ENGINEERS STUBBORN.

MAKE NO CONCESSION.

If Their Strike Were Effective There Would Be Famine Here.

Within twenty-four hours it will be known whether the steam craft of New-York Harbor and the Hudson River are to be tied up because their engineers have "resigned." The marine engineers yesterday, following the decision of the mass meeting of Tuesday night, met their employers and announced that they would resign on Friday if their requests for increased pay and shorter hours were not granted on that day.

The ferryboats will not be tied up, as their engineers asked for and received advanced pay last fall. It is understood that all the steamboat lines plying on Long Island Sound that are owned by the New-York, New-Haven and Hartford Railroad Company will continue to run also. J. W. Miller, the superintendent of the marine district of the company, said yesterday afternoon that he had had a talk in his office with his engineers, many of whom have been in the service of the company for many years, and that they had reached a satisfactory arrangement agreeable to both sides.

Some of the railroad companies have endeavored to get the engineers on their tugs and lighters to arbitrate. Mr. Smith, superintendent of passenger transportation of the New-York Central Railroad, yesterday made public a letter which W. B. Pollock, the manager of the marine department, had sent to the forty-seven engineers of the department. In giving it out he said he understood that the Erie Railroad had made a similar offer, and thought that the other railroad companies had done the same. The result of their efforts to avoid a strike, he said, could not be told for thirty-six hours. In the letter, the company offered to meet all the engineers, or a committee representing them, at any place they might designate, for the purpose of discussing the question of wages and conditions of service, and endeavoring to arrive at a satisfactory adjustment.

If such an adjustment is not possible, the letter suggests that an arbitrator be selected by each, the engineers and the railroad company, and that these two select a third, if they cannot agree on the subject under consideration, both parties to be bound by the decision from May 1. In closing the letter Mr. Pollock said that the company would regret to be compelled to fill the places with new men, and drew attention to Section 4,449, Act of February 28, 1871, which provides that the license of any licensed officer may be revoked if he shall, to the hindrance of commerce, "unreasonably refuse to serve in his official capacity on any steamer . . . or shall fail to deliver to the applicant for such service at the time of such usual, if the same be demanded, a statement in writing assigning good and sufficient reasons therefor."

A committee of tugboat owners yesterday held a meeting, and to-day there will be a meeting of all the owners. It is understood that the tugboat owners will ultimately concede the hours and wages asked for, but will lay up a number of their boats, and, as opportunity permits, replace the men who are causing the trouble with others. For some time advertisements have been published in the papers in other seaports along the coast calling for licensed engineers. A bureau has been established at the free reading room at No. 1 State-st. to furnish engineers.

If the owners of steam vessels do not comply with the demands of the engineers the effect will be to prevent the movement of freight about the harbor, the loading of steamers and the docking of the larger ones. The engineers of the fleet of boats engaged in moving immigrants from the piers to Ellis Island and from the island to the railroad stations and to New-York have presented their demands with the others, and yesterday they announced their intention to "resign" on Friday if these were not accepted. If this occurs, and it may, for the owners of the vessels have declared that they will not comply, immigration may be tied up. Thousands of immigrants are on their way to New-York.

The railroads declare that the wages asked for would make the charges for moving freight at this port higher than at any other port on the coast.

A tieup would affect all the perishable freight coming here from Florida, Bermuda and all other Southern places. It would affect the supplies of dressed beef, the supplies of milk from nearby localities, ice, fish, fruit and vegetables on floats that could not be moved for lack of tugboats. A food famine might follow. The tieup would prevent the sailing or docking of sailing vessels, and would interfere with the docking and sailing of steamers. The steamers, as a rule, come in at high tide and have to be assisted in warping into their docks by the tugboats, which also assist them in warping out of their docks.

A general meeting of the Association for the Protection of the Commerce of the Port of New-York will be held this afternoon at the Maritime Exchange to take action. One of the officers of the association said:

It looks now as if a tieup can hardly be averted. Such a tieup would affect millions of dollars' worth of perishable freight, besides the blow to the commerce of New-York which it would inflict. The advance in wages demanded and the reduction of the hours of labor, with other conditions demanded, would mean practically 47 per cent increase in the present wages. This the employers cannot stand. At the meeting in the Maritime Exchange to-morrow every effort will be made to avert the threatened tieup.

At the headquarters of the Marine Engineers' Association, No. 283 Hudson-st., it was said yesterday that the men would make no concessions. Their association is a secret one, and has its own passwords. It is said that the men are bound to abide by its decisions. Resignations by the engineers, of course, would be equivalent to a strike, but as the engineers carry licenses from the United States Government they believe that by this means they would avoid the intervention of the federal courts in case the mails were delayed or interstate commerce were interfered with. National President Jones of the association, who was in this city yesterday, said:

"Some of the employers have already agreed to our terms. What percentage of the employers has surrendered I will not say. I am not at liberty to give their names. I do not see how the employers can hold out against the engineers."

RAPS LIVINGSTON-ST. WIDENING.

Ex-Mayor Schieren Says It Was Justly Opposed—Wants Low Re-elected.

A dinner was given for ex-Judge Hiram R. Steele by the Brooklyn League last evening in the Hotel Montague, Brooklyn. J. Hampden Dougherty, the present chairman, presided. Judge Steele, who retires from the chairmanship of the league, which he has held for two successive terms, responded to the toast, "Our Guest."

Ex-Mayor Charles A. Schieren, responding to the toast, "The City of New-York," said, in part:

Our population is composed largely of that intelligent, well-to-do middle class, which is independent in spirit and not easily led. They generally have a mind of their own, and are not afraid to express it. Therefore, men of political ambition pay due deference to their demands, knowing that Brooklyn is apt to roll up big majorities for men of independence, irrespective of party. It is really the secret of her power in the council of the administration, and it is respected and recognized by public officials, particularly so by the present most excellent administration we now have, which we hope to re-elect with an increased majority in the coming election.

Even with the best of care and watchfulness, so-called public improvements are proposed at the public expense which in reality are private affairs and benefit only a favored few. This league had a manifestation of this in the case of the proposed Livingston-st. widening scheme. The league justly opposed it as a waste of public funds, and did not withdraw its opposition till it was assured that if the improvement was made only one-third of the entire cost should be levied on the city at large, the balance on the abutting property. The Livingston-st. widening scheme seems to be a mere bagatelle to what is really contemplated. Millions of dollars of public money are proposed to be spent to benefit a favored few.

Dr. Truman J. Backus, president of Packer Institute, spoke on "The Meaning of Social Service"; Park Commissioner Young on "The Æsthetic Side of Municipal Life"; Herbert L. Bridgman, of "The Standard Union," on "The Relation of the Press to Good Government"; the Rev. Arthur B. Kinsolving on "Possibilities of Good Citizenship," and Justice William W. Goodrich on "Courtroom Ballads."

CANTOR ISSUES ORDER

To Stop Work on George W. Vanderbilt's Fifth-ave. House.

Borough President Cantor yesterday directed George Livingston, his Commissioner of Public Works, to stop the work on the new house of George W. Vanderbilt, at Fifty-first-st. and Fifth-ave., because of an alleged violation of the building code and highway laws, in that there is an ornamental projection on the building that extends beyond the building line.

A similar projection was recently placed on the new theatre of Klaw & Erlanger, in West Forty-second-st., and an ordinance legalizing it was passed last week by the Board of Aldermen, and signed by the Mayor. It was understood that this was a general ordinance, in which case Mr. Cantor's order would be void, but if it is not, it is said Mr. Vanderbilt will have to get a similar ordinance passed for his benefit.

Neither Mr. Cantor nor Commissioner Livingston could be found last night to explain the exact reasons for their action, but George Blake, the secretary of President Cantor, admitted that an order had been issued to Commissioner Livingston to stop work on the house, because a porte cochere extended from the building line to the stoop line, which he said was not within the provisions of the recent ordinance passed by the aldermen.

NEW ASSISTANT FOR JEROME.

District Attorney Jerome yesterday appointed Frederic Kernochan to the office of Deputy Assistant District Attorney, to succeed George W. Morgan, who recently resigned to become State Superintendent of Elections. Mr. Kernochan is a son of J. Frederic Kernochan, and is twenty-eight years old. He was graduated from Yale in 1898 and later from the New-York University Law School. He left college in the Spanish-American War to enlist as a member of Battery A in Philadelphia, and he returned to his studies after the close of the war. He is an enthusiastic polo player and steeplechase rider. Recently he has been in his father's law office at No. 44 Pine-st. He is a member of the Meadow Brook, Strollers and Yale clubs.

Mr. Kernochan was sworn into office yesterday afternoon by Judge McMahon, in the Court of General Sessions. He will begin his official duties on May 1.

TO TRY TO AVERT SHIPYARD STRIKE.

Through the efforts of the New-York Civic Federation a meeting will be held to-day at No. 203 Broadway between committees of five members each, representing the New-York Metal Trades Association and the outside employers of the shipbuilding trade, on the one hand, and the Brotherhood of Boilermakers and Iron Ship Builders, on the other. An effort will be made to avert the general strike threatened in the shipyards to-morrow.

The meeting has been brought about by the intervention of Marcus M. Marks, of the executive committee of the New-York Civic Federation, who proposed the appointment of the committee first to the boilermakers. They consented to the suggestion. Mr. Marks yesterday attended a meeting of the New-York Metal Trades Association and the outside employers, at No. 203 Broadway. After some consideration the meeting decided to appoint a committee of five to meet the boilermakers' committee. The deadlock is caused by the refusal of the employers to concede a demand of the shipbuilders that union men only be employed in the shipyards. The employers are willing to pay union wages, but will not discriminate between union and non-union men.

DEWEY JOINS THE SQUADRON.

The Mayflower Anchors with Vessels of the North Atlantic Fleet.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport News, Va., April 29.—Admiral Dewey, accompanied by Rear Admiral Taylor and several members of the naval general board, passed out of the Capes early this morning on the Mayflower, and joined the North Atlantic Squadron, which anchored twenty miles off the Capes yesterday afternoon. The admiral was saluted by the ships, and immediately after the Mayflower dropped anchor Rear Admiral Higginson, commanding the squadron, went aboard to pay his respects. The commanding officers of the ships followed him.

The Scorpion came to Old Point this morning with mail from the squadron, and brought the first official news of the arrival of the ships. She carried back a large lot of mail for the squadron. Rear Admiral Harrington, commandant of the navy yard, will probably go out to pay his respects to Admiral Dewey and Rear Admiral Higginson, and it is said that Count von Oriola, commanding the German cruiser Gazelle, now here, will also call on Admiral Dewey.

The following ships are now gathered at the Southern drill grounds: Battleships, Kearsarge (flagship), Alabama, Illinois, Iowa, Massachusetts, Indiana and Texas; protected cruiser, Olympia; yachts, Mayflower and Scorpion; training ship, Prairie; training yachts, Siren and Restless; naval tugs, Hercules and Peoria; torpedo boats, Dale, Bainbridge, Truxton and Chauncey, and the beef ship Culgoa.

SUES FOR MONEY LOST ON MARGIN.

Avon Man Not Only Refuses To Pay Note, but Wants Restitution of Money.

Asbury Park, N. J., April 29.—Suit has been brought by David Harvey, jr., as attorney for F. H. Bachman & Co., Philadelphia brokers, against Cameron Spier, of Avon, to recover on a note for a little over $8,000, which the defendant, as alleged, owes the plaintiffs as the result of certain transactions.

Spier declares that the note was given for margins; that under the act against gambling the obligation is illegal, and that he should recover also the money lost. The latter defence was an afterthought. Permission was given to amend the plea so as to include it.

TRACK ATHLETICS.

Three Columbia College Records Broken at Annual Games—'05 Wins Championship.

Records were broken at Columbia's annual track and field university championships, contested on the cinder path at South Field yesterday, one of which had stood for ten years. The class of '05 won the championship, with 30 points; the law men were second, with 27 points; '06, third, with 26; '03, fourth, with 20, and '04 fifth, with 14.

The games drew an entry list of over 125. The 880-yard dash proved to be the best contest of the day. J. A. Taylor, a sophomore, won by five yards, and, although he was his own pacemaker, succeeded in breaking by two-fifths of a second the college record of 2:01, which had been made by A. Vosberg in 1893. In the shot put T. B. Johnson made a put of 41 feet 2¼ inches, bettering the college record of 40 feet 6 inches, made by himself two years ago. The two mile was won by H. J. Langles in 10:23, breaking the previous record of 10:36, made by W. Duden in 1900. The quarter mile proved a well contested race between W. P. S. Earle and O. M. Bishop. Earle raced ahead all of the way to the stretch, but on the final spurt Bishop tore ahead and won by a yard. Harold Weekes, Columbia's former football captain, was the star of the day, winning the 100-yard dash, getting second in the 220-yard hurdles and third in the shot put.

FLAMES THREATENED VILLAGE.

After Burning Over 600 Acres of Forest the Conflagration Baffles Fire Fighters.

Gardner, Mass., April 29.—The forest fire which broke out in Baldwinville last Tuesday and has spread over more than six hundred acres of woodland in Baldwinville and Templeton is still burning to-day and spreading toward the village of Templeton.

Farmers are fighting the flames, and the Templeton fire department has been called upon to assist them. Most of the territory burned over is what is known as "sprout land," and the loss is placed at about $3,000. The Baldwinville fire department joined the Templeton department this afternoon, and altogether seventy-five men with apparatus are fighting the blaze. The wind is strong from the northwest, and the direction of the flames is still toward Templeton.

SPORTS AND RECREATION

PROGRAMME OF SPORTS TO-DAY.

RACING.—At Jamaica, Kinloch Park, Lakeside and Nashville.

BASEBALL (National League)—New-York, at Philadelphia; Boston, at Brooklyn; Chicago, at Cincinnati; Pittsburg, at St. Louis; (American League)—Washington, at American League Park; Philadelphia, at Boston; Detroit, at Chicago; St. Louis, at Cleveland. Other games—Amherst, at Harvard; Gettysburg, at Bucknell.

YACHTING.—Address on "Coaling Stations," by Rear Admiral R. B. Bradford, U. S. N., at New-York Yacht Club.

POLO.—Herbert Cup, Lakewood vs. Rockaway, at Lakewood, N. J.

GOLF.—Garden City, annual invitation tournament.

JULIA M. WINS ROSEDALE

UNDER LEEDS'S COLORS.

Fast Filly Bought for $6,500—Her Clever Performance.

Julia M., carrying for the first time the colors of W. B. Leeds, her new owner, won the Rosedale Stakes, for two-year-old fillies, at Jamaica yesterday in a manner which stamps her as one of the most promising fillies in the two-year-old division seen in public this year. She defeated such supposedly shifty ones as Mr. Lorillard's The Lady Rohesia, R. W. Walden's Petunia, John W. Schorr's Mordella, Foxhall P. Keene's Kingston filly Cyprienne and three others whose owners thought well enough of them to enter them in the principal race of the afternoon.

Julia M. was an added starter, and shared the confidence of the regulars with The Lady Rohesia, both of them closing at 9 to 5. Little Cochran lost no time with her, and took her out in front the moment the barrier shot up. And there she remained to the finish. Miss Eugenie tried to keep her company, and was fairly successful until the head of the stretch, where she stopped as though she had been shot. With the field on tiptoe, Petunia and Mordella fought it out for place honors, and the drive between them was a furious one from the last sixteenth pole. The judges caught Petunia's nod first, and the place went to her. The time, 1:01 3-5, is the fastest five furlongs that has been run this year.

Mr. Leeds purchased Julia M. from B. C. Evans, paying, it is said, $6,500 for the filly. She is by Harvest—Brown Cactus, and is therefore a granddaughter of Onondaga and a direct descendant of Longfellow. It was reported after the race that the value of the stake, together with the commission which the stable sent into the ring, "won the filly out." The performance of The Lady Rohesia, who lowered a track record at Aqueduct, was a keen disappointment to her followers. The filly got off badly and never seemed to get into her stride.

The attendance showed no falling off over the previous day, and quite six thousand persons sweltered in the big steel grandstand.

The weather was extremely trying to complexions not done in fast colors. The students had a fairly successful afternoon, two favorites and three well played second choices winning. J. L. Holland's Oclawaha proved the most profitable investment of the day, and his price was hammered down from sevens to fours. With ten other selling platers he contested over the mile and seventy yards course, and won ridden out from Animosity and Dark Planet. J. H. Sloan, a bay horse owned by James Robertson, pulled up very lame in this race.

In the opening scramble at six furlongs Kilogram's conduct at the post was such that Mr. Fitzgerald put him on the schooling list. E. Walsh, an apprentice boy, rode with a good deal of cleverness in this affair, and landed W. C. Daly's Ben Howard under the wire in front of a field of eleven commonplace performers. John Boden's Hastings filly Rosetint stood Wilhelmina, Gloriosa and Lady Lake on their heads for five and a half furlongs, and came home all alone. Lady Lake took the place from Gloriosa with almost as much ease.

Alexander Gloriosa's entry, Andy Williams and Hunter Raine, ran first and second in a handicap at a mile and seventy yards. Flying Buttress set the pace until the stretch. She lasted long enough to get third place. Sailor Knot carried Julius Fleischmann's colors home in front in the last race, winning in the hardest kind of a drive from the favorite, Extralaw.

SUMMARIES.

FIRST RACE—Selling; 3 years and over; 6 furlongs.

	Betting.	St.	Fl.
W. C. Daly's b. c. Ben Howard, by Ben Strome—Mary Howard, 4, 103 (E. Walsh)	1 5—1	2—1	
Clorita, 5, 110 (Tooman)	2 4½—1	1—1	
Tribes Hill, 4, 108 (H. Michaels)	3 6—1	2—1	

Roue, 4, 105 (H. Cochran), 4 to 1 and 2 to 1; Faranlase, 4, 108 (Creamer), 50 to 1 and 20 to 1; St. Barnaby, 4, 115 (Rice), 12 to 1 and 5 to 1; Andrattus, 5, 107 (J. Daly), 3 to 1 and 8 to 5; Kilogram, 6, 110 (N. Lewis), 15 to 1 and 6 to 1; Captain R., 4, 100 (Boisen), 40 to 1 and 15 to 1, and Singing Nymph, 4, 98 (Connell), 50 to 1 and 20 to 1, also ran. Start fair. Driving. Time, 1:14⅕.

SECOND RACE—3-year-old fillies; 5½ furlongs.

J. Boden's ch. f. Rosetint, by Hastings—Rosemary, 111 (T. Burns)	1	1—4	out
Lady Lake, 111 (Bullman)	2	10—1	8—5
Gloriosa, 111 (Haack)	3	4—1	1—2

Wilhelmina, 106 (O'Neil), 60 to 1 and 10 to 1, also ran. Start good. Easily. Time, 1:08⅘.

THIRD RACE—Selling; 3 years and over; 1 mile and 70 yards.

J. L. Holland's ch. g. Oclawaha, by Owas—Pride of Montrose, 4, 103 (J. Martin)	1	4—1	8—5
Animosity, 5, 100 (H. Callahan)	2	6—1	2—1
Dark Planet, 3, 85 (Haack)	3	6—1	2½—1

Griffiths, 4, 103 (O'Neil), 10 to 1 and 4 to 1; J. H. Sloan, 6, 110 (Robertson), 10 to 1 and 4 to 1; Courtenay, 4, 106 (N. Lewis), 4 to 1 and 8 to 5; Brisk, aged, 107 (Connell), 8 to 1 and 3 to 1; The Talisman, 4, 103 (H. Michaels), 8 to 1 and 3 to 1; Flara, 5, 105 (Pickering), 12 to 1 and 4 to 1; Cloche d'Or, 3, 84 (J. Jones), 8 to 1 and 3 to 1; Louise Elston, 3, 85 (McCafferty), 6 to 1 and 2 to 1; Mosketo, 5, 102 (Pollak), 20 to 1 and 8 to 1, and Annie Grace, 5, 100 (Neeley), 15 to 1 and 5 to 1, also ran. Start good. Driving. Time, 1:46⅘.

FOURTH RACE—THE ROSEDALE STAKES; 2-year-old fillies; 5 furlongs.

William B. Leeds's b. f. Julia M., by Harvest—Cactus, 107 (H. Cochran)	1	9—5	7—10
Petunia, 111 (Odom)	2	10—1	4—1
Mordella, 107 (Bullman)	3	5—1	8—5

The Lady Rohesia, 107 (O'Neil), 9 to 5 and 7 to 10; Miss Eugenie, 107 (Hoar), 30 to 1 and 10 to 1; Silver Dream, 107 (Rice), 50 to 1 and 15 to 1; Cypriennne, 107 (Gannon), 15 to 1 and 5 to 1, and M. Theo, 107 (T. Burns), 15 to 1 and 5 to 1, also ran. Start good. Easily. Time, 1:01⅘.

FIFTH RACE—Handicap; 3 years and over; 1 mile and 70 yards.

Alex. Shields's br. c. Andy Williams, by Kingstock—Carmencita, 4, 114 (Odom)	1	1—1	2—5
Hunter Raine, 4, 111 (J. Daly)	2	1—1	2—5
Flying Buttress, 4, 107 (N. Lewis)	3	8—1	3—1

Circus, 4, 102 (T. Burns), 3 to 1 and 7 to 10; Silurian, 5, 100 (Robison), 9 to 1 and 3 to 1; Aliada, 5, 97 (Gaynor), 6 to 1 and 2 to 1, and Ben Battle, 6, 93 (McCafferty), 60 to 1 and 20 to 1, also ran. Start good. Easily. Time, 1:45⅘.

SIXTH RACE—Selling; maiden 2-year-olds; 5 furlongs.

Julius Fleischmann's b. c. Sailor Knot, by The Sailor Prince—Seabird, 102 (J. Martin)	1	2½—1	1—1
Extralaw, 97 (H. Callahan)	2	1—1	2—5
Magic Flute, 105 (J. Daly)	3	20—1	7—1

Evelyn Arnold, 101 (O'Neil), 4 to 1 and 7 to 5; Amelia Richardson, 105 (Cochran), 20 to 1 and 7 to 1; Charlie Miller, 102 (H. Michaels), 20 to 1 and 8 to 1, and Dixie Paradise, 94 (McCafferty), 10 to 1 and 3 to 1, also ran. Start good. Driving. Time, 1:02⅘.

JAMAICA ENTRIES FOR TO-DAY.

FIRST RACE—For three-year-olds; selling; with $700 added. Six furlongs.

Name.	Wt.	Name.	Wt.
Wax Candle A	114	Russell Garth	96
B. Doyle	112	Ringdove	93
Lord Turco	108	Boboliet	91
Blue and Orange	106	Cranesville	90
Lavelmet	106	Petit Bleu	90
Rostand	106	Bride Card	90
Scoffer	106	Rosewater	86
Ocean Dream	105	Atheltose	86
Blue Jay	97	Star and Garter	86
Explorer	97		

SECOND RACE—For three-year-olds and upward; high-weight handicap; with $800 added. Five and one-half furlongs.

Saccharometer	140	Schoharie	128
Armwalk	136	Orloff	124
Wealth	136	Neither One	121
Cinquevalli	134	Ondurdis	120
Eloim	133	Tim D., Jr.	119
Tommy Foster	130	Chicle	119
Mamuri	129		

THIRD RACE—For two-year-olds that have not won $1,000; with $700 added. Five furlongs.

Molinos	115	High Ball	105
Hazelwood	115	Flagstaff	105
Graziallo	110	Careless	105
Tim Payne	105		

FOURTH RACE—THE FULTON STAKES; for three-year-olds; with $1,500 added. One mile and seventy yards.

Africander	118	Pageant	101
Rightful	111	Colonist	101
Dr. Saylor	111	Embarrassment	101
Ahumada	111	Squanto	98
Orloff	103	Miss Dorothy	96

FIFTH RACE—For mares, three years old and upward; selling; with $700 added. Six furlongs.

Agnes D.	115	Lady Alberta	108
Torchlight	112	Ivernia	103
San Andres	110	Alan	97
Lleschen	108	Cranesville	86
Neither One	108	Pearl Diver	86
Sister Juliet	108	Albany Girl	86
I Know	105	Rene	86
Julia Junkin	108		

SIXTH RACE—For maiden fillies, two years old; with $700 added. Four and one-half furlongs.

Mrs. Bessie Fullum	112	Yo San	112
All Colors	112	Irene Cross	112
Albertola	112	Tempe J.	112
Mimon	112	Rachel Dooley	112
Miss Eugenie	112		

RESULTS AT CHICAGO.

First race (one mile)—Major Tenny, 102 (Henry), 3 to 5, won; Favonius, 115 (Coburn), 3 to 5, second; D. McKenna, 90 (H. Phillips), 12 to 1, third. Time, 1:41⅘. Allopath, Chop Suey, Ahola and Lee Stinson also ran.

Second race (four and one-half furlongs)—Sanctum, 108 (Coburn), 11 to 5, won; Arnold K., 113 (Dominick), 11 to 5, second; Peter Paul, 110 (Otis), 5 to 1, third. Time, 0:55. Jerry Lynch, Beneficent, J. W. O'Neill and Tressilian also ran.

Third race (seven furlongs)—La Honda, 99 (J. Booker), 12 to 1, won; Oronte, 102 (A. Hall), 4 to 5, second; Playlike, 109 (Dominick), 6 to 1, third. Time, 1:29. Chicago Girl, Mi Reina, Moroni, Fox Flyer and Olivilo also ran.

Fourth race (Worth handicap; mile and one-sixteenth)—Nitrate, 103 (Henry), 18 to 5, won; Paul Whaley, 102 (J. Baker), 20 to 1, second; Thane, 113 (Coburn), 4 to 1, third. Time, 1:47⅗. Rolling Boer, The Don, Owenton, Barrack, Potheen, Huzzah and Flying Torpedo also ran.

Fifth race (five and one-half furlongs)—Beau Ormonde, 113 (Birkenruth), 4 to 1, won; If You Dare, 110 (Henry), 18 to 5, second; Cotton Plant, 110 (Dominick), 30 to 1, third. Time, 1:07⅘. Golden Rule, Joe Martin, Bob Fergell, Mayor Johnson and Stemwin also ran.

Sixth race (mile and one-eighth)—Little Elkin, 100 (H. Phillips) 2 to 1, won; Dodie S., 92 (Booker), 3 to 1, second; Ginspray, 103 (Henry), 5 to 1, third. Time, 1:56⅘. El Ghor, Jack Doyle and Alma Girl also ran.

AGAINST ENGLISH SAILS.

British Paper Criticises Americans for Reported Order.

London, April 29.—The sensation caused in British yachting circles by the announcement that Ratsey & Lapthorn, the English sailmakers, who have an establishment at City Island, New-York, have received orders for suits of sails for the Reliance, the Constitution and the Columbia, can be best judged by an editorial article which will appear in "The Yachting World" of April 30, under the heading "An International (?) Contest." This article says:

Anglo-Saxon yachtsmen will regret to hear that the forthcoming contest for the America's Cup has practically lost its international character, owing to the acceptance of an order for a new suit of sails for one of the defenders by Ratsey & Lapthorn, of Cowes and City Island. Since they happen to be the only individuals other than the actual designer and the owner of the challenger who possessed the actual measurements of her sail plan, they have data unsurpassed in the history of sport.

Continuing, the paper admits that the challenger's outfit at present includes blocks of American manufacture, but points out that these neither increase nor decrease a yacht's speed, while the sails are so important that one of the leading American yacht clubs estimates them to be more important than the hull. "What would American yachtsmen think," "The Yachting World" goes on, "if the owner of Shamrock III approached Herreshoff to obtain a design for a challenger, which he is at perfect liberty to do?"

In conclusion, the paper says it trusts that "those responsible for the sailing of the defender will abandon their intention of using anything in the defence of the cup which can be identified with Great Britain."

When Sir Thomas Lipton heard of the report that Ratsey & Lapthorn were making sails for the American yachts, he expressed his incredulity. When he read Mr. Ratsey's statement to The Associated Press that the City Island branch of the firm had made a suit of sails for the Columbia, he said:

"Under the circumstances I have no opinion to express at present."

From other sources it has been learned that Mr. Ratsey promised never to make sails for the defender while Sir Thomas was challenging for the cup.

THE RELIANCE IN COMMISSION.

Behaved Handsomely in Nasty Sea—Sails for New-Rochelle To-day.

Newport, R. I., April 29.—After having been formally placed in commission in the harbor here this afternoon, the cup yacht Reliance was taken out for another trial spin, and during the two hours of sailing she met a wind and sea which gave her the most severe test she has yet had. That she proved herself to be a stanch, strong craft was the opinion of every one who saw her struggle. She behaved admirably on all points of sailing.

The ceremony of putting the boat in commission was simple, and took place at the yacht's mooring, off the torpedo station. Mr. Iselin, with a few yachting men, came aboard at 2 o'clock. The Reliance was then formally declared in commission. Immediately after the ceremony the mainsail and clubtopsail were hoisted, the lines were cast off and the boat filled away on the port tack, the foresteysail and jib being set as she proceeded on the beat out through the Fort Adams Channel in a very light breeze from the southwest.

Before she had cleared the passage, however, the wind suddenly rose, and came off the Conanicut shore in a series of wicked puffs. The Reliance stood up under it in fine shape, although she drove through a swirl of brine and foam, and was heeled down at a great angle. She kept moving, despite the mass of foam under her lee bow, and finally reached smoother water off the lightship. She was then sent away to the eastward for about two miles, when sheets were flattened.

Mr. Iselin came ashore about 5 o'clock this afternoon, and said he was very much pleased with the performance of the yacht to-day. He said that the Reliance would go to New-Rochelle in the morning, and would remain there for about two weeks, taking tuning up spins in the Sound as often as possible.

A party of strangers went on board the Reliance this morning while she was at anchor and took measurements, it is believed, for a new suit of sails. It is believed that Ratsey, the English sailmaker, who has a loft at City Island, will cut the new canvas.

SHAMROCK'S NEW MAST READY.

Glasgow, April 29.—The new mast intended for Shamrock III has been completed and will be stepped on Friday. It is hoped the cup challenger will be completely rerigged and ready for a trial spin on May 6.

ROCK SAND'S BIG WINNING.

With "Skeets" Martin Up, Carries Off the Two Thousand Guineas.

London, April 29.—Rock Sand, ridden by J. H. ("Skeets") Martin, won the Two Thousand Guineas Stakes (for three-year-olds, one mile) at the Newmarket first spring meeting to-day. Flotsam, with "Danny" Maher up, was second; Rabelais came in third. Eleven horses started.

Flotsam made the running to the Bushes, where Rock Sand, the favorite, drew to the front, and won easily by a length and a half. Two lengths separated second and third horses.

The result of this race has made Rock Sand a hotter favorite than ever for the Derby.

POLO.

Whites Beat Blues, 5 to 0, in Squadron A Cup Series.

Two polo teams drawn from Squadron A's Polo Club played their third match yesterday at Van Cortlandt Park in the series for the Leavitt J. Hart cups. Three fifteen minute periods were played, and the Whites scored five goals, while the Blues were unable to count. J. O. Nichols, for the latter, nearly scored on two or three occasions and played a strong game, but his team support was weak. The lineup and score:

WHITES.	BLUES.
1—H. W. St. John.	1—A. W. Putnam.
2—R. G. D. Douglas.	2—J. O. Nichols.
3—R. W. Wright.	3—A. R. Whitney, jr.
Back—H. Barry.	Back—J. H. Hart.

Goals earned—Whites, 5; Blues, 0.

There will be no game on Saturday, and Squadron A will go to Creedmoor on that day for marksmanship practice.

TO OPEN MANHATTAN BEACH TRACK.

The Manhattan Beach bicycle track will be open for training on Sunday. The first meet will be held the latter part of May, and an elaborate programme will be announced in a few days. Besides the national paced circuit and grand circuit contests, there will be a big handicap for amateurs. Beginning in May racing will take place on nearly every Saturday afternoon in June, July and August.

BASEBALL.

Giants Beat Quakers 9 to 5 Through Splendid Batting.

RESULTS OF GAMES YESTERDAY.

NATIONAL LEAGUE.

New-York, 9; Philadelphia, 5.
Brooklyn, 2; Boston, 0.
Chicago, 7; Cincinnati, 3.
Pittsburg, 4; St. Louis, 0.

AMERICAN LEAGUE.

New-York, 5; Philadelphia, 4.
Detroit, 10; Chicago, 1.
Washington, 9; Boston, 5.
Cleveland, 4; St. Louis, 1.

GAMES TO-DAY.

NATIONAL LEAGUE.

New-York at Philadelphia.
Boston at Brooklyn.
Pittsburg at St. Louis.
Chicago at Cincinnati.

AMERICAN LEAGUE.

Washington at New-York.
Philadelphia at Boston.
Detroit at Chicago.
St. Louis at Cleveland.

THE RECORDS.

NATIONAL LEAGUE.

Clubs.	Won.	Lost.	P.ct.	Clubs.	Won.	Lost.	P.ct.
New-York	8	2	.800	St. Louis	6	6	.500
Pittsburg	8	4	.667	Brooklyn	5	5	.500
Chicago	7	4	.636	Philadelphia	3	9	.250
Boston	6	6	.500	Cincinnati	2	9	.182

AMERICAN LEAGUE.

Clubs.	Won.	Lost.	P.ct.	Clubs.	Won.	Lost.	P.ct.
Detroit	5	1	.833	Boston	4	5	.444
Washington	4	3	.571	New-York	3	4	.429
Philadelphia	5	4	.556	Cleveland	2	3	.400
Chicago	3	3	.500	St. Louis	1	4	.200

The hot, clear weather, the splendid work of the Giants and the fact that the game was the last to be seen at the Polo Grounds for several days, as the Giants leave town to-day, had their effect yesterday. A large crowd gathered, and the Giants won in the eighth inning, when things looked extremely gloomy. The home men made a fine batting rally in this inning, making fine runs and defeating Philadelphia by a score of 9 to 5.

The score at the end of the fifth inning was 5 to 1 in favor of the Philadelphias. In the sixth inning the local club made one run, and in the seventh inning two runs, but the real batting was done in the eighth inning. Then Warner hit, but was caught before reaching first. McGinnity's hit got him to first. Browne came next, and filed to Kerster. McGinnity stole second, and Bresnahan's double allowed the former to score. McGann's safe hit to right allowed Bresnahan to tally, and McGann stole second. Mertes sent out a ball over Kerster's head for two bases and McGann got home. Dunn singled and sent Mertes home. Lauder hit safe, and Dunn on the hit and through clever baserunning managed to cross the plate for the fifth run. Lauder was put out. The score:

NEW-YORK.	ab	r	1b	po	a	e	PHILADELPHIA.	ab	r	1b	po	a	e
Browne, rf	4	1	1	1	0	1	Thomas, cf	4	1	0	3	0	0
B'nahan, cf	4	2	2	1	0	0	Barry, lf	5	1	1	2	0	0
McGann, 1b	4	2	1	12	0	1	Wolverton, 3b	5	2	3	1	1	0
Mertes, rf	5	1	3	5	0	0	Keister, rf	5	0	1	3	1	1
Dunn, ss	5	1	1	0	4	0	Brashear, 1b	5	0	3	6	0	0
Lauder, 3b	5	1	4	3	2	0	Hulswitt, ss	5	0	1	4	5	1
Gilbert, 2b	2	0	1	2	5	1	Hallman, 2b	4	0	0	3	3	1
Warner, c	3	0	3	8	0	0	Roth, c	4	0	1	2	0	0
McGinnity, p	4	1	1	0	3	1	Mitchell, p	3	1	1	0	0	0
Totals	36	9	14	27	14	4	Totals	40	5	11	24	12	3

New-York	0	0	1	0	0	1	2	5	x—9
Philadelphia	1