his only connection with the Board of Health was to "stable its horses," are given as the reason for the suit. Dr. Gill says that he is suing in the interest also of the medical profession, as Mr. Haines said that he did not know what he was talking about when he declared that rabies was prevalent in the city and when he advised, as a prevention of the spreading of this disease, the muzzling of all dogs at large within the city limits.

Dr. Gill said last night that, in proof of the in competency of the Society for the Prevention of Cruelty to Animals, he knew of many cases of rabies in dogs which had never been under the care of the society, while Mr. Haines, he said, declares that of 218,612 cases handled by the society not one was rabies.

"At present," said Dr. Gill, "a dog at Dr. Johnson's hospital, in Twenty-fifth-st., has rabies, and one being examined by the Health Department, which came from Brooklyn, also has. Both cases came from the society. Last year a dog at the dog show in Madison Square Garden had rabies. No fewer than twenty cases came under my direct observation in 1902, and since last December I have been called on to treat four cases.

"I believe that if an accurate record could be taken of the rabid dogs now in this borough the result would be startling. An easy prevention would be the muzzling of all dogs.

"Ignorant methods used in conveying ownerless and unlicensed canines to the pound may directly aid in the spread of rabies. The dogs are thrown all together into a wagon or automobile, pell mell, fighting and biting. The possible result is obvious.

"It is high time that this very serious dog question be taken out of the hands of a private corporation, whose only care seems to be to collect license fees, and placed where it properly belongs—in those of the State Agricultural Department, or under the control of the Municipal Health or Police departments."

CAN'T BREAK CONTRACT.

Court Grants New Trial Against Labor Union President.

The Appellate Division of the Supreme Court yesterday handed down an opinion in the case of John Beattie against David Callanan and others, in which it reversed the judgment entered after trial, at Special Term, and orders a new trial.

Beattie, who was plaintiff in the original action, is a master painter, and had contracts for doing certain work. The defendant, Callanan, is president of the Amalgamated Painters and Decorators of New-York, an unincorporated labor association. The association was also made a party to the action, which was brought to enjoin the defendants from doing certain acts threatened to be done, which it was alleged would seriously interfere with the property rights and business. A preliminary injunction was granted, but after trial the complaint was dismissed.

The opinion handed down yesterday was written by Justice McLaughlin, and concurred in by all the other justices. It says in part:

The defendant, by causing a strike of all the workmen engaged on the building at No. 387 Fifth-ave., caused Leeds, through his attorneys, to deliberately break the contract which they had with the plaintiff, and in causing a general strike upon the work at the New Jerusalem Church caused James C. Hose Sons to break their contract. And if the plaintiff should procure other contracts it is quite apparent that the same methods will be resorted to to induce parties contracting with him to violate their agreements.

The method here employed to compel the plaintiff to accede to the demands of the defendants are unjust, unreasonable, and such as the law does not recognize and will not tolerate. As well might the defendants resort to physical force to enforce alleged rights or redress real or imaginary wrongs. It clearly appears that they were actuated by improper motives and by a malicious desire to injure the plaintiff, and, this being so, the plaintiff was entitled to relief within all the authorities to which our attention has been called.

We are of the opinion that an injunction should have been granted to the extent indicated on the former appeal, and that the court erred in not so holding.

THE BUILDERS MEDIATE.

Ask Warring Carpenters' Organizations to Arbitrate.

Building contractors yesterday started a movement for the arbitration of the trouble between the warring carpenters' organizations, whose strife has tied up the work on many large buildings. A committee representing the contractors and builders held a conference late in the afternoon, lasting for three hours, in the Townsend Building, No. 1,125 Broadway, with the executive committee of the Brotherhood and the Amalgamated society. The committee of contractors consisted of Otto M. Eidlitz, of Marc Eidlitz & Son, president of the Mason Builders' Association; Theodore Starrett, of the Thompson-Starrett Company; a representative of V. J. Hegden & Son; William Moller, of Sloan & Moller; J. M. Robinson, of A. J. Robinson & Co., and Charles D. Wills.

Before this conference a meeting of the Executive Committee of the New-York Civic Federation was held, at which a committee of one was appointed to represent the federation at the conference.

"All that I can say," said Mr. Moller, after the conference, "is that the builders brought the two executive committees together to see if the strike could be arbitrated before it goes any further. We put the matter plainly before the committees and proposed that representatives of the unions should get together and arbitrate the differences between the two organizations. A representative of the New-York Civic Federation was here to represent that body. The two executive committees agreed to the arbitration proposition and will submit it to secret meetings of the union to-night. Whatever action we take will depend on the result of these meetings. The result will be sent to Mr. Eidlitz early to-morrow, and, no matter what it may be, Mr. Eidlitz will, without delay, summon the contractors by telephone to act on it."

Neither the representatives of the Civic Federation nor the members of the two executive committees would say anything. There seemed to be an impression that the proposal of arbitration was in the nature of an ultimatum, but nothing could be learned of this.

Up to noon yesterday few members of the Amalgamated Society had been procured to fill the places of the strikers. Later they began to arrive, but not in great numbers.

George Morrison, walking delegate of the Amalgamated Society, said that about one hundred and fifty members of his organization had come from different places. "We are now getting men from Newark and Brooklyn," he said. "If the strike still goes on there is not a chance in a thousand that it will be extended throughout the country."

Thomas McCracken, walking delegate of the Brotherhood, repeated his declaration that the fight would be to a finish. He made the admission that the number of men on strike had been greatly overestimated. About three thousand men in all, he thought, had gone out.

President Gompers and Vice-President Duncan of the American Federation of Labor will be in this city to-day to address a meeting of the New-York Council of Longshoremen. As both the Brotherhood of Carpenters and the Amalgamated Society are in the American Federation of Labor, Mr. Gompers, who failed in a former attempt to make peace between them, may be asked again to try his hand.

OPENHYM IN BOSTON, THE RUMOR.

No Apparent Basis for Report That He Was Seen There.

A report that Adolphe Openhym, the missing silk merchant, had been seen within a few days in Boston, was circulated yesterday. No substantial basis for the rumor was revealed.

In Harlem, where many people are still seeking Mr. Openhym's body, in the hope of getting the $5,000 reward, considerable excitement was caused yesterday by the finding of a body in the Hudson at One-hundred-and-sixteenth-st. It was that of a man about fifty years old, and had evidently been in the water some time.

The police say that it does not in any way answer the description of Mr. Openhym.

THE WORLD OF SPORTS

PROGRAMME OF SPORTS TO-DAY.

RACING.—Bennings, Washington.
BASEBALL.—Columbia vs. New-York, Polo Grounds; Yale, at Annapolis.

SHAMROCK'S BEST RUN.

BEATS OLD BOAT EASILY.

In a Thirty Mile Test Challenger Shows Great Improvement.

Weymouth, April 9.—Over a thirty mile course, fifteen to leeward and fifteen to windward, Shamrock III to-day beat Shamrock I by 17 minutes and 4 seconds. Hitherto the challenger had shown weakness down the wind, but to-day she proved as good on this point of sailing as on any other, and better on all points than she had heretofore shown herself. Over ten minutes on the run out from the turning point at Lulworth Cove and over seven minutes on the beat home were the challenger's sensational gains over the older boat. A fifteen mile run to leeward and a beat home, giving a test under conditions as similar as possible to those expectable during the races for the America's Cup off Sandy Hook, was the course set for the two Shamrocks to-day. The breeze was very light, not over five knots, as the boats, under clubtopsails, ranged up for the start, and were sent off from a markboat off Weymouth pier. The older boat was just showing clear on the weather bow of the challenger as they rounded the markboat. Jibtopsails were broken out, and the boats reached off free across the mouth of the bay to get clear water for a straight run down the wind. During the reach Shamrock III showed the same form that puzzled yachtsmen yesterday. After the challenger had closed in on Shamrock I, the latter opened away again, and as they reached past Whitenose the older boat led by nearly half a minute. The light breeze held well, and Shamrock III, again picking up her pace, overhauled her opponent. When abeam of St. Allan's Head, booms were squared away for the long run down the wind, following the Erin, which logged off the course. The trim of the challenger had been slightly altered from that of yesterday, her anchor and cable being carried to-day. The alterations were apparently valuable, for she outran Shamrock I fast and constantly, and Shamrock III was about five minutes ahead of Shamrock I when the boats rounded the Erin, which acted as markboat, at the end of the leeward run.

The boats then started on their beat homeward. The wind had slackened, and they made slow progress. Nevertheless the challenger showed the same good windward work as heretofore, and steadily improved her lead. In the opinion of experts Shamrock III was really driven for probably the first time on this windward turn. Shamrock I was hopelessly beaten from start to finish and was wholly unable to match the pace set by the challenger. The latter passed the winning mark over seventeen minutes ahead of Shamrock I. Yachtsmen consider this to be a notable victory and as showing Shamrock III to be a much more formidable challenger for the America's Cup than ever her admirers had heretofore suggested. The official times were as follows:

AT THE START.

Shamrock I	9:58:00	Shamrock III	9:58:27

Seven miles' reach to the turning off Lulworth Cove:

Shamrock I	10:39:50	Shamrock III	10:40:12

Fifteen mile run down the wind to the Erin:

Shamrock III	1:39:10	Shamrock I	1:49:04

Fifteen mile beat home:

Shamrock III	4:33:20	Shamrock I	4:50:34

OF INTEREST TO YACHTSMEN.

The official final trip of the steam yacht Niagara IV, built for Howard Gould by the Gas Engine and Power Company and Charles L. Seabury & Co., at Morris Heights, took place yesterday over a measured course on the Hudson River, with Mr. and Mrs. Howard Gould aboard the yacht. The yacht maintained a speed of 27¾ miles, while the contract guarantee was only 23 miles.

Two launchings of high speed yachts are scheduled to take place from the works of the Gas Engine and Power Company, at Morris Heights, March 11. Alfred Marshall's Levanter will be named by the wife of the owner. The Levanter is 90 feet over all, with 84-foot water line; beam 10 feet 6 inches and draught 3 feet 8 inches. Her speed is about twenty miles an hour. The twin-screw steam yacht Velthra, built for S. Parker Bremer, of Boston, will be named by Miss Marie Seabury, daughter of Charles L. Seabury, who designed the Velthra. This yacht is 110 feet over all, with 104 feet on water line, 14-foot beam and draught 4 feet. Her speed is 23 miles.

FOOTBALL.

Columbia Is to Play Yale and Pennsylvania in This City.

Columbia's big football games next season will be with Yale, Pennsylvania and Cornell, according to unofficial but authentic report at the university yesterday. Yale and Pennsylvania will be played in this city, the former about November 1, and Pennsylvania on October 24. The match with Cornell will be about the middle of November.

Columbia's schedule has been changed considerably. Williams will be played for the first time in two years, and a match with Union will replace the match with Fordham. Amherst, Rutgers and Hamilton will again be included. It is further expected that Annapolis and Syracuse will again be played. Brown will be met at Providence. There will be no game with Princeton, through failure to agree on a date.

POUGHKEEPSIE RACES ON JUNE 26.

If Preparatory Schools Enter Rowing Contests There Will Be Two Days.

[BY TELEGRAPH TO THE TRIBUNE.]

Poughkeepsie, N. Y., April 9.—The officers and members of the committee of the Poughkeepsie-Highland Amateur Rowing Association held a meeting in this city this afternoon and it was decided to empower President C. E. Lambert to confer with Francis S. Bangs regarding the advisability of holding the races this year on two days. An effort will be made to interest several preparatory schools and have them enter crews. Although no official announcement was made at this afternoon's meeting it is believed that there will be several crews added to the list of entries in the big 'varsity race. The following officers were elected:

President, C. E. Lambert, New-York; vice-presidents, C. C. Hughes, of New-York, and Thomas Ransom, of Poughkeepsie; treasurers, W. H. Frank and Valentine Frank, of Poughkeepsie; secretary, Harris S. Reynolds, Poughkeepsie.

The committee decided to call the four-oared race at 4 p. m. of June 26, the freshmen race at 4:45 o'clock and the 'varsity race at 6 o'clock.

ALFRED VANDERBILT SECOND TWICE.

Wins the Red in Harness Horse Pairs and Runabouts.

At the third and last night of the Horse Show at Durland's, when the pairs of harness horses driven by women came out at the bugle call, led by Mrs. Richard Donnelly, there was liberal applause. She was driving William H. Moore's splendid chestnut grays Confidence and Perfection. They won the blue ribbon in the class, and Alfred G. Vanderbilt's well matched pair, Sinbad and Cinderella, cleverly handled by Miss Belle Beach, carried off the second prize. Miss Luella Day, driving her own pair, Master Claude and Miss Earle, was third, and Mrs. William Trevor, driving her husband's team, Teddy and Foxey, was fourth.

Alfred G. Vanderbilt led the way at the bugle call in what proved to be the most interesting contest of the evening. It was the single harness horses in runabouts. His brown mare Cinderella many thought would capture the blue ribbon, but he had to be contented, however, with the red, Mr. Roche's bay gelding Carman carrying off the blue. William H. Moore's bay gelding Nut Pick was third, and Peter Goelet Gerry's bay gelding Captain Jinks fourth.

HARNESS RACING.

Lord Derby to Train for Race with Major Delmar at Empire City Track.

Lord Derby, 2:05¾, will be trained at the Empire City track for his match race on July 4 with Major Delmar. George Spear, who trains Mr. Smathers's string, took fourteen stalls at Yonkers yesterday. Among the other horses to be trained at the track are Wentworth, 2:09¾; Ida Highwood, 2:09¾; Alice Barnes, 2:10¼, and Antezella, 2:10½, trotters, and Shadow Chimes, 2:05; Sphinx S., 2:07, and Gold Brick, 2:08¼, pacers.

TO ENJOIN NEW CLUB.

Property Owners Bent on Blocking Opening of Baseball Grounds.

Following the decision of the Washington Heights Local Board of Improvements, to refuse to open new streets through the new American League's baseball park, at One-hundred-and-sixty-sixth-st. and Amsterdam-ave., counsel for property owners who want to prevent the ball grounds from being opened announced that they would bring injunction proceedings at once, and would tie up the baseball people with so many actions that the grounds would not be opened this season at all.

The decision of the board to refuse to open streets was decided by a vote of 3 against 2. Borough President Cantor and Alderman James C. Meyers voted in favor of opening streets, while Aldermen John Florence, Elias Goodman and John Klett voted against. The adverse action of the local board kills the street opening plans.

David Welsh, ex-Assistant District Attorney and counsel for a number of property owners surrounding the new grounds, who are desirous of seeing streets cut through the new ball field, read a brief in which he asserted that at the Polo Grounds, at One-hundred-and-tenth-st. and Lenox-ave., years ago, rougns were in evidence daily, and women were constantly insulted. Cheap saloons, the brief said, sprang up in the neighborhood, and property depreciated in value.

"They are interlopers, who signed the petition," declared Mr. Welsh. "They do not live in the neighborhood. It would be an interference with the rights of home rule to grant the construction of this ballground on such a petition."

President Gordon, of the new baseball team, and ex-Police Inspector McAvoy, the Tammany leader in the XXIIId Assembly District, who has the contract for levelling and constructing the new grounds, were present.

BASEBALL.

New-York Nationals Show Their Form by Beating Fordham 8 to 2.

The weather remained clear long enough yesterday to allow the Giants to show what material this season's team is made up of. The New-York National team gave an exhibition with the Fordham College nine at the Polo Grounds, and won by a score of 8 to 2.

Doscher did the twirling for Fordham, while Mathewson, Cronin and Miller each took a turn in the pitcher's box for the professional team. George Van Haltren was back in the game again and covered centre in fine style. The three new players, Babb, Gilbert and Mertes, played their positions in a promising way. The Giants made one run in both the first and second innings, but in the third failed to tally. Fordham made two runs in the fourth, tying the score. The New-Yorks took the lead again in the fifth inning, when two more runs were made, and increased their lead in the next with three runs. The final run was made in the eighth inning, when the professional nine made one more run. The score:

Fordham	0	0	0	2	0	0	0	0	0—2
New-York	1	1	0	0	2	3	0	1	0—8

NATIONALS BEAT AMERICANS.

Philadelphia, April 9.—The National League team defeated the American League nine here to-day, in an interesting game, by the score of 6 to 5. The score:

										R.	H.	E.
Philadelphia (Nat.)	1	0	0	0	3	0	0	1	1	6	8	4
Philadelphia (Amer.)	2	0	2	0	1	0	0	0	0	5	12	2

Batteries—McFetridge and Zimmer; Plank and Powers. Umpires—Smith and Moran. Attendance—6,640.

WASHINGTON DEFEATS BROOKLYN.

Washington, April 9.—Exhibition game (ten innings):

Washington, 5; Brooklyn, 4.

Batteries—Lee, Orth and Drill; Evans and Ahern.

YALE TIES WITH GEORGETOWN.

Washington, April 9.—Yale tied the score with Georgetown to-day in the ninth inning by two singles coupled with two wild pitches. Score:

										R.	H.	E.
Georgetown	1	0	1	0	0	2	1	0	0—5	11	5	
Yale	0	2	2	0	0	0	0	0	1—5	8	1	

Batteries—Drill and Appearious; Bowman, Westcott and Winslow. Game called on account of darkness.

CORNELL TEAM BEATEN.

Raleigh, N. C., April 9.—University of North Carolina, 4; Cornell, 3.

THE RACETRACK.

Belmont's Horses at Bennings To Be Sold—Four Favorites Win.

Washington, April 9.—Charming weather and a card better than usual attracted a great crowd to the races at Bennings to-day. The track was muddy and heavy, but the horses, despite the track conditions, ran true to form, four favorites and two heavily played second choices winning. The prettiest race of the day was the sixth, Alma Girl and Pearl Diver running an apparent dead heat. The judges awarded the race to the former. Great interest was manifested in the fifth race, all the starters being ridden by well known club men. The Messrs. Kerr were first and second, and each was awarded a piece of silverware.

The horses now in the stable of August Belmont at Bennings will be sold in the paddock on Saturday morning.

The summaries:

First race (maidens; five furlongs)—Plantagenet, 94 (Haack), 6 to 5, won; King B., 106 (Waterbury), 10 to 1 and 3 to 1, second; Alhambra, 89 (Shea), 10 to 1, third. Time, 1:04⅘. Cinch, Drop o' Rye, King Blaze, Show Girl and Cascadilla also ran.

Second race (maidens; five furlongs)—Stella W., 101 (Gannon), 13 to 5, won; John Nevin, 94 (McCafferty), 5 to 1 and 8 to 5, second; Flo Russell, 101 (Redfern), 8 to 5, third. Time, 1:05⅘. Twilighter, Knockabout, Boston, Fustian, Walbrook and Cherry Song also ran.

Third race (handicap steeplechase; about two miles)—Gum Honey, 143 (Mara), 3 to 2, won; Arius, 158 (Finnigan), 8 to 5, and out, second; Lida Woodland, 132 (Roderick), 11 to 2, third. Time, 4:23⅘. Decameron fell and did not finish.

Fourth race (selling; four and a half furlongs)—Listaway, 103 (Redington), 11 to 10, won; The Bronx Monarch, 106 (Fisher), 13 to 10 and out, second; Lady Belair, 99 (McCafferty), 5 to 1, third. Time, 0:59⅘. Only three ran.

Fifth race (the Amateur Cup; jockeys to be officers of the army, navy or marine corps, or members of the Army and Navy Club, Metropolitan Club, Century Club, Chevy Chase Club or students at Georgetown University; six furlongs)—Musical Slipper, 131 (Mr. Kerr), 3 to 5, won; Sir Christopher, 152 (C. Kerr), 9 to 5 and out, second; Mark Cheek, 155 (Mr. Larcombe), 10 to 1, third. Time, 1:21⅘. Concertina also ran.

Sixth race (maidens; mile and a sixteenth)—Alma Girl, 105 (Wilkerson), 7 to 2, won; Pearl Diver, 95 (Redfern), 13 to 5 and even, second; Benefit, 100 (Gannon), 9 to 5, third. Time, 1:56. Michaelmas, Adele Harding and Charmel also ran.

Entries for to-morrow:

First race (handicap; three years old and upward; five and one-half furlongs)—Tommy Foster, 116; Invincible, 111; Duke of Kendal, 103; Blue and Orange, 107; Yellow Tail, 126; Himself, 120; Cloche d'Or, 100.

Second race (selling; three years old and upward; five furlongs)—Anna Daly, 89; Alhambra, Erdenia and Lady Brockway, 95 each; Zirl, 101; Mystic Belle and Dusky Secret, 85 each; *Alpaca, 99; Tom Cogan and Twilighter, 100; *Mosketo, 94; Lady Radnor and *Mark Cheek, 105; Eloim and Iridescent, 110; *Aunt Bella and *Springbrook, 84; Walbrook, 97; *Midnight Chimes, 98.

Third race (three years old and upward; six furlongs)—H. L. Coleman, 113; Tugai Bey, 96; Hist and Glennevis, 99; Merriment, 108.

Fourth race (maiden; two-year-olds; half-mile)—Reverberate, Ricky T., Eleata and Ora McKinney, 109 each; Bruceville and Interlude, 112 each.

Fifth race (maiden three-year-olds; seven furlongs)—Whiten, Cherubim and Loravale, 101 each; Wienerwurst and Michaelmas, 106.

Sixth race (selling; three years old and up; one mile and fifty yards)—Imperious, 107; Carroll D., 111; Knight of the Garter, 115; Black Dick, 110.

*Apprentice allowances claimed.

RACING STABLE FOR E. R. THOMAS.

Edward R. Thomas, son of the late General Samuel Thomas, will have a racing stable. He has already bought the three-year-old Onastas, as reported on Wednesday, for $25,000, from John E. Madden. He said yesterday that he expected to win the Suburban with Onastas.

STEEPLECHASERS FOR MR. GWATHMEY.

London, April 9.—J. T. Gwathmey, president of the New-York Cotton Exchange, who recently purchased R. C. Dawson's steeplechaser Pawnbroker, has also bought J. Collins's steeplechaser Delivery. Both horses will be shipped forthwith to the United States.

AGAINST NON-RESIDENT SPORTSMEN.

Albany, April 9.—Another bill aimed at non-resident hunters and fishermen, especially from New-Jersey, was introduced to-day by Assemblyman Finnegan. It forbids any person not a resident of the State from hunting or fishing in any county of the State which borders on the State of New-Jersey without a special license obtainable from a town clerk on terms fixed by the boards of supervisors. This license must be exhibited whenever demanded if the holder has with him any apparatus for either fishing or hunting.

The Wanamaker Store.

In the Multitude ...of... Easter Needs

YOU in your hurry, and we in the confusion of abundance of news that demands telling, may forget much that should be remembered. This column tells much about the demands of Easter apparel for men, women and children, but a dozen such columns would still leave much untold in meeting the thousands of varied wish