LAND BATTLE BEGINNING.

OYAMA TAKES OFFENSIVE.

Heavy Forces Moving on Russian Left—Centre Drawn In.

Hua-Shu Pass, May 20.—A general engagement is imminent. Field Marshal Oyama is deploying heavy forces against General Linevitch's left and is contracting his troops along the centre, but his base is opposite the Russian right. It is not yet clear which wing is making a demonstration and which will deliver the main blow. It is evident from Linevitch's preparations that he intends to accept a decisive battle.

St. Petersburg, May 20.—The War Office confirms the report from Manchuria that Marquis Oyama is on the eve of opening a general engagement, and no doubt is entertained here that General Linevitch will accept battle in his present positions. The general staff believes Oyama's advance was hastened by doubt regarding the issue of the coming naval battle. With an unbeaten army in front of him Oyama's position might be critical if his communications with Japan were interrupted even temporarily.

Tokio, May 20.—It was announced this evening from the headquarters of the Japanese armies in the field that three Russian columns of mixed forces advanced southward on May 18 to the vicinity of the railroad. The Japanese engaged them and drove them northward. Simultaneously five hundred Russian cavalry attacked a Japanese field hospital at Kang-Pin, on the right bank of the Liao River. Japanese artillery and infantry dispersed the attacking cavalrymen, inflicting heavy loss.

DEBAUCHERY AT HARBIN.

St. Petersburg Hears of Bad Conditions in the Manchurian City.

St. Petersburg, May 21.—Dispatches from Harbin report a carnival of drunkenness and dissipation among the hangers on of the rear army. Champagne, at $10 a bottle, is said to be flowing like rivers, dives are abundant and a multitude of sharpers and gamblers are reaping a rich harvest.

The Emperor, at General Linevitch's request, has appointed a new provost marshal general, and the commander in chief intends to wage a vigorous campaign to restore order and institute more satisfactory conditions in the rear.

Harbin, May 20.—The Mongolian Prince Hostun Dzhakstu Oudai, who is visiting Harbin to manifest the friendly feelings of himself and his subjects for Russia, is highly delighted by the trick riding of Cossacks. Exhibition drills, parades and other military features have been arranged for him.

There is no epidemic here, and comparatively few persons are sick in the hospitals. The sanitary condition of Harbin is improving.

WATCHING ANAM COAST.

French Admiral Leaves Saigon on Another Cruise.

Saigon, May 20.—Admiral de Jonquières, the French naval commander, sailed from here today on the cruiser Guichen. His destination was not announced, but it is understood that he is going to make another inspection of the coast to see if French neutrality is being infringed.

Hong-Kong, May 20.—According to information received here to-day the one hundred and fifty deeply laden junks which were sighted on May 16, twenty miles off Cape St. John, have left that neighborhood and are probably seeking to effect a junction with Admiral Rojestvensky's fleet.

PRESIDENT GREATLY INTERESTED.

Commander Schroeder Gives Him Information About the Hostile Fleets.

Washington, May 20.—Secretary Morton and Commander Seaton Schroeder, chief of the Bureau of Naval Intelligence, had an interview with President Roosevelt to-day concerning the prospective battle between the Russian and Japanese fleets. Commander Schroeder has prepared a document, in which he compares the strength and qualities of the two fleets. He explained his figures and deductions to the President. The President is deeply interested in the situation, and is taking every opportunity to obtain information bearing on it.

RUSSIA'S GRAIN BLOCKADE.

Prince Hilkoff's Efforts to Move Cars—Good Harvest Promised.

St. Petersburg, May 20.—The energetic measures of the Minister of Railroads, Prince Hilkoff, are resulting in breaking the grain blockade in the southeast of Russia, about 90,000 cars being moved in April, leaving only 87,000 blockaded.

The prospects for a bountiful harvest in Russia this year are excellent, especially in the case of wheat. Lack of rain in some of the central governments is the only unfavorable feature. Large crops are generally expected in the south.

CAPTAIN CLADO DISMISSED.

St. Petersburg, May 20.—It is now understood that Captain Clado has been dismissed from the navy by the Emperor for repeated and persistent disobedience of the order to refrain from the publication of his views.

THE LOOMIS-BOWEN CASE.

President and Secretary Taft Confer—Three More Witnesses Called.

Washington, May 20.—President Roosevelt and Secretary Taft had a conference on the Loomis-Bowen case to-day. After the conference Mr. Taft said no decision had yet been reached. He has asked Mr. Dater, of "The New-York Herald"; Richard Harding Davis and Caspar Whitney, of New-York, to come to Washington, and will hear their testimony before making a formal report to the President.

Acting Secretary Loomis to-day submitted to Secretary Taft his rejoinder to the testimony already taken concerning the $10,000 check. A copy of his statement, together with the testimony given by Señor Mora and H. W. Bean, has been given to Mr. Bowen.

We have costly fabrics; we have medium grades as well; we also have a range to compete with the reputable ready-to-wear prices. The only difference is that our productions have the stamp of high-class style and finish---a fact worth knowing when it costs no more.

Burnham & Phillips
Custom Tailoring Only.
119 & 121 Nassau St.

"AUTO" SPEEDS AWAY AFTER WRECKING CAB.

HORSE KILLED, WOMEN INJURED IN PARK—JAMES RASCOVAR IN CAR THAT HITS PEDESTRIAN.

Soon after midnight last night a large touring automobile ran into a cab containing two women in the West Drive, near 81st-st., in Central Park. The cab was overturned and demolished. The women were thrown out and the horse killed instantly.

Immediately after the crash the automobile backed from the wreckage and started away at the rate of about fifty miles an hour. Mounted policemen started after it, but the machine left the policemen far behind.

The cab was owned by Emil Seelig, of No. 238 West 54th-st., and was driven by Michael Cochran, of No. 789 9th-ave. The cab was going north in the drive. When it reached 81st-st. the automobile containing three men approached. The machine was going about thirty miles an hour when it crashed into the cab.

Mounted Policeman Greeninson, who had heard the crash, started in pursuit of the machine. He blew his whistle continually, and several other men also started after the automobile.

The women were badly bruised, and suffered from the shock. They refused to give their names to the police.

BLACKSMITH HIT, MAY NOT LIVE.

Thomas Lally, a blacksmith, living at No. 529 East 16th-st., was hit and severely injured early this morning by a heavy automobile at 23d-st. and 1st-ave. In the car were James Rascovar, president Albert Frank & Co., advertising agents; his wife, and Mr. and Mrs. Henry Myers, of No. 186 Manhattan-ave. The car was operated by Frederick Funk, of No. 772 9th-ave., employed by the New-York Transportation Company, which owns the machine.

According to Policeman Flynn, of the East 22d street station, who witnessed the accident, Lally apparently did not see the machine, or hear it, for he walked directly in its path. He was struck and thrown about twenty feet, falling unconscious.

An ambulance to Bellevue Hospital was called, and the doctor said that Lally's left arm was broken in two places, his pelvis was fractured and there was a possibility of internal injuries. At the hospital it was said his chance for life was slim. The driver was arrested.

COACH AND "AUTO" BUMP.

An automobile and coach were in collision last evening at 5th-ave. and 54th-st. No one was injured. Attached to the coach were four horses, which started to run, but were caught by pedestrians.

According to the report made at the East 51st-st. station, the coach was owned and driven by William L. Beadleston, of No. 46 West 56th-st., Mrs. Beadleston and a man and woman friend being his companions.

The machine, it is said, was owned by Isaac Guggenheim, of No. 763 5th-ave., and in it were Mr. Guggenheim, his wife and the driver, Paul Rohkohl, of No. 53 West 14th-st.

Mr. Beadleston, with his party was returning from the races at Belmont Park and going south in 5th-ave. Mr. Beadleston was driving the four-in-hand, and when 54th-st. was reached, the front horses shied at some street cleaners. They jumped to one side just as the automobile came along.

The damage to both vehicles was readily repaired and both Mr. Guggenheim and Mr. Beadleston continued on their ways.

William L. Beadleston is president of the Knickerbocker Equipment Company.

Isaac Guggenheim is a member of the well known Guggenheim family, prominent in the financial and philanthropic world.

DENY BIG JEWELL THEFT.

Tiffany & Co. Say Diamonds Worth $90,000 Are Not Missing.

A rumor was current last night that detectives in every large city in this country and Europe were searching for three diamonds, valued at $90,000, cut from the famous Excelsior stone, which had disappeared, it was said, on May 4 from the Union Square store of Tiffany & Co. Members of the firm, however, denied that there had been such a robbery. H. H. Treadwell declared for the firm late last night that no stone was missing from the store and that no loss or theft of any kind had occurred.

The stones were taken from the workshop, on the fifth floor of the building, on Thursday afternoon, May 4, according to the current story. The stones had not been placed in the safe when the shop closed, but had been placed on a shelf, wrapped losely in paper. Detectives believed some one of the fifty men and boys employed in the shop found the stones thrown carelessly on the shelf, and, watching his opportunity, walked out with them. As the theft was not discovered until the next morning, the thief had no difficulty in getting away with his prize. But all this Tiffany & Co. deny.

The Excelsior diamond was purchased from an English syndicate last fall. In the rough it weighed 971 carats. It has been cut into ten smaller stones, valued at $500,000. Five of these were sold last Christmas. The largest of the three diamonds reported to have been stolen weighs thirty-one carats, and is valued at $60,000. The smallest one, weighing twenty carats, is worth $15,000, and the third, twenty-four carats, is valued at $25,000.

THE CALCHAS RELEASED.

Not All of Mr. Hay's Contentions Upheld by Russian Court.

St. Petersburg, May 20.—The Superior Admiralty Court has decided the appeal in the case of the British steamer Calchas, captured by the Vladivostok Squadron, overruling Admiral Jeszen's protest against the decision of the Vladivostok court ordering her release. Admiral Jeszen contended that the steamer was subject to confiscation on the ground that she carried Japanese dispatches. At the same time the Superior Court decided that the detention of the Calchas was legal, thus barring any claim for damages on the ground of illegal detention. Following the precedent set in the case of the steamer Arabia, which recognized the American doctrine that foodstuffs are conditional contraband, the court ordered the release of 350,000 pounds of flour in which Americans, principally residing on the Pacific Coast, are interested, and sustained the confiscation of thirty-six bales of cotton and ninety-seven bales of timber, the latter decision being a rejection of Secretary Hay's contention for broadening the list of conditional contraband so as to include all articles of dual use. The Vladivostok prize court has not yet passed on the machinery on board the Calchas.

The Calchas was captured by the Russians early in August last about thirty miles north of Tokio Bay and was taken to Vladivostok. She left Tacoma on July 8 for Japanese ports, with 370 tons of flour, 9 tons of cotton, 315 cogs and 125 parts of machinery on board, all consigned to Yokohama. The remaining 150 tons of the Calchas's cargo was consigned to Hong Kong. The United States protested against the seizure of the Calchas on the same ground which she had previously protested in the case of the Portland and Asiatic Line steamer Arabia, also captured by the Vladivostok squadron, declining to recognize as contraband goods and foodstuffs in the ordinary course of trade and not intended for the use of the belligerents. An appeal was made against the rulings of the Vladivostok prize court confiscating the Calchas, and she was released in October last, a deposit of $300,000 having been made in behalf of the vessel pending the decision of the Superior Court of St. Petersburg.

MOB IN WISCONSIN TOWN.

Sheriff Prevents Lynching of Three Alleged Assaulters.

[BY TELEGRAPH TO THE TRIBUNE.]

Richland Centre, Wis., May 20.—Charles Tyler and his two sons, Roy and William, narrowly escaped lynching to-night because of the alleged assault on a girl from the country. Seven men are alleged to have been involved, but only four have been arrested. The Tylers were released on bail of $100 each, and this angered the crowd.

The men appeared on the street to-night, shortly after it became known that the girl must die of her injuries. When the Tylers saw their danger they ran for safety, with the mob in close pursuit. Sheriff Roedebush, however, had heard of the riot, and took them in his charge. By this time a mob of one thousand to fifteen hundred men was surging about the county jail. After an hour the Sheriff appeared on the steps of the jail and made a speech to the crowd. He begged them to let the law take its course, but the only reply was:

"Hang the brutes!"

Then the Sheriff tried strategy. He declared that if the crowd would clear the corner he would guarantee to have the men under arrest again within an hour. There was talk of dynamite, but the mob consented to clear the streets and while special deputies kept the streets clear and the Sheriff and Under Sheriff made a run for the jail with the prisoners. When the Sheriff announced at the end of the hour that the men were in the jail the mob would not believe him. At the Sheriff's suggestion the crowd named a committee of three to enter the jail, then the mob refused to believe the committee. After further parleying the Sheriff exhibited the three men at a window of the jail. He stood ready with his special deputies on careful guard to see that none in the mob should shoot. The mob soon afterward began to disperse.

Late to-night it was reported that one hundred farmers, well armed, were on the way from a distant part of the county, prepared to accomplish a lynching to-morrow. This is doubted.

TWO "AUTO" RECORDS GO.

Continued from first page.

ers and amateurs, brought out two 60 horsepower Mercedes machines. Richard Stevens won in 1 minute 9 seconds, George I. Scott being second, in 1 minute 21 1-5 seconds. The time was regarded as good for amateurs, considering the fact that the track was new to them. Notwithstanding the track had been liberally oiled, the dust flew in clouds behind the flying cars, especially at the turns, where the second car was often lost in the dust clouds of the leader.

Now came the first match race, between Barney Oldfield, in his Peerless Green Dragon, and Charles Basle, in his 90 horsepower Mercedes. Every one felt this was to be the hardest contest of the day, and they were on edge with expectation. It was a pursuit race, four times around the track, with a flying start. Basle started at the beginning of the mile at a white flag post on the far side of the track, and Oldfield at the backstretch.

Travelling at a seventy mile an hour clip, Basle came flying past the grandstand on his first round. Hugging the rail at the turn, his car jumped badly over some lumps, and then straightened out for the run to the far turn, with Oldfield trying in vain to catch him. The gap widened instead of lessened as the pair went flying around the oval the second and third times.

Oldfield was plainly beaten when the last lap began, and Basle finished the five miles in 5:34 3-5, Oldfield's time being 6:06 1-5. Oldfield also lost the second heat of this match with Basle, his time being 6:02 2-5 and Basle's 5:58 4-5. Oldfield told the judges that he thought he had done very well, considering that his was only a 50 horsepower machine, and not a 90 horsepower, as announced on the programme. His new Green Dragon, which is to be ready by July 1, will be a 90, he said.

Guy Vaughn, driving a 40-horsepower Decauville car, won the two-mile race with a flying start, in 2minutes 31 3-5 seconds. Major C. S. J. Miller, in a 30-horsepower Renault, was second.

EXCITING FINISH IN HANDICAP.

The contest that worked the crowd up to the top notch of enthusiasm was the Morris Park handicap of five miles, open to all classes, and with Barney Oldfield barred. The four entries were A. S. Winslow, driving his 9-horsepower Cadillac, with a handicap of 4 miutes 15 seconds; Guy Vaughn, in a 40-horsepower Decauville, with a handicap of 7 seconds; Alfred Camacho drove a 12-horsepower Franklin, with a handicap of 1 minute 19 seconds; M. Roberts drove a 40-horsepower Thomas for Harry S. Haupt, with a handicap of 24 seconds, and Webb Jay drove his own 15-20 White machine from scratch.

Camacho had won the first heat and Roberts the second, and when it came to the final the crowd was ready for the exciting race that followed. Webb Jay's car passed Guy Vaughn's on the first lap. Winslow kept his machine going so well that he won, in the good time of 8:2 2-5. But the plucky race of the scratch man, Webb Jay, with his big white car, came in for the biggest share of the applause.

The free for all three mile race, with a flying start, for a $100 trophy, had four entries, and it was an exciting contest from start to finish. Louis Chevrolet, the French driver, who broke the record in the mile race, also won this one in a 90-horsepower Fiat car, after a splendid race against Webb Jay, in his White car, and Charles Basle, driving Bowden's 90-horsepower Mercedes. Chevrolet passed Jay on the second lap opposite the grandstand. He had already passed Basle on the first lap. The latter then dropped out, leaving the race to Jay and Chevrolet. The latter won in 2 minutes 51 4-5 seconds. This was the final match of what all agreed had been a most successful meet.

The officials for the day, who successfully managed the meet, were: Referee, A. R. Pardington; judges, A. G. Batchelder, S. A. Miles, Winthrop E. Scarritt; timers, S. M. Butler, F. G. Webb, Robert Stoll; starter and clerk of the course, F. J. Wagner; assistant clerk of the course, Robert E. Fulton; scorer, Louis R. Smith; umpires, Lawrence Abraham, Charles T. Earl; announcer, Peter Prouty; handicappers, E. T. Birdsall, Rollin H. White and A. L. Riker. The summaries follow:

One-mile trials, flying start—Won by Hollander & Tangeman's 90 horsepower Fiat, driven by Louis Chevrolet. Time, 0:52⅘. Webb Jay's 15-20 horsepower White steamer, driven by owner, second. Time, 0:53. Peerless Motor Car Company's 50 horsepower Peerless, driven by Barney Oldfield, third. Time, 1:00⅘. Walter Christie's 60 horsepower Christie, driven by owner, fourth. Time, 0:56⅘.

Corinthian mile, flying start, cars to be driven by owners, who must be amateurs, as defined by the A. A. A. rules; prize trophy valued at $100—Won by Richard Stevens's 60 horsepower Mercedes. Time, 1:09. George I. Scott's 60 horsepower Mercedes, second. Time, 1:21⅘.

Match race, best two in three heats, flying start—First heat, 5 35-100 miles, won by Charles Basle, in H. L. Bowden's 90 horsepower Mercedes. Time, 5:24⅘. Barney Oldfield, in Peerless Motor Car Company's 50 horsepower Peerless, second. Time, 6:06⅘. Second heat, 5 miles, won by Charles Basle, in H. L. Bowden's 90 horsepower Mercedes. Time, 5:58⅘. Barney Oldfield, in Peerless Motor Car Company's 50 horsepower Peerless, second. Time, 6:02⅘.

Morris Park Handicap (five miles, in two heats and final, for cars of all classes)—First prize won by American Auto Storage Company's 12-horsepower Franklin (1:55), driven by Alfred F. Comacho; A. S. Winslow's 9-horsepower Cadillac (2:25), driven by owner, second; C. A. Duerr's 32-38-horsepower Royal (1:10), driven by William McIlvoid, third. Time, 8:35⅘. Second heat won by H. S. Haupt's 40-horsepower Thomas (1:20), driven by M. Roberts; Decauville Auto Company's 40-horsepower Decauville (0:35), driven by L. A. Mitchell, second; Webb Jay's 15-20-horsepower White steamer (scratch), driven by owner, third. Time, 7:19⅘. Final heat won by American Auto Storage Company's 12-horsepower Franklin (1:55), driven by Alfred F. Comacho; Webb Jay's 15-20-horsepower White steamer, driven by owner, second; H. S. Haupt's 40-horsepower Thomas (1:20), driven by M. Roberts, third. Time, 8:02⅘.

Inaugural Cup; three miles; for touring cars of 30-horsepower and less; equipped per catalogue specifications, except that lamps, basket tops, mud guards and mufflers need not be carried; each car carrying three passengers in addition to the driver; cars to line up with dead engines and with all passengers aboard; at starter's pistol engines are to be started. At the judges' stand passengers must be unloaded and the cars must make another circuit of the track; at judges' stand cars must stop, passengers be taken aboard and the three miles completed—Won by William Ottman's 30-horsepower Pope-Toledo, driven by L. E. Van Sickles; American Peugeot Auto Company's 30-35-horsepower Peugeot failed to finish. Times, 5:11⅘.

Three-mile race (free for all; flying start)—Won by Hollander & Tangeman's 90-horsepower Fiat, driven by Louis Chevrolet; Webb Jay's 15-20-horsepower White steamer, driven by owner, second. Chevrolet's time, 2:51⅘; Webb's time, 3:04⅘.

"The Orchestrelle combines all the effects which can be produced by the most skilful manipulation of a grand organ with those of an orchestra." I. J. PADEREWSKI.

Annual Spring Sale of Exchanged ORCHESTRELLES and AEOLIANS

At Lower Prices Than Ever Before Offered

SINCE the introduction of the new "Orchestrated Music" for the Orchestrelle a few months ago popular interest in this instrument has tremendously increased. It is not too much to say that this system of marked music more than doubles the pleasure which the Orchestrelle brings into the home.

As a result of this important innovation, many Orchestrelle owners have exchanged their instruments for more expensive styles, thus placing in our hands a large number of Orchestrelles which have been used more or less These exchanged instruments will be placed on Special Sale during the week beginning May 22 at the very substantial reductions indicated by the following list.

Nothing could speak more eloquently of the thorough satisfaction to be derived from the Orchestrelle than the many owners who decide after actual trial in the home to increase the amount of their investment in the instrument.

	Regular Price.	Special Price.
ORCHESTRELLES, STYLE W	$1,800	$1,350
" STYLE V	1,500	1,000
" STYLE C	1,500	1,000
" STYLE S	1,100	800
" STYLE M	950	750
" STYLE O	600	450
" STYLE R	450	350
ORCHESTRELLES, STYLE P	$200	$150
AEOLIANS, EMPIRE GRAND	850	575
" GRAND	750	300
" CHIPPENDALE	600	250
" STYLE "A"	400	175
" STYLE "1500"	500	100

Every instrument in this sale has been put in perfect order, and is sold subject to the full guarantee of the manufacturers.
Immediate possession will be given upon a moderate down payment and subsequent monthly installments.

What the Orchestrelle Is:

The Orchestrelle is a "Home Orchestra." Any one can play it by means of perforated music rolls. In size it is a little larger than an upright piano. It closely simulates the various voices of the modern symphony orchestra: Horns, Brasses, Strings, Flutes, etc.

The player controls the different tones by means of simple draw stops, having control over the instrument similar to that of a conductor over an orchestra.

Thus the great overtures, symphonies, sonatas, fugues and chamber music can be played and enjoyed in the home with all their wealth and beauty of tone-coloring.

Where the piano gives but an adaptation or reminiscence of such a masterpiece as Wagner's "Parsifal," the Orchestrelle brings it to any home in its wonderful variety of tonal effects, with its orchestral character and grandeur.

A list of Orchestrelle and Aeolian purchasers would include many of the most distinguished names in every field of human endeavor at home and abroad. Emperor William has one on his yacht the Hohenzollern and the Czar of Russia has one in his Winter Palace. The Orchestrelle has been made the subject of unstinted praise by the foremost musicians of the day. The great French composer, Massenet, writes: "To give to a musical work an absolute and exact interpretation; to make clear the composer's most intimate thoughts; to bring into play a wealth of execution which only the orchestra can give—in a word, to translate all the shades of coloring intended by the composer—this is the achievement of the Orchestrelle."

TO PERSONS fond of the best class of music or who are desirous of cultivating their taste for it, this special sale is an event of utmost importance. *The prices named above are the lowest that have been named for these instruments.*

THE AEOLIAN COMPANY, Aeolian Hall, 362 Fifth Avenue, near 34th St., New York.

"AUTO" CHAMPIONSHIPS.

To Be Decided on Point Score System—The Circuit Dates.

Robert Lee Morrell, chairman of the American Automobile Association racing board, announced yesterday that the track motor car championship of 1905 will be decided on the national circuit by a point score. In order to become eligible for this championship series an entrant must obligate himself to compete at all circuit meets as long as his point score places him in first or second position in the championship table.

There will be added to the cost of a regular sanction $25, and the entire amount obtained in this manner will be expended in the form of a special trophy, to go to the owner of the car scoring the greatest number of points during the circuit.

The free-for-all championship race will be open to machines of all recognized types and weights, with the first prize not less than $150, in cash or plate, at the option of the winner. The distance of the race shall not be less than five nor more than ten miles. The winning car will be credited, in the point scoring, with four points, the second with two points and the third with one point. The circuite dates as at present arranged are as follows:

June 10—Morris Park, New-York City.
June 16, 17—Hartford, Conn.; Hartford Athletic Club.
June 21—Baltimore; Athletic Club of Maryland.
June 24—Philadelphia; Athletic Club of Philadelphia.
June 28, 29—Pittsburg; Pittsburg Athletic Club.
July 3—Automobile Association of America meet, Morris Park, New-York City.
July 22—Empire City track, New-York City.
August 1, 2—Grand Rapids, Mich.
August 4, 5—Detroit Motor Club, of Detroit.
August 11, 12—Cleveland; Cleveland Athletic Club.
August 18, 19—Buffalo; Buffalo Athletic Club.
August 26, 30—To be granted.
September 4—Boston; Massachusetts Athletic Club.
September 9—Providence; Rhode Island Athletic Club.
September 23—Morris Park, New-York City.
September 29—Poughkeepsie, N. Y.
September 30—Empire City track, New-York City.

The following other sanctions have been granted by the racing board:

May 25—Worcester, Mass.; Worcester Athletic Club hill climb.
May 27, 29, 30—Chicago; Chicago Athletic Club.
May 30—Boston; Bay State Athletic Association.
May 30—Empire City track, New-York City.
June 17—Empire City track, New-York City.
July 4—Columbus, Ohio; Columbus Athletic Club.
July 6, 8—St. Paul, Minn.; Athletic Club of St. Paul.
July 8—Empire City track, New-York City.
July 15—Morris Park, New-York City.
July 29—Morris Park, New-York City.

TWO HORSES RUN AMUCK.

First Runaway Starts Second in Mad Flight Through Streets.

A runaway horse yesterday in a sprint down Columbus-ave. started another runaway, nearly knocked down several persons, caused a wagon to be upset, smashed a window and thoroughly frightened every one within a dozen blocks. The second runaway horse will probably have to be killed, the cause of all the trouble not getting a scratch.

The horse was one of a team of carriage horses being driven up Columbus-ave. near 72d-st. His mate balked and was partially unhitched, and the driver, Arthur Segert, started to bleed him. The off horse, hitched only to the pole of the carriage, became frightened and bolted, the carriage pole swinging behind him like a scythe. He ran straight across the street and into the plateglass window of Park & Tilford's store, on the southwest corner, the pole making a clean sweep through the window. The horse galloped south to 69th-st., near which, in Columbus-ave., is the store of Anastasio Brothers. A delivery wagon was standing at the curb, and the runaway, going between it and the building, caused the swinging pole to rake along the horse's side, starting him off in a mad flight. Two blocks further south he was caught, at great risk, by Patrolmen Slattery and Grobler.

The second runaway, a block further down the avenue, crashed into and overturned a wagon belonging to the Salvation Army, throwing the driver and his helper to the sidewalk. This third horse tried to bolt, but the wagon jammed against an elevated pillar and stuck until the driver picked himself up and seized him.

At 65th-st. Dennis Breen, of No. 437 West 33d-st., saw the horse coming as some children started to cross the street. He ran out and grabbed at the bridle. He held on after being knocked down and dragged a block. The horse was so badly injured he will have to be killed.

Segert, the driver of the carriage, got his horse back from the police, hitched up again and drove uptown. There were two well dressed women in the carriage, who refused to give their names to the police.

ST. LUKE'S NURSE MISSING.

Girl in Training Leaves School—Absent Since Tuesday.

A search is being made in this city for Margaret Jolliniek, one of the nurses in St. Luke's Hospital Training School, who, since she left the institution on Tuesday afternoon, has not been seen. The young woman, whose mysterious disappearance has alarmed the authorities at St. Luke's, is the daughter of a wealthy Texan, George W. Jolliniek, living in Dallas.

She has been a student in the school since January of this year, and, according to Miss Wilson, in charge of the eighty young women in the school, was of settled habits. On Tuesday, when Miss Jolliniek went away, she was expected to return at 10 o'clock that night. When she failed to do so inquiries were made of the other students, but no information was forthcoming. Her parents were informed by telegraph.

The girl's father at once asked the police of this city to hunt for his daughter.

Her acquaintances are at a loss to explain her long absence. They say that it could not have been voluntary, as she, so far as is known, has no love affair, nor is she in any trouble that would take her away from her work. The condition of Miss Jolliniek's room indicated that she intended to return to the home.

The missing girl is twenty-two years old. She is about five feet seven inches high, and weighs about 125 pounds. She has brown hair and eyes. When she went away she wore a navy blue suit and a black hat trimmed with a plume.

Miss Jolliniek's father left Dallas last night to prosecute the search for his daughter. The hospital authorities telegraphed yesterday to Miss Jolliniek's brother, in Lafayette, La., but received a reply that she had not been seen.

WEAVER BEGINS WORK.

Suspends One Official for Obtaining a Vote for Gas Lease.

Philadelphia, May 20.—The first action taken by Mayor Weaver in his opposition to the consummation of the gas lease was the suspension to-day of Oscar Noll, an assistant commissioner of highways, pending an investigation into the part taken by Noll in the passage of the gas lease ordinance by Councils last Thursday. Noll, who is the Republican leader of the 37th Ward, was appointed assistant commissioner by the Mayor. It is alleged that Noll influenced Walter Sykes, select councilman from that ward, to vote for the gas lease against the wishes of the Mayor.

Mayor Weaver had a conference with leaders of several other wards, but what the nature of the conference was could not be learned. The leaders of the party say that the ranks of the advocates for the lease stand solid and that the ordinance will be passed over the Mayor's veto.

The work of arranging for mass meetings next week to protest against the lease was continued to-day with much energy. There will be many meetings held next week, and a great meeting is being planned for next Saturday night, at which Mayor Weaver will be invited to make the principal address. An appeal for funds was sent out to-day by the Committee of Seventy.

Arnold, Constable & Co.
DRY GOODS, CARPETS AND UPHOLSTERY.

Women's Outer Garments.

ATTENTION IS DIRECTED TO A SHOWING OF FANCY TAILORED SUITS FOR SUMMER WEAR IN MOST FASHIONABLE FABRICS, AMONG WHICH ARE MANY NEW MODELS OF PONGEE, IN DELICATE COLORS; CHECKED LOUISINES, TAFFETAS, VEILINGS, MOHAIRS AND LINENS; COACHING COATS OF PONGEE, TAFFETAS AND HAND EMBROIDERED LINENS; RAIN COATS, TOURING AND STEAMER ULSTERS.

Tea Gowns and Negligees. (Imported and American made Models.) Negligees of India Silk and Crepe de Chine, Kimonos and Lounging Robes of Lawn, Flannel and Silk. Imported French Flannel Night Robes, Long Kimonos, Dressing Sacques, Silk Petticoats.

Infants' Outfits. Real Lace Baptismal Robes and Caps, Embroidered Sacques and Wrappers, Real Lace Bibs and Veils, Pillow Cases and Carriage Afghans.

Broadway & 19th Street.

There's no part of Arnheim Clothes that won't stand the closest scrutinizing.

We've thrown open our makery here at 9th and Broadway to the Public. Being the greatest tailory in the world—it's one of the city's points of interest.

We want you to see how skill combined with modernness produce $20 Suits to measure that flatter double the asking.

Our latest "newism," an unbreakable front and shoulder, means a revolution in Summer clothes. Exclusively Arnheim.

A postal will bring samples and style book.

ARNHEIM
Broadway and 9th St.

Drink
NEW YORK BOTTLING CO.'S
(LUDIN-RAYNER-BOLEN & BYRNE.)
High Grade
GINGER ALE and OTHER
CARBONATED
THIRST QUENCHERS
EQUAL TO IMPORTED. 40 YEARS' TEST.

CARPET CLEANSING COMPRESSED AIR. The C. H. BROWN CO., 221 & 223 E. 38th St., TEL. 1531—38th St. & 1841—38th St. Taking Up, Altering, Relaying.

HAIR GOODS
J. ANDRE,
LADIES' HAIRDRESSER, 13 W. 29th St.
Hair Dressing, Shampooing, Hair Coloring, Marcel Waving, Scalp Treatment.

A New Stomach

One that will digest the most sumptuous dinner of the best hotels; or even the grub of the poorest boarding house. In fact, the first requisite to the enjoyment of any pleasures of life or health itself—is the possession of a healthy stomach. You want one? No use to waste time on patent medicines, stomach washing or pepsins. They never cure. Just as well get the best—the New Philosophy book will prove a guide to Health for the sick, given on request at office, or mailed for 10 cents postage.

DR. A. H. SWINBURNE,
THE STOMACH SPECIALIST.
25 West 36th st., Suite 23.
New York City. Tel. 3,580—38th.
Hours, 10 to 12 and 1 to 4 and by appointment.

DO YOU OWN REAL ESTATE?
The Tribune's real estate news each day is complete, giving records of transfers, mortgages, lis pendens, liens, auctions, improvements, etc.