GRABS LIKELY TO SLEEP.

Public Opinion Too Strong for Railroad Bills This Year.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, April 3.—The fact that Governor Odell yesterday inferentially prophesied the defeat of the Cravath-Wilcox-Bedell street railroad bills, not by his veto, but by the refusal of the Assembly Rules Committee to let them out, taken in conjunction with the severe castigation that Assemblyman Wallace, the indignant parent of several bad bills, received at the hands of his critics, is believed by many observers to assure the final defeat of the whole collection of bills introduced by the chairman of the Railroad Committee at the request of the counsel of the New-York City Railroad. While some doubt still remains as to their fate, the general conclusion is that an indignant public, speaking its opinion in no uncertain tones, has forced the abandonment of measures too well known by this time to need further explanation. Before the "public clamor" the anti-transfer bills, the Elm-st. grab bills, and the beneficent bill intended to resuscitate the lame and the halt corporations, including the Rip road, are believed to have been relegated to the shelf, to appear another year in some other disguised form. For not one of these measures ever dies; year after year it is introduced, stealthily, as last year, or openly, as this year, championed by the same members, so far as they survive, only to fade before the public outcry.

The criticisms that have been visited on the Assembly, however just they may be, frequently miss the true explanation of the apparent lack of moral courage on the part of the members. This can be illustrated in no better way than in the case of these same grab bills. Early in the week Assemblyman Wainwright produced more than a ripple of amusement by his characterization of the measures as "bad," an objection which the inattentive sponsor for the measures, Mr. Bedell, understood to be "grab," and rose in protest against. The next day Mr. Wainwright's pet measure, the bill exempting certain White Plains Road residents from assessments came up. It had passed on a snap vote once, and was understood to be a party measure. The first vote was recalled only with Mr. Wainwright's consent to give the Tammany members a chance to get on record, and yet, on its second appearance, Mr. Wainwright could not get enough Republican votes to pass it. Out in the lobbies there was frank expression of the process of "spanking the baby," going on inside, and it is because this method is so generally pursued that members whose constituents expect them to secure the passage of some bill vitally affecting their interests hesitate to follow Mr. Wainwright's example, knowing that it will lead to the same penalty.

Enough bad bills remain, even if the grab bills affecting street railroads are killed, to awaken public apprehension. Over in the Senate there is the Niagara bill, for which Senator L'Hommedieu announces he has the necessary votes, and the Remsen bill, which has run with the Niagara grab in a coupled bet ever since they were introduced. The best feature of the present situation is that the legislature, despite its denials, has felt the temper of the public, and realizes that the bad bills cannot be passed with impunity.

The Jerome-Canfield bill is alive, despite all the gloomy prophecies, and is likely to be reported from the Assembly Committee on Rules for Tuesday's calendar. The bill has few outspoken friends, while its enemies are legion, yet the general feeling is that it is a measure on which public feeling has risen to too high a pitch to render it safe to trifle with it. At the same time it can be said with the certainty of expressing the sentiments of a large number that its appearance from the Rules Committee will be a signal for the use of more money than has been employed on any other single measure during the present session. Notwithstanding all this, however, the impression is general that the bill will pass.

Shrewd watchers are predicting far more bitterness out of the debate on the Judges' Pension bill than any now pending. Senator Raines, majority leader, is still smarting under the revolt against the caucus decision to kill the bill, and bitterly resents Senator Brackett's action in this matter, while by no means forgetting his attitude at the time of the Jerome bill. Senator Malby is behind Senator Raines in the fight, as is Elon R. Brown. Of the passage of the bill there seems to be little doubt, however, for the Democrats will give it twenty votes, and eight Republicans have indicated their intention of breaking away from the party lines.

On Tuesday the home rule conference will meet to discuss the programme that has been finally decided on and introduced from the Senate Committee on Cities.

RAPS MERCHANTS' BILL.

Mr. Lehmaier Thinks Railroad Commission Measure Unconstitutional.

James S. Lehmaier, chairman of the Committee on Law and Legislation of the Transit Reform Committee of One Hundred, said yesterday:

It is announced that the Wallace Railroad Commission bill, which provides for an increase in the number of State Railroad Commissioners by the addition of two members, who must be residents of the city of New-York, is to be urged to passage in the Assembly to-morrow evening. This bill was introduced by Assemblyman Wallace, of this city, whose attitude toward the railroad corporation measures now pending in the legislature does not seem to have received the approval of his constituents, while the effect upon him of what he refers to as unreasonable newspaper criticism has been almost pathetic. Mr. Wallace's measure, introduced at the request of the Merchants' Association of this city, differs from a similar bill introduced by Assemblyman Bedell in that it limits the Governor in the appointment of the two additional members of the State Railroad Commission to residents of this city, the Bedell bill providing for two additional members of the commission, but not containing such a restriction. The Bedell bill does not especially concern this community—certainly not more than the rest of the State—and if the purpose of an increase in the number of State Railroad Commissioners is a political one, and the object is to change the balance of control of that commission from one Republican State leader to another, that is a matter which should, perhaps, be left to the determination of those leaders and of the railroad corporations of the State, who, under the present law, pay the salaries of all the commissioners.

Inasmuch, however, as the Wallace bill, which provides that the two additional State Railroad Commissioners shall come from this city, is being clamorously urged on the claim and pretence that it will convert the State Railroad Board, at present admittedly incompetent to solve the pressing transit problems of this city, from an inefficient into an efficient body, I wish, in behalf of the forty-eight organizations allied in opposition to the Wallace bill, to register an emphatic protest against it and to ask members of the legislature to refrain from passing this measure, which is so entirely opposed by the general sentiment of the people and the press of this city. It is difficult to understand how an increase in the number of the State Railroad Commissioners will help us locally. The State Board, which has shown itself unable to remedy our intolerable transit conditions, will still be located at Albany, and the two new members, no matter what they desire to do, will be minority members, so that doubtless the only effect of this addition to its membership will be that the State Board will continue to do nothing, so far as this city is concerned, by a somewhat increased majority. At the legislative hearings on the Wallace bill it was advocated solely by the Merchants' Association and one other organization. It was opposed by representatives of the Board of Trade and Transportation, the Transit Reform Committee of One Hundred, the City Club, the Citizens Union, the Women's Health Protective Association, the Civic Club, the City Improvement Society, the West End Association and many other organizations, including a large number of boards of trade of Brooklyn.

The provisions of the Wallace bill restrict the Governor to the appointment of residents of this city, and, giving to the orders of the Board of Railroad Commissioners the effect of a mandamus of the Supreme Court, are, in the opinion of such distinguished lawyers as Edward B. Whitney, Dean Kirchwey of Columbia University Law School, J. Aspinwall Hodge and John D. Kernan, unconstitutional, and it would seem that any one who advocates the passage of a bill the provisions of which are seriously questioned by competent authority and the effect of which will doubtless be to involve any orders made by the State Board in a legal contest upon the part of the resisting railroad corporations, the decision of which will take a number of years and will beyond question be carried to the Court of Appeals and perhaps to the Supreme Court of the United States, takes a very large responsibility for the continuance of the evils against which this community has protested for many years and to relieve which a large number of organizations have been working for a long time past.

Doubtless, even a layman can see that a provision which compels the Governor to appoint two members of the State commission from the city of New-York is unconstitutional, when a moment's thought will show that, if the governor's appointing power may be thus restricted in appointing two members, it might be likewise restricted in the appointment of the entire board of five from one particular locality—the city of Newburg, for instance—or, what amounts to the same thing, the legislature may decree that none of the members of a State commission should hereafter be appointed to any particular locality. Would any one undertake to say that such a measure would be either constitutional or reasonable? Is the situation altered in any respect by restricting the Governor to the appointment of two members of the State Railroad Commission from the city of New-York because it happens to be a larger city than Newburg?

The provision that the mandates of the State Board of Railroad Commissioners shall be equivalent to those of the Supreme Court until that court on appeal reverses the action of the board is gravely objectionable. The time has not yet arrived in this law-abiding community when the power and authority of the court may be so summarily supplanted or when the court itself may not by summary process arrest the carrying out of an unreasonable direction made by an administrative board. In the opinion of the various allied local organizations the proper method of relieving this community from its intolerable transit conditions is by vesting in some local body—be it a local commission or the Board of Estimate and Apportionment—power to control our city railroads. Such a body of our own citizens, familiar with our wants and needs and responsible to us, is in line with the principle of home rule, ostensibly advocated by both political parties, and no more effective means could be found to turn a city administration out of power than neglect of such a body to redress the community's just grievances against its railroad corporations. William F. King, of the Merchants' Association, himself stated last year at a meeting of the committee on law and legislation of the Transit Reform Committee of One Hundred, to which he was invited, that in his opinion a local railroad board was preferable to an increase in the membership of the State Board of Railroad Commissioners, and that his only reason for advocating an enlargement of the latter board was because he did not believe that it was possible to get the Governor's approval of a bill providing for a local board.

It is the judgment of the various organizations that are opposed to the Wallace Commission bill and that advocate the Burton-Newcomb bill for the creation of a local board that, if the latter cannot be passed this year, the Wallace bill should fail, because they feel that if the relief to which this city is entitled cannot be secured from this legislature their efforts to secure local control of our city railroads next year—and they are in this contest to stay—will be very much hampered if a measure pretending to give relief to this city, but not really doing so, were passed now.

BROADWAY CAR SMASHES "AUTO."

A northbound Broadway car, in charge of James Baxter, of No. 415 West Fifty-fifth-st., ran into an automobile belonging to Dr. James C. Ayer, of No. 21 West Thirty-sixth-st., yesterday afternoon, at Twenty-sixth-st. and Broadway. Fred Ayer, a brother of the physician, from Boston, and the driver were thrown out and slightly injured.

The automobile was going south in Broadway, and turned sharply toward Twenty-sixth-st., to avoid a team, which the driver did not see the approaching car, which ran into the machine in the prow. The occupants were thrown out, and the machine was slewed against an electric light pole in front of the Café Martin. Mr. Ayer and the driver, though shaken up, received only a few bruises. The machine had the front wheel broken, the prow badly smashed and both lanterns broken, and had to be hauled to the repair shop.

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SPORTS AND SPORTSMEN:

IN THE WORLD OF SPORTS.

Foss's Reversal of Form—The Horse Show in Brooklyn.

AMATEUR AND PROFESSIONAL.

The sudden reversal of form shown by Wilson P. Foss in his final game of billiards for the world's amateur championship at the 18-inch balk line with Lucien Rerolles at Paris last week was a sad disappointment to Americans, especially after the strong game he played in the first two evenings of his contest with the French expert. He had astonished the spectators with his wonderful nerve and skill in the first two sessions, and his sudden slump when he seemed to have the championship well in hand was a surprise to all. But though Foss failed to win the title, his play gives promise of a possible victory when Rerolles comes to meet him on this side of the water.

Closely following the Durland Horse Show, which begins to-morrow evening, the Brooklyn Riding and Driving Club will give its twelfth annual exhibition at the clubhouse in the Prospect Park Plaza, Brooklyn, April 28, 29 and 30. There are thirty-one classes open to all comers, and eleven classes for club members only. Mrs. John Gerken has Newsboy entered in the class for the best horse suitable for a gig, for the Lawson cup. Newsboy won the blue ribbon in the class in 1902 and 1903, and one more victory will give the cup to Mrs. Gerken. J. F. Carlisle needs only another victory to give him the challenge cup of the Brooklyn Whip Club. He won it in 1902 with Janice and Janet and in 1903 with Promoter and Underwriter. In the open classes there is one prize for best trotting roadster from the New-York or Brooklyn speedway, or belonging to some gentlemen's driving club. Horses in harness will be judged in eighteen classes. Two classes are provided for four-in-hands, one for park teams, and another for road teams. Single brougham horses and appointments have a class, and so have ponies in harness. There are also two championship classes of $50 each, one open to horses under 15.2 hands having taken a first prize for horses in harness in any recognized horse show, and the other for horses over 15.2 hands under the same conditions.

Championship saddle horses will be found in two classes, those under 15.2 hands and those over, while there will be open classes under the same conditions. Jumpers will try conclusions over six fences at 4 feet 6 inches in one class, and over six fences of varying height in another, and there will be the usual high jump, fence limited to 6 feet 6 inches. There is also a class for polo ponies owned by members of the Polo Association, and $100 in plate for the best three qualified hunters from one hunt.

The open games of Fordham College, to be held at the 8th Regiment Armory on April 16, promise to outdo any athletic contests held in an armory this season. The entry list is expected to be large, and as most of the best athletes from the principal universities and athletic clubs are to compete the results should prove interesting. Yale, Columbia, Pennsylvania and Georgetown will be well represented in the handicap and special contest. On the Georgetown team will be Arthur F. Duffy, sprinter, who will be called upon to measure strides with Rickert, of the New-York Athletic Club; Knackel, of the 22d Regiment; Lowe, Revell and Torrey, of Yale; Taylor, the negro runner of Pennsylvania, and many other flyers. An effort will be made to bring Hall, of Yale, Sanford, Joyce and Alexander Grant together in the one mile handicap.

Columbia has accepted the challenge of the Yale handball team to play a match this year. The date and place have not been agreed on, but it is probable that the contest will be held in the Columbia gymnasium about the third week in April. This match will be the third contested between the two universities, each having won once on their home courts. Columbia's champion doubles team, C. L. Henrickson, '06, Law, and Herbert C. McCollom, '06, Law, will probably represent the local players in the doubles, and E. J. Taber, '04, Law, in the singles.

The Dauntless Rowing Club will hold a ball at the Harlem Casino on Saturday, and has sent invitations to oarsmen all over the country.

These are busy times with the men whose business it is to build and rebuild, fit and refit and overhaul the great fleet of yachts in all parts of the country, and near this city, it is estimated, some one thousand pleasure craft of all sizes and rigs have been laid up. Before May 30 more than two-thirds of these will have been put in commission. So many one design boats have been built this winter that the regatta committees of the various clubs will have plenty of extra work timing them at the start and finish of the races in which they sail. The auto-boats and other motor boats will attract much of the attention of the public, for, judging from the speed announced for some of them, many so-called records will be broken. Electric launches, too, are coming to the fore, and they will enter into competition with those propelled by gasolene power. Gravesend Bay is to be the scene of some very interesting contests this summer between the old and the new classes of sloops and yawls belonging to the clubs forming the Yacht Racing Association of that bay. The first of the series of championship races is scheduled for June 25, to be sailed under the direction of the Brooklyn Yacht Club. The second race is to be on June 16, under the management of the Bensonhurst Yacht Club; the next on July 3, directed by the Marine and Field Club; a fourth by the Atlantic Yacht Club on August 27, and the final one for the New-York Canoe Club on September 17. Now that the Brooklyn Yacht Club has accepted the custody of the cup offered by Sir Thomas Lipton for the 320-mile race from New-York to Marblehead, Mass., the owners of yachts not more than forty feet overall length may brush up on their navigation. The start is to be made on Saturday, July 23, and the course will take the yachts outside South Shoal Lightship, off Nantucket. W. H. Maxwell's little sloop Rough Rider has been spoken of as a probable starter.

FORDHAM BASEBALL SQUAD.

TIGERS' STRONG BASEBALL TEAM.

Bard and Satterwhite Play Able Fielding Game.

Princeton, N. J., April 3 (Special).—The first week of outdoor work for the Princeton baseball team was, with the exception of the not discreditable game with Georgetown, encouraging. Although the weather kept the squad off the diamond ten days longer than usual, yet the players show a state of development that would do credit to the middle of the season. In the first game of the season with Gettysburg the seven Tiger veterans lined up in their old positions as follows: Reid, catcher; Captain Stevens, pitcher; Wells, second base; Purnell, third base; Underhill, left field; Cosgrave, centre field, and Davis, right field, while first base and shortstop were filled by Bard and Satterwhite, respectively, who are at present the two leading candidates for these vacancies.

The members of last year's championship team seem to be best qualified of all candidates for their positions, but Captain Stevens will have his hands full to select the players for the two vacancies left open by the graduation of Pearson and Amell. At present Bard, '06, is the natural selection for first base. He is a tall, quick infielder, with a good reach, but his chief fault is poor batting, which kept him out of the larger games last year. For this reason Cooney, best behind the bat, may be utilized at first, as he is a very heavy hitter and can cover much ground for a man of his size.

Many of the Princeton followers have been surprised at the way shortstop is being covered by Satterwhite, who has never before been able to make the 'varsity squad, and who has had little experience at baseball. If his batting steadies up a little he will be an ideal man for the place, which for the last three years has been the Tigers' weak spot. He was struck out twice in the game with Gettysburg, and yet, when he went up against the Philadelphia Athletics on Friday, he netted two doubles. Buswell, a freshman, is also developing into a good shortstop, and Satterwhite will have to keep up his lead to be sure of his place.

Princeton has an unusually strong pitching squad this season. With the five able men that Hillebrand has developed, Stevens should not be kept so busy as last year. Besides Underhill, who did some of the pitching in 1903, Byram and Doyle, of Pittsburg, are able twirlers, and Walker, a freshman from the Philadelphia Central High School, pitched creditably in the Gettysburg game. Stevens, however, is in splendid form, and will undoubtedly handle the large games. He pitched the first three innings against Gettysburg, and not a single ball was knocked out of the diamond, and only one man reached first base.

WESLEYAN STILL IN THE CAGE.

Middletown, Conn., April 3 (Special).—With a squad of about twenty-five candidates, six of whom are last year's players, the baseball prospects at Wesleyan are promising. For about three weeks the men have been busy at daily batting practice in the cage. The battery outlook is the best in years. Hanlon, '06, and Goode, '04, are the most promising candidates for catcher; the pitching staff includes Monroe, '06, and Coote, '06, both of whom did good work last year, and Knowles, '04, Clark, '07, and Ingraham, '07, new men. As the specialty of Mackey, the coach, is battery work, there is little doubt that this department will be well taken care of. As soon as weather permits special attention will be paid to batting and base running. A second team has been organized, and will play against the 'varsity three times a week. This plan has never been tried at Wesleyan before, but it has worked well at other colleges. The old men out are Captain Raymond, '04, Morgan, '05, and Bristol, Campaigne, Hanlon and Monroe, all '06.

SETON HALL BASEBALL DATES.

South Orange, N. J., April 3 (Special).—Seton Hall College is preparing to put a strong baseball nine in the field this summer, and candidates are busy practising under the leadership of Cassidy, coach, and Captain Lynn. The schedule follows, all save the one Manhattan game at South Orange:

April 13, A. J. & G.; 16, Columbia; 18, Albany; 21, Maryland; 22, Ursinus; 27, College of the City of New-York; 29, St. Lawrence; 30, Alumni.

May 3, Bucknell; 7, Everett; 10, Cuban Giants; 12, Washington and Jefferson; 14, Hobart; 18, Columbia Law School; 21, Manhattan; 25, Maujer Athletic Club; 28, Pennington Seminary; 30, Manhattan College, at New-York.

June 1, Xavier Athletic Club; 4, Delaware; 11, New-York Field Club; 13, Reserves.

VERMONT'S HOME RUN CAPTAIN.

Burlington, Vt., April 3 (Special).—Captain George Lee Orton of the University of Vermont baseball team takes his team to Cambridge on Friday to open the schedule with Harvard. Orton was captain of his school baseball and football teams at Vermont Academy, and still holds the academy record for the hammer throw. He has played on the Vermont baseball team for three years—two years in his present position behind the bat and one year at first base. He has also played guard on the 'varsity football team for two years, and is a member of his class track team. Last year he held a batting average of .356 and a fielding average of .962. He has a happy faculty of making home runs at the proper time, and for displaying this ability in the Holy Cross game at Worcester last year he was styled by the Worcester papers "the Green Mountain Giant."

GEORGE LEE ORTON.
Captain University of Vermont baseball team.

The athletic field is still in rather poor condition, but the Vermont candidates had four days of outdoor practice last week.

POLICE GUARD FUNERAL.

Over Five Hundred for Cortege of Jewish Actress.

The funeral of Mme. Sophia Karp, the Jewish actress, held yesterday, was extraordinary in the number of policemen assigned to the district about Mme. Karp's home, at No. 65 Seventh-st., and along the route that the funeral cortege took on its way to the cemetery in Brooklyn. Mme. Karp was the owner of the Grand Street Theatre.

Inspector Schmittberger had been told that there would be about five thousand people in the funeral procession, and remembering the disorder at the funeral of Rabbi Joseph nearly two years ago, he ordered out an unusual number of police. There was no disorder. Four hundred patrolmen, forty roundsmen, thirty sergeants, and Captains O'Connor and McDermott were assigned to the work. The men were stationed from eight to ten to a block. Forty carriages followed the hearse, and from two hundred to three hundred men and women followed the carriages on foot, instead of the expected five thousand.

Services were held at Mme. Karp's home at 8 o'clock. Then the procession started for Washington Cemetery, Brooklyn. It was the first large funeral cortege to cross the Williamsburg Bridge. Inspector Schmittberger, in civilian clothes, led the march, followed by eight policemen. Fifty others followed in columns of two. The hearse followed.

When the People's Theatre, in the Bowery, was reached a halt was made, and the cantors at the head of the procession chanted. It was estimated that twenty-five thousand people congregated at this point. The chanting was repeated in front of the Grand Street Theatre, the front of which was draped in mourning.

J. H. STARIN MUST PAY 48 CENTS.

Forty-eight cents is the amount of damages just awarded in the Supreme Court at White Plains to Mrs. Emily Zauner, wife of a merchant, of New-Rochelle, who sued John H. Starin for $5,000. The suit had been pending two years. Mrs. Zauner alleged that she went to Glen Island with her five children and purchased an excursion ticket to New-York. On reaching the Starin pier at Glen Island she was informed that the boat would not return that night, and she was compelled to get off and return home by trolley. By reason of the trip on the car she alleged that she took cold and was ill a long time. The court, on the trial, ruled that, as a matter of law, all the plaintiff could recover was her actual fare home. He ordered the verdict of 48 cents. An appeal will be taken.

GOLF.

Dyker Meadow's Busy Season—New Cups and Their Donors.

The resumption of activity at the Dyker Meadow links on Saturday marks the opening of an unusually promising season. A new departure in competitive tournaments will be the joint use of both the Dyker Meadow and nearby Marine and Field Club links for medal play handicaps. Individually these courses are only nine holes, but their combination affords a most attractivce arrangement for an eighteen-hole circuit.

The first contest over the two links will be April 25. The first monthly handicap is to take place next Saturday, and similar handicaps will be held May 7, June 11 and July 9. Two prizes will be offered by the club in each handicap. Sweepstakes will take place on June 18 and 25 and July 2, and a separate cup match is announced for each Saturday in the season.

The donors of these cups include J. W. McBride, Crowell Hadden, jr., W. J. Geddes, John Lee, H. G. McKeever, W. S. Brewster and C. A. Boody. In addition, the Maxwell Memorial Cup, given by J. Rogers Maxwell, jr., in memory of the late Henry W. Maxwell, will be played for on May 30. The Dyker Meadow team is to meet a team from the Nassau County Club, of Glen Cove, at the Dyker links, on June 18.

COMING MATCHES AT CRANFORD.

The Cranford Golf Club, of Cranford, N. J., which boasts the longest nine hole links in the country, has announced an attractive programme of matches for the season. The course measures 3,373 yards, with a bogie of 42. Members have been divided into three classes, and a special series of prizes will be offered in each class. The first includes players rated at 15 or below, the second from 16 to 22, inclusive, and the third from 23 to 40, inclusive. Handicaps will be reassigned every month in accordance with the showings made during the previous thirty days. A novelty this season will be a change of captains each month, the list being as follows: April, Henry P. Wood; May, A. R. Denman; June, F. P. Davis; July, J. C. Edgecombe; August, A. R. Denman; September, F. P. Davis.

The list of contests for April is as follows:

Eighteen hole handicap—Class A—Prize, cup presented by George A. Morrison. Saturdays, April 9, 16 and 23. Medal play. The player making the lowest total net score for the three days' play wins the cup. Class B—Prize, cup presented by George F. Taylor. Same conditions as class A. Class C—Prize, cup presented by W. B. Fox, jr. Same conditions as class A. Only one score may be presented each week. If any member cannot be present on a Saturday he may play on any other day during the week, provided he can secure a partner. The player must announce his intention to contest for the cup before he drives from the first tee; after driving he cannot begin again for a score that week. This last rule will apply to all contests during the year 1904.

Ladies' putting contest (twenty-four holes)—April 23. A prize will be offered for this contest.

Mixed foursome (entrance fee one golf ball)—April 30. Players draw for partners. Lowest gross score wins. First prize, one-half of the total entrance fees; second prize, three-eighths of the total entrance fees; third prize, one-eighth of the total entrance fees.

HANDICAP LISTS DELAYED.

In spite of the warning issued by Lionel H. Graham, chairman of the metropolitan handicap committee, several clubs belonging to the Metropolitan Golf Association have failed to submit their records to the committee, and Mr. Graham has been obliged to extend the time until this week. Forty clubs have sent in the handicaps of their members, leaving seven to be heard from at the time the list was announced to be closed. The delinquents are the Country Club of Westchester, Fairfield County Golf Club, Hackensack Golf Club, Hillandale Golf Club, Jersey City Golf Club, Mount Pleasant Field Club and the Siwanoy Country Club.

The handicaps, as finally made up by the committee, will govern the sixth annual championship of the Metropolitan Golf Association, at Garden City, on May 25, 26, 27 and 28. Programmes for the tournament are now ready, and may be obtained from the secretary of the association, Frederick A. Snow, No. 15 Wall-st., New-York.

NOTES OF THE LINKS.

A club team contest, each team to have a scratch man for captain, will open the competitive season at the Englewood Golf Club on April 16. A match with Columbia at Englewood is scheduled for April 30, and another with Yale for May 21. A home and home contest with the Morris County Golf Club is also being arranged.

The public golf course in Pelham Bay Park, has been closed temporarily, to save the turf while the frost is coming out of the ground. The links will re-open early in May.

The championship of the Women's Golf Association of Boston will be held at the Wollaston Golf Club from May 31 to June 4, inclusive. The dates for the men's championship have not yet been arranged.

In all probability the championship of the Women's Metropolitan Golf Association will be held at the Apawamis Golf Club instead of at the Englewood Golf Club, as first announced. There will be only one class in the team championship this year, and the entries, each team to consist of four players and one substitute, should be sent to Mrs. Charles L. Tiffany, No. 71 East Fifty-second-st., before April 20.

EGAN IS HANDBALL CHAMPION.

Brooklyn Player Defeats James Fitzgerald, of San Francisco.

[BY TELEGRAPH TO THE TRIBUNE.]

San Francisco, April 3.—"Mike" Egan, of Brooklyn, won handily the world's handball championship to-day in two out of three games from James Fitzgerald, of San Francisco. Egan won six games last Sunday, so he had only two to go. Fitzgerald played well in the first game, taking Egan's hard low serve and killing balls from back of court, but after that he weakened. The score:

Egan	19	21	23
Fitzgerald	21	13	4

OF INTEREST TO YACHTSMEN.

In charge of Captain Miles Brewster, the schooner yacht Fleur de Lys, owned by Dr. Lewis A. Stimson, of the New-York Yacht Club, passed out of Sandy Hook at 2 o'clock on Saturday afternoon, bound for Gibraltar. The owner and his daughter are to join the yacht there, and do some cruising in the Mediterranean. The Fleur de Lys was designed by the late Edward Burgess, in 1890; she is 108 feet over all, 86 feet 6 inches on the water line, 22 feet beam, and 13 feet draught. She has done a good deal of ocean cruising.

Dumont Clarke, of the New-York Yacht Club, has purchased the steam yacht Surprise, formerly owned by ex-Mayor Seth Low. The yacht is at Greenport, Long Island, in charge of Captain Albert Brune, who will take her to Port Jefferson to be fitted out for the season.

The three masted auxiliary schooner yacht Azara, being built at Shooters Island, from designs by A. Cary Smith, for Chester Chapin, of the New-York Yacht Club, is rapidly taking shape. Her hull frames and platings are of bronze, and her deck houses of steel. She is 112 feet over all, 86 feet water line, 21 feet beam and 5 feet 9 inches draught. The Azara will be fitted with a Craig engine of fifty horsepower and a feathering wheel.

AMONG AUTOMOBILISTS.

The long drawn out winter, followed by the first month of spring, has been anything but encouraging for outdoor sports, and has made it very hard for dealers in automobiles. The sale of cars has been extremely poor the last four months, and dealers are joining in complaint. The severe weather has shortened the season, and, what is perhaps quite as bad, caused a shrinkage of resources when most needful. Store expenses run on even when sales are slack and deliveries nil. Deposits on sales help out wonderfully, but there is not a dealer in this city who did not throw up his hands and rejoice at the clear weather of yesterday and offer up a prayer that the bad weather is at an end. It takes a sunny, warm day to bring out the automobile buyers.

In spite of this poor business, however, an interesting sale was reported last week. Andrew Carnegie gave an order for four vehicles, an opera 'bus, a landau, a brougham and a victoria. The total value of the sale is between $10,000 and $15,000. Contrary to the usual manner of procedure, Mr. Carnegie planned first his automobile house and then the equipment of it, instead of getting his cars and then casting about for a place to keep them. Mr. Carnegie's stable is to be built at No. 55 East Ninetieth-st., and will not be completed until September 1, so the machines will not be delivered till then. It was learned that his intention is to keep in the stable only an assortment of electric vehicles for the use of himself and family in going about the city, and that he has no intention of having any fast cars, or even a touring car.

Richard Croker, sr., has ordered a White steam automobile.

What is expected to result in one of the best commercial automobile tests will begin this morning and continue for the remainder of the week. The competition is under the auspices of the Automobile Club of America, and the machines will be in actual service of the Westcott and American Express companies. The cars will go over their routes, and are divided into several classes, ranging from 1,000 to 10,000 pounds.

A. A. Post, chairman of the St. Louis tour committee of the American Automobile Association, has just announced the complete itinerary of the Eastern divisions in the series of midsummer simultaneous automobile tours to the Louisiana Purchase Exposition. From New-York there will be a choice of four routes. The principal New-York route will be by Kingston, Binghamton and Bath to Buffalo, where the main line westward will be taken. The second route will be north to Albany, where the New-England division will be joined for the run to Buffalo, by Utica, Syracuse and Rochester. A third will be by Philadelphia, Gettysburg, Bedford, Pittsburg and Youngstown, joining the main line at Cleveland. The fourth route will continue west from Pittsburg to Columbus, Indianapolis, Terre Haute and St. Louis.

Should there be a loss of power in an auto-engine the following points should be examined for the cause: Leakage at either exhaust or inlet valves, sparking plug or piston rings, weak accumulators, dirty sparking plug, imperfect contact at the contact breaker caused by a weak spring in the contact arm, or by carbonized oil on the fibre disk and contact pieces or burning of the platinums on the trembler of the induction coil. The latter may be cleaned by removing the screw and trembler blade and dressing up the contact pieces perfectly square to insure good contact when replaced. Put on the switch, put the contact breaker in position to close the circuit, then adjust the screw to the blade till the most violent vibration of the trembler is attained. Lock the screw in position by means of the locking nut. When making this adjustment it is most important that the sparking plug wire should be connected to the plug and the plug to the cylinder; should this be neglected there is every probability of the coil being injured by burning.

"How May the Motor Car Best Contribute to Our Summer Enjoyment" will be the subject of discussion at the talk at the Automobile Club of America to-morrow night.

Claude Fogolin, who has won distinction as a driver in automobile races in France, arrived yesterday on La Touraine. He is going to Boston to take part in the hill climbing contest there on April 19, for which event a 60-horsepower F. I. A. T. is coming on La Aquitaine, due here to-day. This machine is a duplicate of the Italian racers, and another of the same type will be sent over here later to take part in the summer races. Later they will form a part of the maker's exhibit at the St. Louis Fair.

THE RACETRACK.

Bradley and His Methods—Possible Starters in the Carter.

"Virginia" Bradley, the long, lean horseman from the broomstraw country of the Old Dominion, has succeeded most conspicuously this last week at Bennings in having the racing limelight thrown on himself and the curious assortment of thoroughbreds he has brought out for the coming campaign. "Virginia" is looked on by modern trainers as a good deal of a joke. His ways are not their ways; his animals are not of the type that excite their admiration, and his treatment of them is a violation of all present day methods. And yet, as a joke, he has demonstrated pretty thoroughly in the last few days—and with this same curious assortment of thoroughbreds—that he is one to be reckoned with. With Peter Paul, Allen Avon, General Steward and Boney Boy he has won more races than any other two owners combined, and he has done so along his own peculiar line of procedure.

When his animals were brought to the stabling quarters at Bennings from their Virginia plantation they created as much merriment as a minstrel parade. All of them were in rags and tatters. Some had two shoes on; some three; more of them none at all. Old Boney Boy had a leg as big as a rain barrel. Peter Paul looked as if he had been on an exclusive diet of pine needles. One darky was assigned to lead three horses, and all wore web halters. When trainers and owners indulged in facetious remarks Bradley merely smiled, accepting their comments good naturedly. Later he smiled again when he put three specimens from his junk pile first across the line in as many races. The next day he followed with two more winners, and the next with one—taking six races with seven starters.

All of his animals, with the exception of Boney Boy, who is a son of the old "iron horse" Blitzen, are the get of Aloha, and were bred by Bradley himself. Aloha was a "gift" horse, although at one time in his career he sold for $20,000. J. J. McCafferty raced him one year, and finally sold him to the late Frank Beard, who gave him to the Virginian the next year. With Robert Waddell, a son of this same horse, Bradley won the American Derby at Chicago a few years ago, and he now asserts that he will repeat the performance next June with his three-year-old colt Peter Paul.

"'Virginia' will put Peter Paul on a flat car," one owner predicts; "ship him to Chicago by freight and tow rope all the four legged dudes that travel out there in their private palace cars. The rest of his string he will herd to Chicago over the highways, using old Boney Boy as a lead horse. Bradley belongs to the racing era of Boston, Fashion and the four-mile heat horses. He breeds to copper bottomed mares that can gallop all day, and turns their foals out to shift for themselves until it is time to send them to the races. Then he gives them a couple of nubbins of corn apiece and tells 'em to go 'long. If any one else tried it he would have a stable of dead horses at the end of the first week. Bradley does not believe in having any drones in his hive. If they can't win, they must race anyway. To his friends to whom he felt under obligations 'Virginia' made his three starters on Thursday the means of paying off old scores. He personally looked up these acquaintances and advised them to bet on Peter Paul, Allen Avon and General Steward to win. A $5 bet 'parleyed' on these three horses would have netted $1,584."

Although eighteen declarations have been made from the Carter Handicap, to be run on the opening day of the Aqueduct meeting, there is still an abundance of good material to draw from. The race closed with seventy-eight original nominations, and most of those that have been declared out have been considered all along as doubtful starters. E. E. Smathers's McChesney, top weight for the handicap, still remains in the list of eligibles, but there is little or no prospect of his starting. Frank Taylor, his trainer, has him more advanced than most of his competitors, but he has not hurried him and has made no effort to get him in readiness for the Carter. There is reason to believe now that Charles Elwood, the sprinting son of Prestonpans, will be top weight in the handicap, as Gay Boy and Hurstbourne are both out of it and McChesney an extremely doubtful starter. Charles Elwood this year will carry Newton Bennington's racing jacket, and is engaged in many rich stakes. He is not sound, but "Fred" Burlew, his trainer, has him in better condition than he was last year, and with his great flight of speed he is always a dangerous factor in a race.

Because of the long drawn out winter, which has prevented candidates for the early spring stakes from getting sufficient work, horsemen are looking to Bennings for a probable winner of the Carter. Among those at Bennings that have been mentioned as having an excellent chance are Peter Paul, Rosetint, Masterman, Colonist, Tomcod and Caqueta. Tomcod, by his two victories in Washington, has made a favorable impression, and with 87 pounds seems to be "in right" for the Carter.

BENNINGS ENTRIES FOR TO-DAY.

FIRST RACE—Selling; for three-year-olds and upward. Five and one-half furlongs.

Name.	Wt.	Name.	Wt.
Tescan	116	Alpaca	97
Queen Elizabeth	108	Athlana	97
Gold Ribbon	105	Cappamore	96
Julia M.	102	Diaphanous	96
Elom	102	Tom Kiley	95
Plantagenet	101	All Hallowmas	91
Chicle	101	Sontag	91
Andrattus	99	Mimon	85

SECOND RACE—Selling; two-year-olds. Four and one-half furlongs.

First Born	110	Pygmallon	99
Lily Brook	107	Bert Oxra	97
Wheel	107	Garrett Wilson	97
Anona	99	Auction	94

THIRD RACE—For three-year-olds. Six furlongs.

Pompano	104	Briarthorpe	98
Spring	101	Tot San	96
Graziallo	101		

FOURTH RACE—EASTER MONDAY STEEPLECHASE. Two and one-half miles.

Imperialist	158	Billy Ray	148
Harrow	153	Aglo	132
Jim Newman	153		

FIFTH RACE—Selling; three-year-olds and upward. Six and one-half furlongs.

Dark Planet	113	Nine Spot	107
Setauket	111	Rabunta	106
Princelet	109	Mammon	97
Bluish	107	Red Light	95

SIXTH RACE—Selling; four-year-olds and upward. Six and one-half furlongs.

Pretorius	110	Hilarity	102
Boney Boy	107	Ben Battle	102
Sweet Jane	105	Kite	100
Jeselyn