CURRAN CAN'T BOSS THEM

Delegate of Teamsters So Declares —Quiet Day on Piers.

The striking freight handlers gathered around the various piers yesterday, but did not offer any violence to the few non-union men who were working in a perfunctory way among the freight. Only a little work was done, however, as Sunday is an off day at the piers of the New-York, New-Haven and Hartford Company. The Fall River Line steamer Priscilla came to her berth at Pier 19 nearly on schedule time, where any freight she had was unloaded. The Puritan sailed last night almost on schedule time.

There were many policemen around, under the impression apparently that there might be trouble, but no riotous demonstration was made. The largest number collected at Pier 50, where the reserves for various piers were massed first as a demonstration to the strikers, and then received their detail. The strikers evidently took a lesson from this and did not show any tendency to gather into groups.

Matters were unusually quiet at the Clarendon Hotel among the striker leaders, who have made it their headquarters. President Lawrence Curran of the International Freight Handlers' Union was not much inclined to talk, but said he would give out a statement late in the afternoon. When seen about the time he was to give out the statement, he said:

"I have no statement to give out. The executive committee of the Atlantic Coast Marine Firemen's Union is still meeting and I don't know what it will do. At all events, it has been decided that no statement will be made to the reporters until tomorrow morning."

His attention was called to the murder of the non-union freight handler, Dominick Sokotoski, in Jersey City by a mob of strikers, and he remarked:

"That was not done by strikers. That was probably done by sympathizers."

Thereupon a friend looked at Curran and said that that kind of sympathy would not be very good for the union, and asked him if he was sure of what he was talking about. Curran said that the men who killed Sokotoski could not be striking freight handlers, for the reason that none of his men were placed under arrest. He was asked what he meant by the "entertaining" of scabs by the strikers last week, when he was quoted as telling the strikers to "entertain" all scabs, to go without revolvers themselves, but if the men had guns to take them from them to defend themselves. Curran said he was busy, but the question being pressed on him, he said:

"When I said 'entertaining' scabs I meant just simply keeping them jollied along, you know. All I said about guns was that the men were not to carry revolvers."

Curran then excused himself, saying that he had to attend to business. Before he went away he said that the teamsters had caused the strike and that the leaders of the teamsters had no control over them. The strike of the freight handlers, he said, had followed the discharge of six teamsters. He added that delegates of the teamsters were coming to him and asking him to order out the teamsters.

Locals 98 and 708 of the International Brotherhood of Teamsters, taking in the truck drivers, met yesterday separately in Hudson Hall, and ratified the Astor House agreement, which has a non-sympathetic strike clause. After it was over Delegate W. H. Ashton, of the local teamsters' unions, was told that Curran and Sullivan talked about pulling out the teamsters, in spite of their executive board.

"As to that," Ashton said, "Sullivan or Curran can say what he likes. We control the men, and we don't intend to let Curran and Sullivan run things for us. Members will be suspended who strike without authorization. We do not intend to let the freight handlers run things for us."

First Vice-President Gould, of the International Brotherhood of Teamsters, talked as if the strike of the freight handlers was not a hopeful one. He said that if they lost the strike the new men would likely be organized, and that eventually the old men would get back. He would not give any opinion as to how the strike would end. It was possible that if a general strike was ordered in Boston and the teamsters went out there, as the New-York agreement did not affect Boston, the Boston teamsters might try to get the New-York teamsters to strike. This was hardly likely to take place, he thought, but if it did, he did not know what action the teamsters here would take. Gould said that fifty-three teamsters were now on strike. What would be done about them he could not say. It was for the executive board to decide. They were employed by W. H. Force & Co., members of the Truck Owners' Association, and this was the second time they had struck, the first strike being before the freight handlers had gone on strike.

Assistant Superintendent Nickerson of the Fall River Company had a conference yesterday with two detectives, who came here to see them regarding the murder of Sokotosky. Mr. Nickerson said that the man who was arrested would be positively identified as a former employe of the company.

The announcement was made last night by Secretary Sullivan of the Marine Firemen's Union that a committee of the union was appointed to call on the owners of coastwise steamships this week and make demands. These demands will include an increase in wages, a shorter workday and the doing away with the crimping system.

Some of the policemen on duty were "caught napping" yesterday. They were sitting on bales and other merchandise, smoking pipes, when, about 4 p. m. "the real goods," as they called it, came along, in the person of Inspector Schmittberger, who dashed along in an automobile. He did not tarry long, but looked the men over at Piers 21, 22 and 53, East River, and then went on to Fifteenth-st. The policemen came to "dress parade" as soon as they heard the inspector had been around. All had been quiet and calm up to that time, but consternation reigned as soon as the policemen heard the inspector was out sleuthing.

In the afternoon at No. 51 South-st. President Curran addressed four hundred firemen and freight handlers. The meeting seemed to be in favor of a strike. Mr. Curran said after the meeting that all the men present were in favor of going out as soon as they got the word, but he was loath to give the word. He said he had the New-Haven line pretty well tied up and he did not want to call out any more men unless it was absolutely necessary.

TRY ANOTHER ASSAULT.

Jersey City Police Learn of One—More Arrests.

The Jersey City police made two more arrests yesterday in connection with the death of Dominic Sokoposki, the dock strike breaker, beaten to death in Pavonia-ave. Saturday night, and learned of another assault in that place Saturday. At that time Edward Griffin was arrested for an alleged connection with the beating administered to the man who died and to Peter Hoenizki, who was with him and who was also a strike breaker at Pier No. 18.

Yesterday Thomas Crawford, of No. 508 Grove-st., Jersey City, who says he is a cousin of Griffin, sought to give bail for Griffin and became confused when questioned. He at first said, the police declare, that he was in another part of the city when the assault took place, but later admitted being in the neighborhood and that he saw the assault. He was locked up pending further investigation.

Later in the day a woman called at the Seventh-st. police station and told the police that at No. 102 Thirteenth-st., Jersey City, they would find a man who might tell them something of the assault. He did not tell them anything about the fatal affair, but the investigation disclosed another assault.

The man proved to be William Uscavidsohki. He said Stanislaus Chestay were two more strike breakers and worked on Saturday on Pier 18. They appear to have crossed to Jersey City by an Erie ferryboat, preceding that taken by Sokoposki and his companion. They walked out Pavonia-ave. Near the Erie milk depot they were victims of an assault similar to that sustained by the other men a little later. They ran into the milk depot and, according to their story, they were followed by the strikers. They would have got away, they say, but for a man in uniform who grabbed Uscavidsohki and held him while he was being beaten. Chestay was not caught, and his shouts for help resulted in frightening the gang away. The police later arrested Timothy Shaughnessy, of No. 213 Thirteenth-st., Jersey City, on suspicion of being the man in uniform. He is a watchman at the milk depot. The two Poles identified him as the man who interfered with their escape, but he denies it. He was detained.

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HELPLESS 42D-STREET.

Continued from first page.

mitting Forty-second-st. to get into its present condition:

Alexander E. Orr, president; John H. Starin, Charles Stewart Smith, Woodbury Langdon, Morris K. Jesup, John Claflin, Mayor G. B. McClellan, Controller E. M. Grout.

George L. Rives and Albert B. Boardman are counsel to the commission.

The commission almost seems to submit to the view that whatever the contractor and sub-contractors care to do with the streets in converting them into storeyards for building materials and tools is proper and necessary for the prosecution of the work. The commission unanimously consented to allow Chief Engineer William Barclay Parsons to accept an appointment as commissioner on a London board charged with the laying out of a rapid transit system of tunnels for London. The large discretionary powers vested in the chief engineer are supposed to be vested in Acting Chief Engineer George S. Rice. When asked Saturday about the progress of the work in Forty-second-st., Mr. Rice said that the contractors were doing all that could be expected of them.

"Mr. McDonald and his principal assistant are OUT OF TOWN and will not be back till next Tuesday," said the second assistant at Mr. McDonald's office.

"I HAVEN'T BEEN NEAR FORTY-SECOND-ST. FOR A MONTH," said S. L. F. Deyo, chief engineer of electrical construction. "We are not alone in that mix-up. WE HAVE TO WAIT FOR THE EDISON PEOPLE AND THE CONSOLIDATED GAS PEOPLE AND THE WATER DEPARTMENT PEOPLE. It's a pretty tough job. I don't wonder that the progress is painfully slow."

"Who are the financial backers of the Degnon Contracting Company?" Mr. Deyo was asked.

"Governor Herrick, of Cleveland, Ohio, and the Otises are the leading capitalists in the company. Governor Herrick is vice-president of the company, and he and the Otises are responsible men," said Mr. Deyo.

"MR. DEGNON HAS GONE OUT OF TOWN and will not be back till some time next week," said Nathaniel J. Haywood, secretary of the Degnon Contracting Company, at the company's offices in the Park Row Building Friday.

"Are you going to be able to restore Forty-second-st. to normal conditions by Saturday night of next week, as promised by Mr. Degnon on Tuesday?" he was asked.

"OH, I DON'T KNOW ANYTHING ABOUT THAT," replied Mr. Haywood. "I was told by the engineers to-day that the work was going on briskly in Forty-second-st. and that they will begin filling in to-morrow (Saturday) morning. That means that the work is getting pretty well along."

At the office of August Belmont & Co. it was said that John B. McDonald was solely responsible for the tunnel contract. Mr. Belmont was paying only ordinary attention to the mechanical details.

"MIGHT AS WELL BE IN WEEHAWKEN."

The people in the buildings on the north side of Forty-second-st., between Fifth and Sixth aves., are practically isolated. "We might as well be in Weehawken," said Joseph P. McHugh, of Joseph P. McHugh & Co. "Our customers could reach us just as easily." For fully one-third the width of the street there is a yawning chasm where the pavement has been removed and a trench dug for the laying of a twenty-inch water main. The water pipes are scattered along the street. A rampart five to seven feet high lines the edge of the moat. This rampart, made of the paving blocks and the dirt from the trench, has two small gateways, through which one might sally from the beleaguered buildings to a streetcar.

So serious has the condition in the besieged buildings grown that Mr. McHugh called the attention of the Health Department on Saturday to the fact that there was no way of removing garbage from them. The Health Department said that the Street Cleaning Department should attend to that. There was no one at the Street Cleaning Department to attend to anything, Mr. McHugh declared. A letter to the Mayor was taken by the sergeant on duty at the Mayor's office, but neither the Mayor nor his secretary was there to answer it or send relief.

"My opinion of this thing would melt the type and burn the paper," said Mr. McHugh, in commenting on the blockade. "We have petitioned and complained, to be sent from the Rapid Transit Commission to the contractors, and from the contractors to the Mayor. Nobody seems to have the power to remedy this evil. If The Tribune keeps on with its work, however, there will probably be a shaking up as to the responsibility.

"No one comes into Forty-second-st. now unless he can't go anywhere else. Business all along the street has suffered—how much nobody can tell. Most of my customers drive to my place. How can a carriage drive through the street now? And if one could get in from Fifth-ave., how could its occupants get across that trench and over the wall of rocks here? For three years the street has been almost impassable. We wouldn't complain at anything reasonable, but it seems as if there were some malignant force working against us here. The street has been torn up, the pavement relaid, and, two or three weeks later, the same section has been torn up again. The least I can say is that it's a mighty unskilful piece of engineering."

George F. Parsons, of Ga Nun & Parsons, was pessimistic as to the chance of getting Forty-second-st. free for traffic. "Mr. Degnon says he'll clear it up in a week, does he?" asked Mr. Parsons. "I'm willing to venture that it'll be several weeks at the least before this street is passable. It's now as it has been for the last three years, only a bit worse. For eighteen months there was not a day when a carriage could get through this block with safety. What do you suppose that does to our business along here? I have lost every day $75 or $100 in cash trade. Lawyers have told me I'd have an excellent claim against the subway people, but I'd rather have a clear street. Every other house is in the same fix, save that some businesses where there is shipping or receiving of large parcels would be inconvenienced more seriously than I, even.

"There may be a reason for all this, but it isn't apparent to us. I don't know whether the longer the men work on this job the more money they make. It's certain we poor people have tried every means to hurry the work, and have appealed to every source which should have authority, and there's never been any noticeable result. Forty-second-st. has an evil name all over the country. Its condition, besides the loss to business men, causes vast inconvenience to the many who have to go through the street to the Grand Central Station and the elevated stations. We've reached the limit of our endurance."

SUNDAY BALL PLAYED.

Evidence for Test Case To Be Given to District Attorney Clarke To-day.

On evidence obtained yesterday by agents of the ministers who are opposing Sunday baseball in Brooklyn, a test case will be prepared at once and hurried to the courts. Five men who said they had to buy tickets to see the game at Washington Park yesterday afternoon will make affidavits of their experiences to District Attorney Clarke to-morrow morning. He will draw up a complaint, and make application to a Supreme Court justice, probably Justice Gaynor, for a warrant for the players. If there is a refusal to issue a warrant an appeal will be taken at once.

The Rev. John Rippere, pastor of the Fourth Avenue Methodist Church, planned the campaign of evidence getting yesterday. He and his coworkers believed that it would be better to go coolly in the affair and build up a test case than to have the police arrest the players when the game began, and possibly bring on a riot. So he delegated John C. Clark, a member of his official board, and four clear headed young men to attend the game yesterday.

Before they started for the park they consulted with Captain White, of the Bergen-st. station. He advised that they go to the grounds with his men. This they did, pairing off as the ball field was reached, and entering different gates. At these gates they were asked to buy tickets, for which they paid 75 cents. When they wanted seats in the grandstand they had to pay extra admission. Some twenty thousand persons saw the game.

The grounds were thoroughly policed by uniformed officers as well as detectives, some of whom took the names of all the players who took part in the game, as well as the managers and representatives of the competing clubs, and made a report to Captain White immediately after the game.

SPORTS AND RECREATION

IN THE WORLD OF SPORTS.

Yale's Victory at Franklin Field—"Auto" Boats Meet To-day.

AMATEUR AND PROFESSIONAL.

Yale carried out the popular prediction that her athletes would again carry off first honors in the intercollegiate athletic championships at Franklin Field on Saturday. Captain E. J. Clapp did all that was asked of him by winning the 120 and 220 yard hurdles, and the work of E. B. Parsons, of Yale, in equalling the record time for the half-mile, 1:56 4-5, made by E. Hollister eight years ago, was another feat worthy of praise. After making a grand showing in the trial heats D. J. Torrey and J. G. Lowe both failed to make good in the semi-finals of the 100-yard dash, which left Yale without a representative in the contest. W. McLanahan, of Yale; H. L. Gardner, of Syracuse, and R. B. Gring, of Harvard, were equal favorites in the pole vault, and the three tied for first honors at 11 feet 7¼ inches, which just beat Gardner's record made last year by a quarter of an inch.

Although Harvard had only about half as many men to qualify for the finals as Yale, the performances of the Crimson athletes were more than creditable. To W. A. Schick, the great sprinter of the Cambridge University, honor is due for the way he captured the 100 and 220 yard dashes. Pennsylvania sprang the great surprise of the meet, taking third place, a point and a third behind Harvard. J. B. Taylor, the colored athlete of the Quaker team, who beat Maxey Long's record for the quarter-mile, 0:49 2-5, made in 1899, by a fifth of a second, has placed him among the foremost quarter-milers in college or out.

Princeton did not do so well as was expected. R. E. Williams, of the Jersey university, was looked on as a sure winner of the half-mile contest, but the best he could do was second, and he failed to come in for a prize in the two-mile race.

Cornell, as expected, did well in the long distance races, D. C. Munson getting first place in the mile and W. E. Schutt, the cross-country champion, winning the two-mile. For Columbia first honors went to R. S. Strangland, who got first in the running broad jump.

Arthur Duffy caused much unfavorable comment by his failure to compete in the semi-finals of the 100-yard dash. He explained that he had injured his leg in the trial heat on Friday. The spectators who saw the finish, of this heat that day, which looked as though Lowe, of Harvard, had won, but which the judges gave to Duffy, were free in their remarks that the Georgetown boy was afraid of being beaten on Saturday.

The yacht clubs that have quarters on the shores of this harbor or Long Island Sound will have informal sails or races to-day, for this is recognized as the real opening day of the yachting season. The clubs that will have actual races are the Harlem, of City Island, which has its annual regatta, sailed over courses on the Sound, starting about noon from Belden's Point, City Island, and the Metropolitan Yacht Club, an offshoot from the Harlem, which will have its first spring regatta, starting off College Point about 11 o'clock, and sailing as far east as Sands Point, in the Sound, and return. Both these clubs, it is expected, will start from twenty-five to thirty yachts, ranging all the way from a 15-foot catboat to a 50-foot sloop.

At the entrance to Manhasset Bay, off Port Washington, Long Island, the first motor boat race of the season will be started at 2 o'clock by the officials of the American Power Boat Association. Great things are expected of the fast launches entered. Twenty boats, of all sizes and speeds, had entered for this race up to last night, and it is expected that at least ten more will start. The indications are that the wind will be to the eastward, which will make an ugly sea in the Sound where the courses are laid. The Indian Harbor and Atlantic Yacht clubs will also have races to-day over their regular courses.

Augustus Post, chairman of the National Tour to St. Louis of the American Automobile Association, July 25 to August 10, is now going over the road, making a minute study of conditions and visiting the various local committeemen. He has been inspecting the roads and talking with the members of the division committees from St. Louis eastward in the last week. His stay in Indianapolis was more extended than was expected, owing to the fact that the Automobile Club of Indiana was entertaining Prince Pu Lun of China. Mr. Post, on his trip from St. Louis to Indianapolis, found the roads through Southern Illinois considerably worse than those from Chicago. Mr. Fortune, of Indianapolis, came over the St. Louis tour road from St. Louis to Indiana in one and one-half days recently, but he used a Thomasene car, and it is a question whether the large high powered machines could have made as good time on account of the roughness and ruts. On Thursday Mr. Post left Indianapolis, accompanied by Mr. Varney, of that city, for Columbus, Ohio. He found the roads from Terre Haute east very much more satisfactory than in the early stages out of St. Louis. He pronounced the surface of this road perfect, and much the same is true in Ohio.

F. A. McFarland, the Californian cyclist, who arrived in New-York on Friday, had something to say about his three years' suspension by the Australian cycling body. He had an unusually successful racing season in the Antipodes, and remained over for the big Sidney Thousand race with Hardy Downing, after his own partner, Lawson, had started for home. McFarland finished fourth in the big race and "Major" Taylor third. It was charged that he had tried to prevent Taylor from winning, and he was suspended for three years, while a number of other riders received sentences of from six months to a year. McFarland declared he had tried his best to win, without reference to any rider in the race. He admits that he did not pace Taylor to the front, for to do so would lessen his own chance of winning. He has hopes that the Australian cycling organization will raise the sentence when they have a meeting on May 30, which is to-morrow. McFarland won more than $10,000 in the winter.

George Leander, who won the six-day bicycle race two years ago, but was defeated by Walthour last year, has, it is reported, signed a contract to go to Europe to race, and will leave here on June 17.

Two world's records in light automobiles were broken at the meeting at Arras on May 25, Beconnais doing a standing mile in 1 minute 2-5 seconds, Hanriot, from a flying start, covered 3,280 feet 10 inches in 28 1-5 seconds.

What is practically the final and deciding tennis contest of the Tricollege League—Yale, Harvard and Columbia—will be played to-day by Columbia and Harvard. The teams will be of six men on each side and the matches played on the courts of the Longwood Cricket Club, Boston. The Columbia team, which left here on Sunday night, included Robert Le Roy, captain; L. E. Mollon, W. J. McLaughlin, T. McLaughlin, Kenneth Bulkley and A. B. Eaton. The Harvard team will be: B. S. Prentice, captain; R. Bishop, G. S. Lyon, J. B. Larned, R. W. Souther and F. B. Souther. Six matches in the singles will be played in the morning and three in the doubles during the afternoon. Should the Harvard team win the contest the Crimson tennis players will be entitled to first place, as Harvard has defeated Yale and Yale has defeated Columbia.

In the Greater New-York Irish Athletic Association games at Celtic Park to-day John Flanagan will compete in the weights, and considerable speculation is going on as to just how his work will compare with that of James S. Mitchel, his old rival, and of Plaw, of the Pacific Coast, both of whom he will meet a few days later in St. Louis. The Greater New-York Irish Athletic Association will be represented in the Memorial Day meet by a large team. In the short distance races they have entered Lawson Robertson, the 220-yard junior champion, and C. Bacon, the junior half-miler, and in the longer distances they will have Bobbag and several other promising entries. One of the features of the day will be the lacrosse game between the Greater New-York Irish Athletic Association team and a team from Cornell University.

Contrary to his expressed intention, Holcombe Ward, the former Harvard expert and holder of the national doubles championship with Dwight F. Davis, has decided to play in nearly all of the tournaments preceding Newport, and will defend his title as metropolitan champion, which he won a year ago from Harold H. Hackett, the Yale champion, on the courts of the West Side Tennis Club.

BASEBALL.

Giants Take Another Game from Superbas—The Score, 7 to 3.

The Giants defeated the Superbas at Washington Park yesterday by a score of 7 to 3. The outfield was roped off, so that three hits which otherwise would have been good for home runs only counted for three base hits. Wiltse pitched good ball, and received excellent support. Poole also twirled exceptionally well, striking out nine men, but was poorly backed up. The batting of Devlin was the feature of the contest. He made a three and a two base hit. About twenty thousand spectators saw the game.

The Giants made two runs in the opening inning on Brown's single, Devlin's three base hit and McCormick's single. The visitors held the lead throughout the game, getting two runs in the eighth inning on three singles. The score:

NEW-YORK.	ab	r	lb	po	a	e	BROOKLYN.	ab	r	lb	po	a	e
Browne, rf	4	2	2	3	0	0	Sheckard, lf	5	0	2	0	0	0
Devlin, 3b	5	1	2	1	1	0	Lumley, rf	5	0	1	2	0	0
McGann, 1b	4	0	0	9	3	0	Jessler, cf	3	0	0	2	0	0
Mertes, lf	2	0	0	0	0	0	Dillon, 1b	4	0	1	12	0	0
Bresnahan, lf	2	2	2	0	1	1	Jordan, 2b	3	1	0	0	1	0
H.McC'ck, cf	4	1	2	1	0	0	Babb, ss	4	2	2	2	2	1
Dahlen, ss	4	0	1	4	4	0	M.McC'ck, 3b	2	0	2	0	2	0
Gilbert, 2b	4	0	0	0	1	0	Ritter, c	4	0	2	9	0	0
Warner, c	4	0	0	6	1	0	Poole, p	3	0	0	0	4	0
Wiltse, p	4	1	2	3	1	0	*Jacklitsch	1	0	0	0	0	0
Totals	37	7	11	27	12	1	Totals	34	3	10	27	9	1

*Batted for Poole in ninth inning.

New-York	2	0	1	0	1	1	0	2	0	0—7
Brooklyn	0	1	0	0	0	0	0	2	0	0—3

Left on bases—New-York, 4; Brooklyn, 6. First base on balls—Off Wiltse, 3; off Poole, 1. Struck out—By Wiltse, 9; by Poole, 5. Three base hits—Devlin, Bresnahan, Lumley. Two base hits—Devlin, Wiltse, Babb, M. McCormick. Sacrifice hit—Browne. Stolen bases—H. McCormick, M. McCormick. Double play—McGann and Dahlen. Wild pitch—Wiltse. Hit by pitched ball—By Wiltse, 1. Umpires—Messrs. Johnstone and O'Day. Time of game—1:55. Attendance—20,000.

CINCINNATI, 2; ST. LOUIS, 1.

At Cincinnati—									R.	H.	E.
Cincinnati	0	1	0	0	0	0	1	0	x—2	5	1
St. Louis	0	0	0	1	0	0	0	0	0—1	6	2

Batteries—Hahn and Peitz; Nichols and Zearfoss. Attendance, 11,140.

CHICAGO, 3; PITTSBURG, 1.

At Chicago—									R.	H.	E.
Chicago	0	0	2	1	0	0	0	0	x—3	6	0
Pittsburg	0	0	0	0	0	0	0	1	0—1	5	3

Batteries—Weimar and O'Neill; Leever and Phelps. Attendance, 6,500.

AMERICAN LEAGUE.

CHICAGO, 4; CLEVELAND, 3.

At Chicago—									R.	H.	E.
Chicago	0	0	0	0	0	0	4	x	—4	4	1
Cleveland	0	0	0	1	0	0	1	0	1—3	7	0

Batteries—Altrock and McFarland; Hess and Abbott. Attendance, 4,150.

STATE LEAGUE.

At Albany—Albany, 4; Schenectady, 0.
At Syracuse—Syracuse, 10; Binghamton, 0.
At Utica—Ilion, 6; Utica, 3.
At Troy—A. J. and G., 4; Troy, 2.

EASTERN LEAGUE.

At Newark—Newark, 7; Jersey City, 6.
At Providence—Baltimore, 7; Providence, 0.
At Montreal—Montreal, 1; Toronto, 0.

RACE FOR IVER LAWSON.

Cyclist Makes His First Appearance of Season at Vailsburg Track.

Marcus L. Hurley, who races under the colors of the New-York Athletic Club and plays basketball for Columbia University, rode his first race of the season yesterday at the Vailsburg cycle track, after less than a week of training, and he won the half mile open amateur contest from Rupprecht, of the Bay View Wheelmen, by a length and a half.

"Teddy" Billington, of Vailsburg, in the colors of the National Athletic Club, of Brooklyn, and Burton Browning, of the Garden City Wheelmen, of San José, Cal., competed in a half mile match race, which was to have been three heats, but the Westerner won in straight heats. Alfred Ashurst, who won the ten mile handicap from the 360-yard mark the Sunday before, had a handicap of 250 yards in the five mile handicap, and won easily. The scratch men were fifty yards back of the leaders at the bell, but Lee swept around on the outside, up the bank, and finished fourth.

Iver Lawson made his first appearance in competition since he returned from Australia, and won the mile race for riders who had not won $100 at the track this year. He and Kramer were on scratch in the two mile handicap, but Lawson had to stop after riding a mile and a half, as he has not had sufficient training to stand a hard race for the distance. Kramer was the victor in 4:00 4-5—just a second slower than his own world's record, made at Vailsburg on July 7, 1901. The trial heats of the half mile, open, for to-day, were run, and the Bedell brothers were shut out of the final. The men who will race in the final to-day are Lawson, Kramer, Hadfield, Schreiber, Fenn and Dorlon. The summaries:

One-mile novice—Won by H. Van Den Dries, Tiger Wheelmen, New-York; H. S. R. Smith, Brower Wheelmen, New-York, second; Charles De Salvis, Roy Wheelmen, New-York, third. Time, 2:39⅘.

Half-mile open (amateur)—Won by Marcus L. Hurley, New-York A. C.; Edward Rupprecht, Bay View Wheelmen, Newark, second; W. R. Lee, New-York, third; W. Gebhardt, Brooklyn, fourth. Time, 1:12⅘.

One-mile professional (for winners of less than $100)—Won by Iver Lawson, Salt Lake City; G. C. Schreiber, New-York, second; Joseph Fogler, Brooklyn, third. Time, 2:04⅘.

Half-mile amateur match race (Burton Downing, Garden City, and "Teddy" Billington, National A. C., Vailsburg)—Won by Downing in straight heats. Time, 1:37 and 1:37⅘.

Five-mile handicap (amateur)—Won by Alfred Ashurst, Newark (250 yards); W. A. Fenn, New-York (275 yards), second; F. Hayes, New-York (300 yards), third; W. R. Lee, New-York (scratch), fourth. Time, 11:08⅘. Lap prize winner, "Joe" Rockowitz.

Two-mile handicap (professional)—Won by Frank L. Kramer, East Orange (scratch); W. S. Fenn, Waterbury (30 yards), second; E. F. Root, Boston (30 yards), third; Charles Hadfield, Newark (90 yards), fourth; Oliver Dorlon, Coney Island (120 yards), fifth. Time, 4:00⅘. Lap prize winners: G. I. Kremer, 1; Guery, 1; Dolbear, 1; Jacobson, 1; Galvin, 1; Kastendieck, 1; Fenn, 1.

Half-mile open, professional (trial heats of Great American Stake, finals Memorial Day)—First heat won by Dorlon, Fenn, second. Time, 1:08⅘. Second heat won by Kramer; Hadfield, second. Time 1:04⅘. Third heat won by Schreiber; Lawson, second. Time, 1:08.

BORDEAUX AND PARIS CYCLE RACE.

Paris, May 29.—The annual cycling race between Bordeaux and Paris was won in the professional section by Georget, who did the distance in 18 hours 50 minutes and 42 seconds, which is a record without motor pacemakers. In the amateur section Marcel Cadolle won in 19 hours 40 minutes and 12 seconds.

NEW-YORK TENNIS TOURNEY.

Drawings for the first of the tournaments under the direction of the United States National Lawn Tennis Association, the opening meeting of the New-York Lawn Tennis Club, were made last night and the matches will begin this morning at 10 o'clock. The entry list includes thirty-one players from representative clubs. The chief contest will be the playing of the Manhattan doubles championship for the newly offered challenge bowls, which brings together all of the leading pairs in and about New-York. The matches will not be begun until later in the week. The drawings for the first round of the singles follows:

L. E. Mahan, Columbia, vs. J. K. Smith; W. P. Blagden vs. N. Smyth; R. H. Palmer vs. Frederick B. Alexander, Crescent Athletic Club; L. H. Hill vs. Harry Mollenhauer, Kings County Tennis Club; Louis J. Grant vs. J. F. Entz; C. F. Watson, jr., Orange Lawn Tennis Club, vs. O. H. Hinck; Ross Burchard vs. W. M. Hall; W. Stickney vs. Frederick G. Anderson; E. L. Tailer vs. Kenneth Bulkley, Columbia University; A. J. Hinck vs. C. C. Kelly; Robert Le Roy, Columbia University, vs. R. M. Beckley; Harold H. Hackett vs. P. B. Hawk; M. S. Clark vs. H. W. Warner; Charles Cobb vs. Fred P. Fox; J. Steinacher vs. L. M. Kastner; Wylie C. Grant, a bye.

The matches will be played throughout the week on the courts of the New-York club, One-hundred-and-twenty-third-st. and St. Nicholas-ave., and will be open to the public. Toward the close of the week women's singles will be played, in which Miss Elizabeth H. Moore, the national woman champion, will compete.

TRINITY'S FOOTBALL SCHEDULE.

Hartford, Conn., May 29 (Special).—The Trinity College football schedule for next fall, just announced, is as follows:

October 1, Yale at New-Haven; 8, Amherst at Hartford; 15, Worcester Tech. at Hartford; 22, New-York University at New-York; 29, Stevens at Hartford; November 5, Union at Schenectady, N. Y.; 12, Wesleyan at Hartford.

The captain of the team is Owen Morgan, of Dallas, Tex.; the manager, Malcolm C. Farrow, of Shamokin, Penn. In the case of the coach, the customary order of an Easterner to teach a Western team will be reversed, and the Trinity team will, by next season, be under the hands of John J. Welsh, of Michigan.

Baseball To-day, 10.30 A. M., 3.30 P. M.—American League Park. N. Y. Americans vs. Philadelphia.

THE RACETRACK.

Holiday Racing at Gravesend—Big Ones May Meet This Week.

That part of the holiday crowd which will commemorate Memorial Day by patronizing the races at Gravesend this afternoon is again in luck. Both in quality and quantity there is enough, and to spare. Of quantity, in fact, there is such an overflow that the programme contains seven instead of six races. This is due to the fact that the fifth race, at one and one-sixteenth miles, with selling conditions, attracted so many platers that it had to be divided, and the last half will be run as the seventh race. In addition to an all aged handicap, at about six furlongs, a five furlong sprint for maiden two-year-olds, a handicap at one and one-eighth miles for the mature horses, and the two already spoken of, there will be decided the Hudson Stakes, of $6,000 gross value, for the two-year-olds, at five furlongs, and the Empire State Steeplechase, over the full course.

On the form they have shown this year and under the weight allotments at which they will meet today the six youngsters whose owners have accepted the conditions of the Hudson should bring about a capital race. At equal weights L. V. Bell's marvellously fast son of Hastings, Glorifier, would seem to have the stake a this mercy, but with 125 pounds—ten of which he has incurred as penalties—he is making a big concession to his company, and whether he can give Veto and Right Royal that allowance and a beating is a point on which the amateur handicappers disagree. There is a question, in fact, as to whether their mental efforts will not be in vain, as it was said yesterday that Glorifier had a bucked shin, and might be kept in his stable. With this youngster out of it, the finish might prove even more spectacular, although it will be a pity not to see him and Newton Bennington's Right Royal, the shifty son of Rapallo, fight it out.

J. B. Haggin's agent, Mr. Paget, has chosen the Order colt, Tongorder, in preference to Diamond or the other two youngsters that are still eligible, and if he considers the one he has named to start equally as good as Diamond, his colors should be well up at some part of the journey. James R. Keene will start his Ben Brush colt Veto, which had a decided aversion to racing down the hill at Morris Park. Philip J. Dwyer's jacket will be carried by his brown colt Jake Sanders, a son of Knight of the Thistle—Active, and Stimulant, a brown colt by Faverdale, will represent Andrew Miller's stable.

In the steeplechase, J. E. Widener's big horse Caller is again required to take up a heavy impost, and with 162 pounds he is giving all the way from twenty-nine pounds to Emigrant to sixteen pounds each to Adjidaumo and The Ragged Cavalier. Land of Clover, which won the Champion last fall at Morris Park, is a starter in the Empire State, and with Adjidaumo will carry Mr. Chamblet's colors. The steeplechase course at Gravesend is less difficult than that at Morris Park, but as the jockeys, knowing this, set a faster pace, the mishaps are likely to be just as numerous.

There is a chance—a little remote, it must be admitted—that the Parkway Handicap, at one and one-sixteenth miles, for the older horses, to be run to-morrow afternoon, may bring together at least two of the "Big Four," as both Hermis and Africander are eligible. It is considered doubtful whether either of them will go to the post, but should they be left in their stalls, the list of eligibles still gives promise of making the Parkway one of the most interesting contests of the week. This list contains the name of James R. Keene's wonderful four-year-old maiden, Toboggan, which has figured so prominently in so many prominent races that few realize he is still a maiden. Mr. Keene also has as eligibles the brown three-year-old colt Kohinoor, which has not redeemed himself in the public mind yet for the disgraceful way in which he tried to find a hole in the fence at Morris Park, and also the St. Leonards gelding Careless. Major Daingerfield and Hurstbourne, from W. B. Leeds's stable; Dazzling and Dalesman, from that of "Mattie" Corbett; Mrs. L. Curtis's Eugenia Burch, John A. Drake's Runnels, August Belmont's Mizzen, John Boden's Rostetint, W. M. Scheftel's Highball and E. E. Smathers's Dick Bernard are some of the more conspicuous performers from which the field for the Parkway may be made.

E. E. Smathers named McChesney for this same handicap, but there is actually more chance that lightning will strike "Big Mac" than that he will be a starter. The injury to his foot was more serious than any one, with the exception of Frank Taylor, his trainer, thought, and he has been laid up ever since the running of the Brooklyn Handicap. He took some walking exercise around his stable yesterday, but was noticeably lame. Taylor has the sympathy of all his brother trainers, as it was well known that he was strongly opposed to starting "Big Mac" after he pulled up lame from his workout.

The tendency on the part of some race patrons to eliminate Hermis, McChesney and Africander from the list of equine stars because of their failure to win the Brooklyn is likely to prove expensive if they are prone to speculate on the runners. McChesney's excuse is obvious enough, and, although that of Africander is a little less definite, there is every reason to believe that he was not ready and that his hard race at Morris Park, when he was whipped through the entire stretch, dulled rather than increased his speed. If Hermis—always known as a late horse—continues to improve as he has so far this spring he is likely to fool the public at any time. Alexander Shields, however, always contended that a mile was Hermis's distance, and that it was a mistake to ask him to go a longer route.

Some of the other stakes to be decided this week are The Criterion Stakes of $6,000 for two-year-old fillies at five furlongs, to be run on Thursday; the May Selling Stakes for three-year-olds at about six furlongs, on Friday, and on Saturday the Greater New-York Steeplechase over the full course, the Great American Stakes for two-year-olds at five furlongs and worth $12,500 and the Broadway Stakes at a mile and a sixteenth for three-year-olds. The Great American, which was won last year in the mud by August Belmont's Magistrate, is one of the six richest races of the year for the youngsters, and its renewal this year is likely to bring all the prominent young ones together