IN THE WORLD OF SPORTS

Collegians at Hockey—Lightbody's Poor Showing.

AMATEUR AND PROFESSIONAL.

The Harvard hockey seven played several practice games with local teams at St. Nicholas Rink last week, and although their work in the first game was disappointing they improved until at last it was considered by those that saw them that the Cambridge University was again represented by a formidable team. They did the best all around work on Thursday against a team from the Hockey Club of New-York, winning by 5 to 4. The Hockey Club had its best men on its line-up, and the Crimson victory was a great surprise, particularly after the lack of team work and ragged individual play the collegians displayed in their first game here, when a team from the New-York Athletic Club defeated them on Wednesday by 8 to 3. There is still room for improvement, however.

The Hockey Club of New-York played wretchedly in the practice game with Harvard, particularly poor when compared with the game played with Yale a few weeks ago. The club meets the Wanderers on Tuesday evening at St. Nicholas Rink in their first game in the Amateur Hockey League championship series. Unless they show better form than they did on Friday it seems an easy victory for the champions. The Hockey Club seemed the fastest team in the league in their game with Yale, and perhaps their carelessness in their game with Harvard may have been due to its being merely a practice game.

Yale's hockey seven got some good experience at Pittsburg last week. Toronto took two games from the New-Haven players each by one goal. In the third game on Saturday, however, the Canadians let themselves loose and won by 7 to 3. An all-interscholastic team went down to defeat before Yale by 2 to 1.

The spectators at the Pastime Athletic Club athletic carnival at Madison Square Garden on Saturday evening were late in arriving, but they managed to get there just the same. It was toward the middle of the programme that the Garden showed signs of a paying crowd, and when the last contest was run it was estimated that the club had made a considerable profit. In both track and field contests there were many well known athletes from East and West. The first big surprise came when James D. Lightbody, of the Chicago Athletic Association, failed to do better than third in the half-mile run for the Amateur Athletic Union championship. Lightbody won many prizes at the recent Olympic games at St. Louis and it was thought that he stood an excellent chance in coming in first in this contest. Later, in the two-mile handicap, he failed to come in one, two, three. The big handicaps allotted many of the others, however, were a bit too much for him to overcome from scratch. The field was so large that for most of the way passing was extremely difficult.

Ralph Rose, "the perfect athlete," of the Chicago Athletic Club, seemed to be the centre of interest of the meeting. Each time he made a put in the 24-pound shot contest, in which he established a new world's record, he was greeted with round after round of applause. When it was announced that he had sent the missile a distance of 38 feet 2¾ inches, thus breaking the old record of 37 feet 11¾ inches, made in 1899 by George Gray, of the New-York Athletic Club, the spectators cheered to beat the New Year's Eve racket outside.

The Public School Athletic League contests that were run in connection with the games resulted in four new records. By holding the preliminary heats of the track and field contests in the afternoon and the running off of track contest finals in the evening short, snappy contests were provided for the bigger night crowd. Relay races are the most popular of the schoolboy contests, judging from the way they were applauded on Saturday.

Ice yachting is now occupying the attention of the yachtsmen who own the fleet of flyers that, in a strong breeze, equal and often excel the speed of the Empire State Express. Even in a light breeze last Friday, on the South Shrewsbury River, one of the boats entered in the first race of the season—the Mildred—travelled 10 miles in 35 minutes, which is at the rate of 17.14 miles an hour. She defeated the holder of the third class pennant—the Hazel—by 15 seconds, and she won the Commodore's Cup. The Hazel is owned by William R. Joline, of the South Shrewsbury Club. She won the pennant last year from the Atalanta, the Wizard and the Mildred. The latter yacht is owned by Benjamin P. Morris, the commodore of the club. Three hundred members are enrolled in the South Shrewsbury Club, of Branchport, and the Shrewsbury Club, of Pleasure Bay, and they have fifty yachts registered. Many other prize cups and pennants have been offered, so that the ice yachtsmen may expect to have a lively season if the ice remains in good condition.

There will be good sport in the same direction on the Hudson River in a short time, for some of the fastest yachts in the country race over the courses of the Hyde Park Ice Yacht Club. Archibald Rogers owns a fleet of five ice yachts, the largest of which is the Jack Frost. Dr. J. C. Barron's boat is the Northern Light, and there are a dozen others that will soon be heard from when the ice is in good condition. The club is a short distance above Poughkeepsie, and the courses are laid out on the river in triangular shape.

The Palm Beach Power Boat Association, of Palm Beach, Florida, is busily preparing for the first annual motor boat and water carnival, February 1 to 4. Fred Sierry, the secretary of the association, and Lieutenant Hugh L. Willoughby are already at Palm Beach laying out the course and making other arrangements for the success of the carnival, while the representative of the association, W. J. Morgan, of No. 126 Nassau-st., has just returned from Palm Beach, where he had a conference with his association and well known boatmen in Florida. The four days' programme provides for boats of many different horsepower, and also takes in some sailing boat classes. What promises to be the great feature of the carnival will be two parades, an illuminated one at night, and a flower carnival in the daytime. Sir Thomas R. Dewar has accepted the invitation to act as an associate referee of the carnival with Henry M. Flagler. The judges are announced as Joseph Jefferson, A. J. McIntosh, of the American Power Boat Association; Lieutenant Willoughby and ex-Commodore P. F. Griffin, of the Bayswater Yacht Club, and others. The timers will be experts from New-York.

William K. Vanderbilt, jr., means business in connection with the contests to be held on the Florida beach. His new 85-105 Mercedes has been thoroughly overhauled and built up to a style of racer to suit him and given a new coat of aluminum paint. The hood of the car is no longer cut away in the regulation Mercedes style, as it appeared in the Eagle Rock hill climbing contest. Mr. Vanderbilt has had it extended in somewhat of an arch backward so as to reach the side of the seat at the bottom, though on top it does not run back quite so far. The seats of the car have been dropped to the floor and the steering wheel and axle have had their angle dropped, so as to be nearly horizontal. In overhauling the car a toolbox was put on behind, in which there is simply a hole in the top through which to reach for the tools. It was this contrivance that caused a crowd amusement in front of the Waldorf-Astoria one day last week. On that occasion several hundred had a good look at the racer. Mr. Vanderbilt and his driver stopped at the hotel for a while, and the motor would not start, presumably because the lubricating oil had congealed on the cylinders. When the driver tried to reach into the toolbox for some implements and a small nut that he wanted, he found that with his big coat on he could not get his arm in far enough, and he had to take off his coat and bare his arm while a crowd looked on and chuckled. No tinkering sufficed to start the car, and another machine was sent from the De Dietrich garage to take it in tow. The Vanderbilt car was towed only a block and then the cylinders began to work again, and it cut loose and went off under its own power.

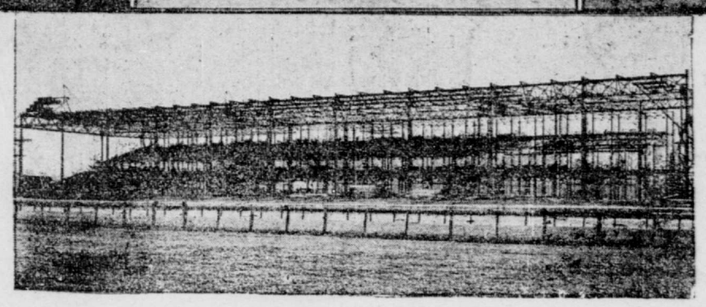
TAILOR MADE SERVANT GIRLS.

From The London Dispatch.

A great change was noticeable in the garb worn by the servants soliciting hire at Carlisle hiring fair. A few years ago the women and girls came flaunting into the city on a hiring day in sawdry finery of a frequently ridiculous type, but on Saturday there was none of this. In fact, in their smart tailor made costumes it was difficult to distinguish them at times from the ordinary city girl.

SCENES AT BELMONT PARK.

JOCKEY HOUSE AND OFFICES. SUBWAY FOR TRAINS UNDER HEMPSTEAD ROAD. CLUBHOUSE.



GRANDSTAND.

VICTORY FOR "PUNCH."

Cecil Fairs Outplays Lakewood Professional at Tuxedo.

[BY TELEGRAPH TO THE TRIBUNE.]

Tuxedo Park, N. Y., Jan. 1.—The return court tennis match between Cecil Fairs, of Princess Club, London, and Frank Forrester, of Georgian Court, Lakewood, professional tennis coach to George J. Gould, was played at Tuxedo to-day. "Punch" won 6 to 3. The Lakewood man opened with a heavy cut side wall service, which "Punch" handled cleverly. Service and returns were good throughout and chases were short. The rallies were brilliant and "Punch" was a marvel of accuracy. Forrester, too, was at his best.

The Englishman conceded the odds of 15. He won the first set 6 games to 2. His knowledge of the courts and the ball stood him in good stead. Forrester worked hard and mastered all the angles of the court and the bound of the ball. He started the second set aggressively and took it and the third 7—5, 7—6. "Punch" by this time had worn his opponent down and Forrester began to weaken on the attack. "Punch" used his opportunities, looking fresh as new paint, and took the fourth set at 6—4, making the score two sets all.

The fifth and final set which concluded the match brought forth some extraordinarily long rallies, which kept the the throng of spectators continually applauding. "Punch" proved the stronger and won by a score of 6—3, thus taking the match and purse, which was put up by J. Henry Smith. T. Suffern Tailer was referee and Robert Moore, jr., marker. This is "Punch's" final match this trip, as he sails for London.

The professionals selected the English balls for the match. The balls have been used at Tuxedo for the last eighteen months, but will be discarded so that the members of the club may be at home when playing in New-York and that visitors here may not be at a disadvantage.

GOLF.

Advertising Men Gathering at Pinehurst Links.

Pinehurst, N. C., Jan. 1.—Thus far twenty-five entries have been reported by Frank Presbrey, of New-York City, chairman of the committee in charge of the advertising men's golf tournament here. A number of Eastern advertising men, who are golfers, will leave New-York on Friday night and arrive here on Saturday, to get acquainted with the course. The New-York contingent will be headed by Frank Presbrey, chairman of the tournament committee. A large Western delegation will leave Chicago on Friday night on a special. Among the entries are the following: Frank Presbrey, of New-York; William C. Freeman, of New-York; Leonard Tufts, of Boston; W. R. Hotchkin, of New-York; M. H. Marlin, of New-Haven; J. A. McKay, of New-York; Charles A. O'Donnell, of Pittsburg; Ralph Cracknell, of Boston; A. L. Thomas and J. L. Stack, of Chicago; Clarence C. Vernam, of New-York; W. R. Roberts, of Philadelphia; L. T. Boyd, Manager of "The Milwaukee Journal"; Arthur S. Higgins, of New-York; Frederic J. Wessels, of Chicago; J. W. McKinley, of Washington; Crafts W. Higgins, of Chicago; William H. Beers, H. E. Pyrke and W. W. Mallory, of New-York, and W. R. Carter, of Jacksonville.

The qualifying round and match play up to the finals will be played on Monday, January 9, and the tournament will be finished the following day. There will be no handicaps. Instead, the players will be placed in groups of eight after the qualifying round. Each eight will play for two trophies, one to be fought for between the winning four and the other between the defeated four in each eight. In addition there will be medals for each of the lowest eight scores, and a gold medal for the lowest score in qualifying round.

Entries close with Frank W. Presbrey, No. 3 West Twenty-ninth-st., on Friday, and at the Pinehurst Golf Club, on the morning of the tournament.

PREMIUM LIST FOR THE DOG SHOW.

The premium list of the twenty-ninth annual dog show of the Westminster Kennel Club, to be held at Madison Square Garden from February 13 to 16 inclusive, has been published. Entries close on January 25.

Twenty-five members of the Westminster Kennel Club have offered special silver cups, which are to be won outright by the competitors. The club itself offers $150, or plate to that value, for the best pack of foxhounds, five couples, the property of a recognized hunt club, to be shown by the M. F. H. and huntsman, or by the M. F. H. and whip, or huntsman and whip, in hunting costume, and $100, or plate of that value, for the best pack of beagles, five couples, to be shown by the master, in hunting costume, or by the huntsman, in livery, or both.

The Ladies' Kennel Association of America also offers some thirty challenge cups for various classes, ranging from St. Bernards to pugs. The Ladies' Kennel Club of Massachusetts offers twenty odd special prizes, cups and trophies, in most part open only to members.

The English Bloodhound Club of America offer two challenge cups, gold and silver medals, for bloodhounds, open to members only. The Great Danes and Russian wolfhounds and the other big dogs are also backed by their supporters, who offer special prizes to the aristocrats of their breeds.

That no interest has been lost in the breeding of the bulldog is evinced by the long list of special prizes offered in this class. Among the cups and trophies offered for competition are the grand trophy of the Bulldog Club, the Porter Cup; the Clifton Kennels Cup; the team cup, for four dogs; the Waldorf-Astoria Cup, the Overleigh Cup, the Bulldog Club of America Cup, the "Bob" Cup, the puppy bowl, the Deal Cup, the Deal Kennel Trophy, the Sawyer Cup, and several bronze and silver medals. For single and team exhibits of French bulldogs, the French Bulldog Club of America offers for members alone an equally long list of cups, trophies, tankards and medals.

WINNERS OF BICYCLE RUN.

One Motorcyclist Pushes His Machine to Finish at Tarrytown.

Over the snowy, muddy roads of Tarrytown, at 2:30 o'clock Sunday morning, a motorcyclist was seen pushing and shoving his machine, and trying to get to a point that seemed of interest to none save himself. He was the only one of the four motorcyclists that left the Park Circle, in this city, thirty-six minutes after midnight on the New Year's Eve run of the Associated Cycling Clubs to reach Tarrytown. Timers and officials had left long before, so no official record was made of the victor.

George Woods was the first to reach Yonkers, for which a prize was offered, in the record time of thirty-six minutes, and E. Shotwell second, two minutes later. A. Kreuder was third in thirty-nine minutes.

James Beaver, of the Prospect Wheelmen, was the first cyclist to reach Tarrytown. He won the Gerbereux trophy for his club. His time was 1:31. The record, 1:28, was made by A. L. Cahn, of the Prospect Wheelmen, in 1902. The Gerbereux trophy becomes the property of the Prospect Wheelmen, as this is the third time they had won the race. Beaver was also the first to arrive at Yonkers, thirty-nine minutes after the start. Three minutes later G. Cameron came in second, with R. Stafford third and F. Williams fourth. All were members of the Prospect Wheelmen. Cameron's tire punctured three times on the way to Yonkers. O. J. Stein, of the Prospect Wheelmen, arrived second at Tarrytown, one minute behind Beaver.

NEW-ORLEANS ENTRIES FOR TO-DAY.

First race (selling; one and three-sixteenths miles)—Judge Snafly, 90; Charlie Miller, 94; Hubbard, 94; Royal Arms, 94; Jack Doyle, 99; Fleetful, 99; Capt. Hugh Bradley, 102; Hoodwink, 102; Woodlyn, 102; Frank Rice, 102; Barca, 107; Ben MacDhui, 109.

Second race (selling; one mile)—Rudabek, 112; John Doyle, 115; Thane, 117; Sam Stevens, 117; Homestead, 120; Huckleberry Finn, 120; Byron Rose, 122; Beverly, 122; Rabunta, 122; Wellesley, 122; St. Seyer, 122; Arachue, 125.

Third race (six furlongs)—Josie, 102; Contentious, 102; Miss Aubrey, 102; Coruscate, 102; Sanction, 107; Triple Silver, 107; Telescope, 109; Van Ness, 109.

Fourth race (first special handicap; six furlongs)—Hannibal Boy, 95; Monte, 103; Bishop Poole, 104; Ascot Belle, 104; Alcantara, 105; Monaco Maid, 106; Florentine, 107; Subtle, 107; Ranger, 108; Savoir Faire, 108; Viperine, 109; Matador, 110; Janeta, 111; Kittie Platt, 111; Lucy Young, 111; Trapper, 119; King's Trophy, 120; Ham's Hern, 121.

Fifth race (handicap; one mile)—Midge, 90; Reliance, 91; Noweta, 92; Courtmaid, 96; Rankin, 97; High Wind, 97; Au Revoir, 112.

Sixth race (selling; one mile and three-sixteenths)—Rachael Ward, 95; Annora J., 97; Fair Reveler, 99; Hickory Corners, 99; Lou Woods, 101; Midshipman, 102; Love's Labour, 104; Carley's Dream, 104; Reveille, 106; Hymettus, 107; Gravina, 108; Capt. Gaston, 108.

BELMONT PARK READY.

Leading Owners Building Private Stables at New Track.

Belmont Park, the new racetrack near Queens, Long Island, which has been in course of construction for two years, is practically completed. S. S. Howland, who has given much of his time to the work in the interests of August Belmont and the Westchester Racing Association, said a day or two ago that the grandstand was roofed in and that the finishing touches and a general clearing up would put the big inclosure in readiness for the first meeting in the spring. This is cause for congratulation. The undertaking was a big one, and it has been completed only after the expenditure of vast sums of money and almost endless work and labor. It is done, however, and it only remains for racing folk to see to approve, and, approving, stay to enjoy.

Even now it can be said that the opening day, whenever it may be, will be a memorable one in the history of the American turf. The big grandstand, the commodious clubhouse, the free field and the lawns will permit of sixty thousand people viewing the races in comfort, and in all probability a crowd of record breaking proportions will go down to see the Metropolitan Handicap decided and pass judgment on what will be the greatest racecourse, not only in this country, but in the world. The Jockey Club has not yet announced the dates for the year, but there is a well defined rumor that the Brooklyn Jockey Club meeting at Gravesend will precede that of the Westchester Racing Association this year, which will bring the opening of Belmont Park late in May or early in June.

Belmont Park will be turf headquarters and the home of the Jockey Club. It has been aptly called the Newmarket of America, but in point of fact it is an improvement on the great English racecourse, according to the view of those who have seen both. It lacks, of course, the traditions which make Newmarket known the world over, but in appointments, completeness and accommodations it excels. Built on modern lines, and in the most approved style possible after a careful study of all requirements, with the advantage of past experience, and without stint as to cost, it is a model of what a great racing inclosure should be. Nothing is lacking that will make for the pleasure and accommodation of racegoers, jockeys, trainers and handlers and for the comfort and good health of the thoroughbreds.

Following the English method, the races will be run the reverse way of the track. This has been cause for constant comment among horsemen and followers of the sport since the announcement was made two years ago. The plan does not meet with general approval. There are those who argue, and with some reason, that the change in the way of running from the other tracks will result in the complete upsetting of public form, that some horses will run green and that some jockeys will not take kindly to the new style. There is no recourse, however, and in all probability both horses and jockeys will quickly adapt themselves to the changed conditions, even though the onlookers take longer to reconcile themselves to the new plan and change of vision.

A number of well known owners have taken advantage of the offer of the Westchester Racing Association to build private stables in the inclosure under free lease of the land. August Belmont, Harry Payne Whitney, James R. Keene, R. T. Wilson, jr., and several others are building, and this feature, at once practical and unusual, will make of Belmont Park a turf colony such as has been the dream but never the realization of horsemen heretofore. The leading owners who have availed themselves of this offer have received sufficient ground to build stables, cottages where their trainers, with their families, may live; quarters for the men, kitchens and all other things which go to make up a perfect and complete establishment. Each plot will be separate and exclusive in itself, although subject, of course, to necessary restrictions.

The public stables, of which there are over one hundred, with fifteen stalls each, have been built with the greatest care and with every modern convenience that experience suggested or the test of use approved. In every respect the stables and quarters are far superior to any now in existence, and the drudgery of training and caring for the horses has been minimized to a degree. Trainers who have visited the new park have, without exception, expressed satisfaction and gratification at the extent and beauty of the place and the facilities afforded for training and handling their charges. John Hyland said, after a visit to the track: "I had heard so much about Belmont Park that I expected much, but what I saw far exceeded my expectations, and I don't see how it could be improved in any particular detail from a trainer's point of view."

Belmont Park has been acquired and built at a cost of close to $5,000,000. Constructed with a view to absolute stability of site and to beauty of surroundings, no money has been spared, although it has been well and economically expended. The grading alone cost $500,000, and the tracks, of which there are five, are as nearly perfect as engineering skill can make them. The clubhouse is a model of its kind, and the huge grandstand, 750 feet long by 90 feet wide, has been constructed with a view singly to the convenience and accommodation of racing folk. The seats are so arranged that an unobstructed view can be had from each, and the promenades are broad and roomy. The dining and retiring rooms are commodious, and even an emergency room has been provided, where a trained nurse will be in attendance. The grandstand is built in three tiers, and seats have also been arranged on the roof, as at Sheepshead Bay. The paddock is roomy and picturesque, and the free field and jockey quarters are in keeping with the whole.

The main track is one mile and a half in circumference, the turf track one mile and three-eighths and the steeplechase course one mile and a quarter. There is also a straightaway chute of seven furlongs for sprint races, without turn or elbow, and a mile training track, which is so built that if necessity arises it can be thrown into the main track. This training track is a distinctive feature, as in stormy weather the main track can have better and constant care, as it will not be cut up by the horses at exercise. Charles W. Leavitt, jr., the engineer of the grounds, has worked long and faithfully, and his efforts have apparently been crowned with the highest success.

There are 666 acres in the park, and this big tract, partly wooded, is an almost ideal spot for a day's outing. Morris Park always appealed to the sentimentalists and enthusiasts because of its grandeur and general freedom from sordid commercialism. Belmont Park will prove a worthy successor, however, and in time, perhaps, prove even more popular than the old home of the Jockey Club.

It may be said in passing that the traffic arrangements will be complete in every detail, particularly at the park end. The terminal will consist of ten tracks, each one hundred feet long, extending east and west. The seven platforms in the yard will be roofed like the station at Long Island City. There will be two elevated platforms to accommodate the trolley cars coming into the station from the street surface line on Jamaica-ave. and Hempstead Turnpike. A passenger subway, twenty feet in width, will pass under the entire system of tracks and rise gradually for a distance of about seven hundred feet, coming to the surface near the large grandstand. Four tracks will connect the track with the main line of the Long Island Railroad.

NEED FIRE PROTECTION.

Washington Heights Section and West Side Inadequately Served.

Surprise was expressed yesterday when real estate men learned that the west side of the city, from Forty-seventh-st. to the Harlem River, was served by only ten engine and four hook and ladder companies. It is understood that Fire Chief Croker appreciates fully the gravity of the existing conditions and is anxious to have the fire fighting force doubled in the district affected.

It is in the Washington Heights section particularly that the need of additional fire companies is felt. The opening of the subway along Broadway has stimulated the building of apartments and houses, materially increasing the population of that section, and properly to safeguard the newcomers at least three new engine companies and two truck companies are necessary, it is said.

At present there are two Washington Heights engine companies—No. 8, at No. 1,307 Amsterdam-ave., about One-hundred-and-fifty-fourth-st., and No. 67, at One-hundred-and-seventieth-st. and Audubon-ave.

The one hook and ladder company is No. 23, at No. 504 West One-hundred-and-fortieth-st. This company has to go as far north as Kingsbridge, at such times leaving the lower part of the district unprotected.

The west side of the city, from Forty-seventh-st. to the Harlem River, has to depend on ten engine companies and four truck companies. This force should be nearly doubled if the Fire Department is to do effective work.

W. W. Babcock, of Duff & Brown, real estate agents at No. 1,715 Amsterdam-ave., said yesterday that with the opening of the subway the need for more fire companies was urgent. "What is needed at once," he said, "is another hook and ladder company, which should be about One-hundred-and-sixtieth-st."

Charles D. Deffermann, of the firm of Charles Griffiths, Moses & Co., No. 1,960 Amsterdam-ave., said:

"If a fire breaks out while our hook and ladder company is in Harlem, I don't know what we will do. The prospect is certainly appalling. Many big apartments are being built here, and the people who will tenant them will hesitate to move to Washington Heights unless they are assured of adequate fire protection."

John D. Beals, president of the Washington Heights Taxpayers' Association, said last night that the subject of more fire houses for the Washington Heights district would come up for discussion and action at the next meeting of the association, on the 11th of this month.

FREE LECTURE COURSE.

Second Series Begins To-morrow—Attendance at First 472,034.

The second course of Board of Education free lectures will begin to-morrow night in 130 places. Four hundred and seventy-two thousand and thirty four people attended the lectures in October, November and December. One thousand eight hundred and fifty-four lectures were given.

At the American Museum of Natural History, Seventy-seventh-st. and Central Park West, a course of eight lectures on "Electricity" will be given by Professor Charles L. Harrington, on Saturdays, beginning on January 7. At Public School No. 3, Grove and Hudson sts., a course of six lectures on "Electricity" will be given by Theodore I. Jones, on Mondays, beginning January 9. Professor John S. McKay, of Packer Collegiate Institute, will give a course of six lectures on "Electricity and Radiation" at the Board of Education Hall, Park-ave. and Fifty-ninth-st., on Wednesdays, beginning January 4. An interesting course of six lectures on "Evolution," by Professor Samuel C. Schmucker, of the State Normal School, West Chester, Penn., will be given at St. Bartholomew's Lyceum Hall, No. 205 East Forty-second-st., on Saturday evenings, beginning on January 7.

Many well known educators have been engaged to continue the course of lectures on educational topics in the great hall of Cooper Institute, Eighth-st. and Third-ave. Among these are President Jacob Gould Schurman, of Cornell University, who will lecture on "Individualism," January 4; Dr. Merrill E. Gates, ex-president of Amherst College, on "Education for Power," January 11; Professor James E. Russell, dean of Teachers College, on "German, English and American Ideals of Education," January 18; President G. Stanley Hall, of Clark University, on "Childhood and Children," February 1; Professor M. G. Brumbaugh, of the University of Pennsylvania, on "Present Tendencies in Education," February 8; President F. W. Atkinson, of the Brooklyn Polytechnic Institute, on "Technical Education," February 15, and A. Emerson Palmer, secretary of the Board of Education, on "A Century of Public Schools in New York," February 22.

PACKERS' MEN ARRESTED.

Charged with Conspiracy to Fix Meat Prices in Montana.

Helena, Mont., Jan. 1.—Attorney General Donovan has filed information against the agents of the Cudahy, Swift, Hammond and Armour packing companies to prevent them from operating in Montana, charging them with conspiracy, in that they, as agents for these companies, fix the prices by agreement of the meats which they handle. The men were arrested in Butte by the Sheriff of this county, who released them on their own recognizance. They will appear in court here January 9.

The first action against the packers, brought on the ground that they were violating the Anti-Trust law, was dismissed by the Supreme Court, on the ground that it had no jurisdiction.

OFFERINGS AT THE STORES.

STERN BROTHERS, West Twenty-third-st., announce for to-morrow and the rest of the week sales in the following departments: Cloaks and wraps, fur and fur lined garments, housekeeping linens, embroideries and lace curtains and rugs.

ABRAHAM & STRAUS, Brooklyn, announce women's tailored wear at greatly reduced prices. They also offer women's cotton shirtwaists and are making reductions in women's gloves.

THE SIMPSON-CRAWFORD COMPANY, Sixth-ave., Nineteenth to Twentieth st., calls attention to its annual January sales of muslin underwear and of linens and white goods.

THE STERLING PIANO COMPANY, Fulton-st., corner of Hanover Place, Brooklyn, announces a sale, beginning to-morrow, of twenty-one used pianos of various makes. It also offers the Sterling Piano Player.

LORD & TAYLOR, Broadway, Twentieth-st., Fifth-ave. and Nineteenth-st., direct attention to their annual sale of muslin underwear, silk petticoats, kimonos and corsets. They announce for to-morrow and Wednesday the opening of embroideries, embroidered robes and waist patterns for the season of 1905.

A. D. MATTHEWS' SONS, Brooklyn, offer brooms, the Nemo grand prize corset and linen attractions. They announce for to-morrow a New Year sale of women's suits and furs.

ARNOLD, CONSTABLE & CO., Broadway and Nineteenth st., will begin to-morrow a special sale of lingerie.

THE FIFTH AVENUE ART GALLERIES, Nos. 366 and 368 Fifth-ave., will sell at auction on Thursday, Friday and Saturday, at 2:30 p. m., furniture, tapestry, arms and armor, antique musical instruments and some pieces from the Duke of Cambridge and Emile Zola sales. The articles are on exhibition to-day.

THE CHADWICKS IN TEARS

Husband and Wife Meet in Jail—He "Hopes" She Is Innocent.

Cleveland, Jan. 1.—Unheralded and unembarrassed by a crowd of the curious, the homecoming of Dr. Leroy S. Chadwick was in exact contrast to the arrival of his wife three weeks ago. Both were under the charge of the law, but under widely different circumstances. Dr. Chadwick rode as a man against whom the people have no claim; Mrs. Chadwick a prisoner, guarded by federal officers. No one was at the Pennsylvania station to meet him, with the exception of Kerruish, his attorney. Even his stepson Emil failed to see him until 9 o'clock. Young Hoover had planned to board the train at the Euclid-ave. station, but the train had come and gone before Emil knew of it. It reached the Union Station at 7:30 a. m.

Sheriff Barry was with Dr. Chadwick. Both were quickly driven to the county jail, where Dr. Chadwick was registered as a man against whom the law has suspicion, but the record was not made at once. A bond, which had been provided on Saturday evening, was ready at the jail on the arrival of Dr. Chadwick, and he was soon released.

After the preliminaries in the Sheriff's office Dr. Chadwick was escorted by Sheriff Barry to the fourth floor of the women's ward, where his wife is held a prisoner. The meeting between the two was pathetic in the extreme. Mrs. Chadwick arose when she heard the steps in the corridor and fell in her husband's arms when she recognized him. Both broke down and wept convulsively for several minutes while clinging to each other, the Sheriff attempting meanwhile to console them. There was no artificiality about the scene. Genuine grief and genuine joy were intermingled. The Sheriff also was deeply affected. Little by little the first shock grew less severe, and the two sat down for a talk that continued for an hour and a half.

Dr. Chadwick has lost his all in the operations of his wife, and the large independent fortune of his only child has been swept away. Mrs. Chadwick tried to imbue him with the thought of her innocence of any wrongdoing. His only response to these pleas was "I hope so." The troubles into which both have been plunged were thoroughly discussed. The wife told the story, interspersed by violent fits of weeping, in which, at times, Dr. Chadwick joined. There were no apparent evasions, but there was a constant cry of "Trust me! Trust me!" on the part of the woman.

"Don't believe these stories which the newspapers have been printing about me," she said. "They are all lies, every one of them. I have done nothing wrong. Believe me; trust me; everything will come out all right in the end."

"I can only hope so," was the husband's answer. "I have trusted you, and it is hard to believe anything, my mind is so confused. This has all been such a terrible shock and I don't understand any of it. I want time to think of it. I do not say I won't trust you; only give me time to collect my thoughts. Ever since I heard of this trouble in Paris, I have been bothered and my life has been made almost unbearable. I have been followed and hounded until I can think of nothing else. I am not the judge. I can only hope that everything will come out all right as you say."

The doctor was dazed for a moment upon reaching the turnkey's room. Emil Hoover had arrived at the jail while Dr. Chadwick was with his wife, and was awaiting his stepfather in the office. The man grasped both hands of the boy and searched his face for a moment before either spoke.

"Has your regard for Mrs. Chadwick changed?" was asked as Dr. Chadwick was leaving the jail.

"I cannot say anything," interrupted the physician. "You will have to talk with Mr. Dawley or Mr. Kerruish."

"There will be no statement," said Mr. Dawley, "so you may as well let him rest."

On the train the doctor said:

"For thirty-five years I have made Cleveland my home, and this is the first time there has been any taint on my name. It is too terrible. Even my home has been taken from me, and if all reports are true I am a penniless pauper. I cannot suspect my wife, for I must first learn her story from her own lips before I can judge her. Heaven grant that it all may be cleared up at once."

There has been some question in the minds of the lawyers as to whether Dr. Chadwick should have the occupancy of his Euclid-ave. home, since it has been taken possession of for the benefit of creditors of Mrs. Chadwick, and it has been decided by the lawyers that Dr. Chadwick cannot be barred from its use. He may go to his own home to-morrow.

In permitting Dr. Chadwick to visit his wife today, Sheriff Barry may find himself in trouble with the federal authorities because of the visit between the physician and his wife having been allowed without a formal application to the federal authorities and the necessary permit to visit having been granted.

Sheriff Barry retires from office at midnight tonight, after having served four years as Sheriff.

LAW MAY PROTECT HIM.

Dr. Chadwick Could Not Testify Against Wife in This State.

Lawyers here yesterday expressed great interest in Sheriff Barry's admission before Recorder Stanton in Hoboken on Saturday that Dr. Leroy S. Chadwick is wanted in Cleveland to testify against Mrs. Cassie L. Chadwick, his wife. It seemed generally to be agreed that if the constitution of this resembles that of New-York in this particular, Dr. Chadwick cannot be compelled to testify against his wife.

Inquiries made by the reporter in detective circles elicited Detective Sergeant Bonvil's version of his failure to be on hand with his extradition papers on Saturday. According to Bonvil's friends, the sheriff had arranged to telegraph to his detective when the Pretoria, carrying Dr. Chadwick, should be sighted. No telegram, however, according to the detective's friends, was received. Why, up to 7:30 a. m., when the revenue cutter started, all attempts on the part of the sheriff to reach Bonvil were unavailing, and why the detective did not receive information of the ship's sighting from police sources, or if so, failed to avail himself of it, still remain unexplained.

At Meyer's Hotel, Hoboken, it was learned that Miss Mary Chadwick left the hotel about the same time as her father, saying she would return for two trunks, which remain in the hotel, within two days. It is understood that Miss Chadwick is in town, but will start this week for Jacksonville, Fla., on a visit to friends.

Philip Carpenter denied that there had been a lively passage-at-arms in the hotel between Sheriff Barry and himself regarding Dr. Chadwick's movements.

"I called at the hotel on Saturday afternoon," said Mrs. Chadwick's New-York counsel, "in response to a message from Dr. Chadwick, who wished to know the general situation. Mr. Barry did not attempt to interfere with me. I saw Dr. Chadwick in the parlor. Dr. Chadwick did not ask my advice as to whether he should go to Cleveland, and accordingly I did not offer any."

George W. Ryall, who is counsel for Herbert B. Newton, and whose representative served Dr. Chadwick on board the Pretoria with a summons in a suit to recover the amount of two notes aggregating $80,800, seemed interested to learn that Dr. Chadwick when he landed had only $40. As told already in The Tribune, Dr. Chadwick and his daughter made the voyage from Europe in two tiny 8 by 6 second class inner cabins. Mrs. Chadwick while in New-York declared that she turned over $2,000,000 to her husband a year or two ago, but the story is now received with still further reservations.

SCHWAB'S ARMOR PLATE "CORNER."

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, Jan. 1.—There is a strong belief here to-day that Charles M. Schwab has made another "corner" in armor plate, this time being forced to take in the strong Midvale plant, at Philadelphia. The agreement is that each of the three firms manufacturing plate shall get one-third of the big armor plate contract to be let in Washington on January 12.

The contract for the New-Hampshire and the two cruisers will aggregate $3,200,000, and, according to information here, each company will take one-third.

ARMY AND NAVY NEWS.

[FROM THE TRIBUNE BUREAU.]

Washington, Jan. 1.

NAVAL WIRELESS WAR.—The Marconi agents have renewed the fight with the Naval Bureau of Equipment. The charges of unfair discrimination have been repeated, and it is promised that every effort will be made to block the department bill, which goes to Congress next week, providing that the Navy Department shall have control over the wireless telegraphy systems along the coast. There has been much delay in the introduction of the bill, the draft of which was prepared last summer, with the expectation that it would be sent to the House and Senate Naval committees early in the present session.

Some one in the department appears to have neglected his duty, for the bill was completely forgotten until members of the Government Wireless Board, of which Rear Admiral Evans was the president, called attention to the failure of the Secretary of the Navy to submit the bill to Congress. The delay has given opportunity for opposition to the measure, the terms of which would do much to injure the monopoly of the commercial situation.

The Navy Department is firm in its determination that the government shall not commit itself to any contract which excludes all other systems excepting the Marconi from use at the government stations. Lately the operators at the naval wireless stations have been recording all Marconi messages from the Cape Cod station, showing that it is possible to receive them from the Marconi instruments, despite the assertion to the contrary on the part of its representatives. The fight has been carried to the President, who has declined to interfere with the policy of the Navy Department.

The detachment of Lieutenant Commander J. W. Jayne from duty in Washington in charge of the wireless telegraph department of the navy, is a distinct loss to that work at this time. He is author of the long distance project in Southern waters, by which Florida, Cuba and the Isthmus of Panama are being connected, and developed the plan for the coast system between Portland, Me., and Galveston, Tex. He has been the head and front of much that has been accomplished. It is likely that Commander Jayne, while on duty with the Colorado in Southern waters, will have charge of the experimental work on the ships of the combined fleet during the manœuvres. There will be a test next week of the wireless system installed on a torpedo boat destroyer, and if it is found to work satisfactorily it will be placed on board other boats of that class.

POST EXCHANGES NOT EXCLUSIVE.—The agitation by the Woman's Christian Temperance Union and other enthusiasts, intended to operate against the use of the post exchanges at army posts by the commissioned officers and their families, is not expected to have any perceptible effect on Congress so far as interfering with the annual appropriation of $500,000 for the construction of post exchanges. There has been appropriated so far for this purpose $1,500,000, and it is estimated that another $1,000,000 will furnish all the army posts in this country and abroad with the post exchanges which are needed. It is possible there will be some legislation limiting the use of post exchanges to enlisted men, but if such a thing is contemplated seriously by the military committees the War Department will probably interpose an objection, pointing out that it is desirable that the post exchanges should be open to officers, on occasion at least.

Representatives of the W. C. T. U. in Washington have decided to make use of the reports received from General Grant, at Governor's Island, and will present them to Congress as evidence that the post exchanges, supposed to be erected for the benefit of the enlisted men, are habitually occupied by commissioned officers and their families, and used as officers' clubs. It is also alleged that there is drinking to excess.

The War Department authorities are exasperated at any such construction of the reports from Governor's Island. The Woman's Army and Navy League, of this city, is also accumulating material and has in preparation a monster petition which will represent feminine views on another side of the question of the post exchange and its chief feature, the canteen. There is every prospect, therefore, of an interesting fight over the question of re-establishing the canteen, although few military people believe it will be possible to do anything in that direction in the course of the present short session of Congress.

CELIBATES FOR HOSPITAL CORPS.—The examination of privates of the hospital corps for the position of sergeants finds imposed upon the candidates the qualification of bachelorhood. No married man who is a private in the hospital corps will be considered eligible to take the examination. In the higher positions in the hospital corps the rule will obtain less strictly, but the preference will always be for unmarried men. The surgeon general of the army has adopted this rule, on account of the difficulty of making unconditional transfers from one station to another when the men are married. The question always comes up of providing quarters for the families of married enlisted men, and throughout the service it has been found that in