FOUR TEAMS IN LEAD.

LONG GRIND GOES ON.

Logan and Bardgett Lose a Lap After a Wild Sprint.

THE SCORE AT 2 O'CLOCK.

	Miles.	Laps.
Fogler and Moran	864	7
Rutt and Stol	864	7
Gorget and Dupre	864	7
Krebs and Vanderstuyft	864	7
Logan and Bardgett	864	6
Galvin and Wiley	864	6
Samuelson and Mitten	864	6
Downing and Downey	864	6
Vanoni and Breton	864	6
Lawson and MacDonald	864	5
Wilcox and Williams	864	0

The record for the forty-ninth hour is 985 miles and 3 laps, made by Elkes and McFarland in 1900.

At 11 o'clock last night eleven teams (two of them improvised) of the sixteen which began the long grind early Monday morning were plodding along in the six-day bicycle race at Madison Square Garden to the usual crowded house. Four teams were tied for the lead, with five others a lap behind. Lawson and Macdonald were struggling along two laps away, while Wilcox and Williams, who had been lapped repeatedly, hung on for expense money, if nothing else.

The Bedell brothers had been forced to retire early yesterday morning because of the illness of Menus Bedell, and later Sherwood and Limberg withdrew when Limberg found it impossible to continue. John Bedell and Sherwood could not find new partners in the time limit, and consequently had to look on. Logan and Bardgett, who had been with the leaders for thirty-six hours, lost a lap early in the afternoon after a wild sprint.

Judging by the crowd in the big amphitheatre both afternoon and evening, interest in the race has not flagged because the lead has narrowed down to four teams so early in the week. Vacant seats were few and far between in the afternoon, while in the evening standing room was at a premium, and it did not look as if there was space for the proverbial "one more." While the riders were plodding along at the average rate of about eighteen miles an hour, most of those present sat back quietly and waited with surprising patience for the wild sprints which all had come to see. When the sprints came—and there were a goodly number yesterday—the awakening was instant, and every man and boy jumps to his feet with a shout that threatened the rafters. When the riders settled down again, to the usual grind back settled the onlookers to wait for the next sprint, which might mean the stealing of a lap.

The sensational sprint which cost Logan and Bardgett a place with the leaders, and put Lawson and Macdonald and Wilcox and Williams out of the race to all intents and purposes, came shortly after 1 o'clock in the afternoon. Moran, who had been sleeping all the morning, came on the track to relieve Fogler and Rutt took Stol's place at the same time. These riders were fresh and strong, and began a terrific sprint, which lasted eight minutes. The riders whirled around the saucer track as if bent on making a new world's record for from one mile to five, and those who were lucky enough to be in the garden at the time cheered like mad and shouted encouragement.

The riders were strung out all over the track, and there was a constant shifting and changing as the trainers rushed to quarters and brought out the various partners. Wilcox was lapped no less than six times. He seemed to lose heart, and could not begin to keep up with the flying pacemakers. Lawson worked desperately to hold his place, but he was lapped once, and Bardgett, too, was slowly but surely losing ground when he fell from what appeared to be sheer exhaustion. This fall ended the excitement, as the other riders slowed down, but it did not save Logan and Bardgett the lap, and they continued the race among the trailers.

Early in the evening another sprint ended in a bad spill just when it looked as if Fogler and Moran and Rutt and Stol would gain a coveted lap. Rutt started the trouble by jumping off, with Moran and Downing in hot pursuit and the others trailing. Round and round the riders flew and slowly but surely the three pacemakers gained on their opponents, when it all came to nothing, as Samuelson ran into Frank Galvin at the steep turn at the Madison avenue end of the track. The impact was so hard when the machines came together that it could be heard all over the building, and when Samuelson went rolling down the incline it looked as if he was seriously hurt. He was picked up unconscious and carried to his quarters, but revived quickly, and, although his injuries were painful, they were not severe enough to keep him out of the contest.

Moran protested to the officials in behalf of himself, Rutt and Downing that they had gained a lap, but the officials said that Samuelson had fallen before the lap had been gained, and, therefore, could not be allowed, under the rules. Rutt's sprints during the evening furnished no end of excitement to the crowd. Moran and Matt Downey also delighted the crowd by starting sprints.

During the early hours yesterday morning two or three efforts at lap gaining and several spills served to keep the all night watchers awake. At 3:30 o'clock Rutt suddenly burst out and tried his best to leave the string behind, but he was unable to shake the others off. The spurt was suddenly ended at the east turn by a collision between Vanoni and Bardgett, which upset Williams. The riders quickly recovered themselves and got back into their places. Vanoni rode only a couple of laps more and called for Breton to relieve him, and for two hours the latter led in occasional spurts.

At 6 o'clock Wiley had a fall on the north stretch, but was not hurt. An hour later his partner, Galvin, came to grief in the same place, but escaped with a shaking up. Macdonald and Breton fell over him, but neither was injured.

When Menus Bedell retired a story was circulated that he had been drugged to get him out of the race.

Dr. Cramer, the official physician at the Garden, told Mr. Powers that this was not the case, and that Bedell's illness had been caused by drinking ale, beer and champagne too close together.

A huge bunch of flowers was presented to Hardy Downing, of the Downing-Downey team, when he came on the track to relieve his partner at 4:30 o'clock in the afternoon. The other riders had learned that it was Downing's thirtieth birthday, and the flowers were a birthday present from them. Downing carried them in his hand for a time as he sped around the track.

The short distance races and exhibitions in the afternoon and evening were exciting. Thorwald Ellegood, the European champion, went a half mile unpaced in 54 3-5 seconds. Fred Hill, with a handicap of 70 yards, won the one-mile event. Martin Kessler, with 45 yards handicap, was second. Frank Kramer gave a quarter-mile exhibition in 26 1-5 seconds, and Hugh McLean, paced by F. W. White, rode a two-mile exhibition in 3 minutes 15 4-5 seconds. F. W. White defeated Charlie Turville in a two-mile motor cycle race in 3 minutes 28 1-5 seconds.

FEATHERWEIGHT TITLE AT STAKE.

San Francisco, Dec. 10.—Owen Moran, of England, and Abe Attell, of this city, will fight twenty-five rounds for the world's featherweight championship in San Francisco on New Year's Day. The contest will take place in the Colma Arena and will begin at 2:15 p. m. James J. Jeffries will be the referee.

NEW ORLEANS ENTRIES TO-DAY.

FIRST RACE—Selling. Six furlongs.
Peter Nathaniel 113 | *Prince of Pless 105
Penrhyn 110 | Creel 105
Masonia 110 | *Investor 105
High Wind 110 | Daring 103
*Delmore 108 | *Horseradish 100
Freebooter 108 | *Matabon 100
Sheen 105 | *Kitmesha II 100
Husted 105

SECOND RACE—Selling. Five and a half furlongs.
Sylvia G 106 | *Silver Cup 95
Osmunda 103 | Convenient 95
Anna Sanders 100 | Melange 95
Divorcee 100 | Helen Holland 95
Sundart 100 | *Florence N 95
Lavatrina 100 | *Sussex 95
*Blanche Hamilton 95

THIRD RACE—Selling. Five and a half furlongs.
Esther Brown 109 | Poem 103
Dew of Dawn 109 | *Miss Delaney 101
Feast 106 | Miss Mazzoni 100
Inauguration 106 | *Orena 98
*Whiskbroom 104 | *Lexington Lady 95
Listerine 103 | *Frescati 95

FOURTH RACE—One mile and seventy yards.
Mortiboy 105 | Alma Dufour 104
Besterling 104

FIFTH RACE—Selling. Six furlongs.
Avauntcer 107 | *Royal Onyx 102
Sally Preston 105 | Tres Joli 100
Lightburn 104 | Tivolini 100
Artful Dodger 104

SIXTH RACE—Selling. One mile and a quarter.
Arabo 106 | *Nine 103
Savoir Faire 103 | *Trenola 101
*Dr. McCluer 103 | *Vinalitio 101
Charlie Thompson 103 | *Fonsoluca 98
Lady Oakland 103 | *St. Noel 98
*Docile 103 | *Little Elkin 98
Belleview 103 | *J. D. Dunn 92
Etta M. 103

*Apprentice allowance.

BITE OF RACCOON FATAL TO TRAPPER.

[By Telegraph to The Tribune.]

Waterbury, Conn., Dec. 10.—Judson F. Parish is dead at his home, near Kent, from a raccoon bite. He was one of the best known trappers in Connecticut and had a secret method of catching skunks. He made the first device as a muzzle for a ferret, animals used by hunters to drive rabbits out of their burrows.

WORLD'S AUTO MARKS GO.

Clifford-Earp Fairly Flies in Speed Trials in England.

London, Dec. 10.—On the Brooklands automobile racetrack at Weybridge, which was built especially for speeding, and where recently S. F. Edge travelled 1,581 miles and 1,310 yards in twenty-four hours, a marvellous performance, Clifford-Earp made a number of world's records to-day.

In a 60-horsepower car he covered fifty miles in 39 minutes 10 seconds and 150 miles in 1 hour 58 minutes 34 seconds. He also broke the one-hour world's record, with 76 miles 453 yards to his credit, and the two-hour world's record with 151 miles 146 yards.

BASEBALL SOLONS MEET.

Recommendations by President Pulliam to Improve the Game.

The first session of the annual meeting of the National League of Baseball Clubs was held yesterday afternoon at the Waldorf-Astoria. The meeting convened at 3 o'clock, and was finally adjourned until 2 o'clock to-day. Only routine business was transacted, and most of the time was devoted to hearing the various reports and the minutes of the last meeting. The various clubs were represented as follows:

Boston, George B. Dovey; Brooklyn, Charles Ebbets, Charles Ebbets, jr., and Henry Medicus; Chicago, Charles W. Murphy; Cincinnati, August Herman and Max Fleischmann; Philadelphia, William Shettsline and B. Leroy Reeves; St. Louis, M. Stanley Robison; New York, John T. Brush and Fred Knowles; Pittsburg, Barney Dreyfuss and W. H. Locke.

President Pulliam's report on the work of the umpires last season showed that there were 112 removals from games and 17 suspensions, the smallest number in both cases in five years. The Giants were the worst offenders, as the following table shows:

	Removals.	Suspensions.		Removals.	Suspensions.
Boston	10	2	New York	25	2
Brooklyn	11	2	Philadelphia	18	5
Chicago	12	4	Pittsburg	11	1
Cincinnati	12	1	St. Louis	13	1

President Pulliam's own report was complete in every detail. He suggested several changes in the playing rules; he recommended that the sale of "soft" drinks in bottles and the sale of intoxicants be prohibited in the grandstands; he urged that double-header and seven-inning games be done away with, except when absolutely necessary on account of postponement for rain, he proposed making these automatic, and not subject to the whims of the home club; he called attention to the necessity for improving the quarters of visiting players, particularly at New York, Brooklyn, Chicago and Pittsburg. So far as could be learned, the report was heartily approved by the delegates.

Some corrective action is likely to be taken before the meeting is over, particularly on the question of double-header games.

The corridors of the hotel were crowded all day with baseball men and rumors were flying around of deals and exchanges of players, none of which, however, could be run down. It was said on good authority that Fred Tenney would not play with Boston next year, but it could not be learned what club would get the clever first baseman. John J. McGraw, manager of the Giants, was on hand, but he had nothing to say about the persistent reports that New York might sell or trade Bresnahan, Dahlen, Browne and McGann.

WITH ATHLETIC BOWLERS

Roseville Wins Odd Game in a Series with Montclair.

On its home alleys last night the Roseville Athletic Association team won the odd game from the Montclair Club five in an Athletic Bowling League series. The only contest occurred in the second game, which Montclair won, with a 946 total, by the narrow margin of three pins. In this game Charley Meyer, the Roseville anchor, missed a spare in the tenth frame.

The feature of the match was the individual rolling of Olozaga. He went through the series without a miss, finishing with 236 and getting an average of 215. The scores were as follows:

ROSEVILLE A. A.				MONTCLAIR CLUB.			
Pierson	182	178	187	Lockwood	127	199	169
Olozaga	200	209	236	Snyder	130	171	146
Wood	156	225	161	Brown	176	200	156
Van Ness	161	170	141	Lewis	147	199	149
Meyer	173	161	170	Thomson	190	177	150
Totals	872	943	895	Totals	772	946	772

MOTOR BOATS ATTRACT

CROWDS FLOCK TO SHOW.

F. D. Green Buys a Cruiser for Long Marblehead Race.

The National Motor Boat and Engine Show at the Grand Central Palace is now complete in every detail. The big 40-foot cruising launch, delayed in transit, was in its place yesterday and attracted the attention of every visitor, as it was a model of elegance and comfort. In the afternoon an opportunity was offered to examine this boat and the many other exhibits in more or less comfort, but in the evening the crowd fairly overran the aisles, while many found points of vantage in the gallery. Most of the manufacturers reported plenty of business, and from this standpoint, as well as from every other, the show has stamped itself a distinct success.

A sale that attracted more than usual interest yesterday was made by Whittlesey & Whitaker. After a close study of the model on exhibition Frank D. Green ordered a specially designed cruiser, which he expects to enter in the long distance motor boat race to Marblehead next season. The craft will be thirty-eight feet long and equipped with a 24-horsepower motor. C. A. Criqui, of Buffalo, was another buyer who passed over the smaller boats for one of the big cruisers. He ordered a 45-foot high speed boat with a 40-horsepower motor.

The time was when the owner of a motor boat was entirely satisfied if his engine would run and keep on running and propel his boat, regardless of the noise it made. In this respect times have changed, however, and a great deal of attention is now being given to the improvement of the devices for suppressing unnecessary noises. One of the latest mufflers, used on the Fulton engine, is of cast iron. It is a cylindrical chamber of approximately the same size as the engine cylinder, near which it is placed. A water jacket precisely similar to the cylinder water jacket surrounds the muffler. The exhaust gases pass into the top of the expansion chamber of the muffler and out at the bottom into the outboard exhaust pipe. The water jacket of the muffler is supplied with water which has already passed around the cylinder water jacket. A water pipe extending from the muffler water jacket into the centre of the expansion chamber carries water into the latter, spraying it into the hot gas, which is rapidly and efficiently cooled in this way. The advantages are practical silence of operation and absence of back pressure.

The two smallest power boats in the show are a 12-foot 2-horsepower yacht tender and a 16-foot power canoe. The yacht tender is powered with a regular single cylinder 2-cycle motor, with make and brake ignition. The motor is placed well forward and occupies little space. The canoe is fitted with a beautifully made cylinder motor, rated at 2 horsepower and weighing only thirty-six pounds. The motor is so small as to appear almost like a toy, but it is capable of giving practical service and standing up under hard work. It will drive the canoe at a speed of from ten to twelve miles an hour under favorable conditions.

Users of motor boats have been quick to take advantage of the comfort to be obtained from folding tops of the automobile type, which have been ingeniously adapted for use afloat. Quite a number of different styles of tops are shown, beginning, of course, with the old familiar standing top supported on stationary stanchions. The most interesting type, however, is that in which the top folds as does an automobile top, so as to be out of the way when not needed. The spray hood covers the forward part of the cockpit, sheltering it completely from flying spray, and when not in use can be folded up sideways, swinging over and resting on the deck. A brass arch at the after end and a series of curved braces of light wood support the top when up.

Any man who has a substantial rowboat can quickly convert it into a motor boat by the use of a complete outfit, consisting of a two-horsepower gasolene motor, gasolene tank, propeller shaft, bevel gears and propeller mounted on a column which takes the place of the rudder post. The engine drives through the bevel gears to a vertical shaft, which in turn drives the propeller through another pair of bevel gears. The tiller projecting forward carries the one gallon gasolene tank and the electric ignition apparatus and is placed in any convenient part of the boat, such as the space under the stern seat, and wired to the engine. This outfit can be applied to any substantial rowboat without the use of tools.

The seaworthiness and roominess of the dory type of small boat have made it popular as a motor craft, and these exhibits are usually crowded with enthusiasts looking out for next season's boat. One of the strong points of the dory is that a fair rate of speed can be obtained with an engine that looks ridiculously small compared with the roominess of the boat.

SPORTS AT COLUMBIA.

Work for Indoor Meets Begins—Football Game Postponed.

Track practice for the indoor season began at Columbia yesterday. Crooks will be assisted by Fred Rogers and George Bonhag in training and coaching the men and hopes to make up several good relay combinations. Of last year's champion two-mile team, Sanders, Haynes and Zink are still in college, so that the prospects of retaining the title are good. There is, however, no good material for a one-mile team, as there is not a quarter-miler at Columbia who can cover the distance in even fair time. In the 12th Regiment games, to be held on Saturday night, B. Sanders, the Blue and White distance runner, has entered for the one-mile race. A. Zink, captain of the track team, will also run, but he will represent the New York Athletic Club.

The sophomore-freshman football game that was to have been played at Columbia yesterday, was postponed until Thursday. The field was practically under water when the game should have started.

RACING AT NEW ORLEANS.

Six Horses Fall, but Jockeys Escape Serious Injury.

New Orleans, Dec. 10.—Six jockeys faced death at the Fair Grounds racetrack here to-day, and that all except Fogarty escaped serious injury seemed remarkable. Four horses fell in the second race and two in the fifth, and the onlookers got more excitement than was bargained for.

In the second race Blackburn got caught in a jam just after the start and went down, while Flowaway, Prince Fortunatus and Vestabella fell over him. The boys were thrown under the feet of the other horses. Fogarty was picked up unconscious and will be out of the saddle for some time, while J. Lee bruised his leg badly and may not be able to ride for a week. Herbert and Mountain were not injured, and the latter rode Rickey to victory in the next race.

In the fifth race Ann Hill and Refined fell on the backstretch. Hufnagel, who had the mount on Refined, was badly bruised, but Howard escaped with a shaking up.

Three favorites won in Angelus, Coltness and Carthage. The summaries follow:

First race (five and a half furlongs)—Angelus, 107 (McDaniel), 3 to 5, won; Gee Whiz, 100 (Pickens), 30 to 1, second; Stoneman, 110 (Reiff), 4 to 1, third. Time, 1:12⅕. Baturidge, Royal Chance, Major Mack, Rexana, Mason, Pink Cap, Bucking Boy, Wes Wilson, McGregor, Truce and Milo also ran.

Second race (selling; six furlongs)—Coltness, 107 (Delaby), 2 to 1, won; Higginbotham, 101 (Sumter), 7 to 1, second; Anna Scott, 104 (Warren), 12 to 1, third. Time, 1:10⅘. Bolart, Glamor, Monere, Elaine and Grace George also ran. Flowaway, Blackburn, Prince Fortunatus and Vestabella fell.

Third race (seven furlongs)—Rickey, 106 (Mountain), 4 to 1, won; Tudor, 105 (Dyer), 3 to 1, second; Light Note, 106 (J. Hennessy), 100 to 1, third. Time, 1:35⅘. Donna, De Reszke, Sponge Cake, Daring, Amberjack, Ruskinetta, Fire Opal, Theodocia, Ternus and Lady Goodrich also ran.

Fourth race (one mile and seventy yards)—Carthage, 107 (C. Koerner), 11 to 10, won; La Jeunesse, 89 (Sumter), 3 to 2, second; Ed Kane, 89 (Delaby), 9 to 1, third. Time, 1:53⅘. Hawkama also ran.

Fifth race (six furlongs)—Bertha E., 103 (Warren), 15 to 1, won; Lucy Young, 106 (Minder), 13 to 1, second; Raibert, 105 (Mountain), 7 to 1, third. Time, 1:21⅘. Lord Stanhope, Snowball, Coon, Dr. Mack, Dargin, Lady Charade, Tribes and Heart of Hyacinth also ran. Ann Hill and Refined fell.

Sixth race (selling; one mile and a sixteenth)—Nancy, 90 (Delaby), 30 to 1, won; Agile, 105 (J. Hennessy), 11 to 1, second; Approbation, 103 (Warren), 11 to 10, third. Time, 1:57⅘. Kate Powers, Mortiboy, Footlights Favorite and The Clansman also ran.

YALE TO OPEN HOCKEY SEASON.

The hockey season will be formally opened tonight at the St. Nicholas Rink in an exhibition game between the Wanderers, of the Amateur Hockey League, and Yale.

GOLFERS IN SESSION.

OLD OFFICERS RETAINED.

Territorial Limits of Metropolitan Association Unchanged.

By practically a unanimous vote the motion to extend the territorial limits of the Metropolitan Golf Association to seventy-five miles from New York was lost at the eleventh annual meeting of the association held at Delmonico's last night. That was the only clause in the new constitution presented at the meeting that was rejected. There was nothing radical in the amendments save that the executive committee is now empowered to reject any championship entry.

The nominating committee, consisting of Findlay S. Douglas, chairman; Howard F. Whitney and W. D. Vanderpool, presented the following ticket, which was unanimously elected, the secretary being instructed to cast one ballot, as follows:

President, William Fellowes Morgan; vice-president, Arden M. Robbins; secretary, Leighton Calkins; treasurer, Frank C. Jennings; other members of the executive committee, George T. Brokaw, John R. Maxwell, jr., James L. Taylor, John Reid, jr., and Grinnell Willis.

The officers are the same as last year, but there are several changes in the executive committee, Brokaw and Maxwell being the only two out of the five to be retained. Those dropped were Paul Wilcox, Simeon Ford and S. Vilas Beckwith.

As there were no applications for the next amateur and open championships, it was decided to leave the question in the hands of the executive committee. John Reid, jr., of St. Andrews, moved that the president be requested to exert his influence in having the date of the next Lesley cup match put forward to the first part of October, on the ground that courses would be in better condition at that time. This motion was carried. The arranging of the details for the tri-city contests each year are left to the presidents of the Metropolitan, Boston and Philadelphia associations. George C. Austin stated that the Englewood Golf Club would be pleased to offer its course for the next intercity competition.

There were twenty clubs represented, and among the delegates present was Daniel Chauncey, president of the United States Golf Association.

The secretary's report was comprehensive and interesting, particularly that part referring to the work of the handicap committee and the treasurer's accounts. The report in part follows:

"The association began the year with sixty clubs, and there are now fifty-seven clubs included in the membership, as follows: New Jersey, twenty-two; Connecticut, three; Long Island, ten, and New York, exclusive of Long Island, twenty-two. During the year two new clubs have become members, the Scarsdale Golf Club and the Glen Ridge Golf Club. Resignations were received from the Eastern Parkway Golf Club, the Richmond Hill Golf Club, the Westchester Golf Club, the Meadow Brook Hunt Club and the Nyack Country Club. These resignations were largely due to the loss of links by real estate extensions. Not a single club severed its connection with the association during the year because of the slight increase in the dues which went into effect a year ago.

"At the last annual meeting a resolution was adopted directing the executive committee to communicate with the Massachusetts Golf Association and the Philadelphia Golf Association, in order to learn whether it would be desirable to hold an open championship tournament covering the three associations. Both the Philadelphia and Boston associations voted against the plan.

"The final report of the handicap committee, dated December 1, 1907, shows a saving of $243 39 this year in expenses, owing to the discontinuance of the long printed list, which last year included 2,500 names, and the substitution of a list of ratings up to nine. There are 501 names on the list this year, and the expenses of the committee were $137 83, as against $381 22 in 1906.

"The tabulated summary of the season's handicaps indicates that a short list used by clubs as far as it goes, and as a basis for figuring handicaps for the unrated players, is capable of producing even better results than a long list up to eighteen strokes, four-fifths of which consists of ratings for players whose handicaps are subject to constant fluctuation at their home clubs.

"The treasurer's accounts for the year show a balance of $863 66. The balance a year ago was $390 71. Receipts this year have been $900 47 more than last year, and the expenditures have been $172 48 less.

"The year, as a whole, has shown even greater activity than the season of 1906. More tournaments have been held, and they have been fully as well attended."

The failure to hold an open tournament in the metropolitan district was explained in detail as due to the unwillingness of any club to come forward and bear half the expense of $750.

NO HARD TIMES HERE.

Automobile Club of America Redeems $20,000 of Its Bonds.

That the recent panic in the money market has in no way affected the prosperous condition of the Automobile Club of America was shown yesterday, when the club, for the second time this year, redeemed $20,000 of its second mortgage bonds at par and interest.

The Automobile Club of America took possession of its new clubhouse and garage, 54th street, west of Broadway, on April 18, and few expected that within so short a period as six months it would cancel $40,000 of its bonds.

Members are expressing great satisfaction and congratulating the president and officers, whos efforts and progressive methods have made the club the strongest and most powerful organization of its kind in the world. A glorious old time, as one member put it, is promised at the meeting of the members the first of the new year, when the cancelled bonds will be burned. Further assurances are given that additional blocks of bonds will be redeemed from time to time.

CASE AGAINST G. A. PETTIBONE.

State Will Try to Prove He Paid Alleged Assassins for Western Federation.

Boise, Idaho, Dec. 10.—James A. Hawley, chief counsel for the state in the case of George A. Pettibone, outlined the case for the prosecution today. Senator Borah occupied a seat at the table for the state. Mr. Hawley first recited the facts concerning the killing of former Governor Steunenberg as the result of an explosion of a dynamite bomb on the night of December 30, 1905, at the gate of Steunenberg's home at Caldwell, Idaho.

A brief history of the Western Federation of Miners was given by Mr. Hawley. "We expect to show you," he said, "that about eight years ago a conspiracy was formed by what is known as the 'inner circle,' the purpose of which was the murder of those who in public life refused to obey the dictates of the 'inner circle.'"

The connection of the defendant with the conspiracy as alleged by the state was explained. George Pettibone, said Hawley, was the paymaster into whose hands was passed the money given to the actual murderers by officers of the Western Federation. Hawley charged that Pettibone was an actual participant in some of the crimes and was the constant counsellor of others engaged in the conspiracy.

The taking of evidence began at the afternoon session, and before court adjourned for the day the state had established the corpus delicti, clearing the way for Harry Orchard, who will take the witness stand to-morrow. Orchard was brought from the penitentiary to this city this evening, and will spend the night in the office of Mr. Hawley. Senator Borah conducted the examination of state witnesses this afternoon.

WANTS BINGHAM TO CENSOR NEWS.

Commissioner Frowns on Suggestion of Corporation Counsel's Office.

On the ground that lawyers, "runners" and others have misused the information posted for the benefit of newspaper men at Police Headquarters, Assistant Corporation Counsel George L. Sterling has sent a letter to Commissioner Bingham requesting him to censor personally all news and give only what is thought best to the authorized representatives of the press.

In his letter Mr. Sterling says that the city has been named as defendant in a large number of suits for injury, and the system of making public reports of all accidents he thinks is responsible. "Runners," he said, got the information intended for the press and rushed with it to their employers, who make a specialty of such cases.

The Commissioner refused to let the newspaper men see Mr. Sterling's letter. "I shall not be made a catspaw for other people's desires," he said. "I can't afford to have three men at Headquarters just to pass upon the kind of news that is given out. If the Corporation Counsel's office wants the news censored let them send up men to do it for them."

NATIONAL
Motor Boat & Engine Show
GRAND CENTRAL PALACE
(Lexington Avenue and 43rd Street)
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OPEN DAILY FROM 10 A. M. TO 11 P. M.
The Largest and Most Interesting Exhibition of Engines, Boats and Accessories Ever Held by the Industry.
MUSIC BY EMPIRE WOMAN'S ORCHESTRA.

The Only National Show to be held in New York City During the Season of 1907-1908

The Leading Manufacturers and Builders of this Country will Exhibit ONLY at This Show

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GASOLINE AND ELECTRIC ON EXHIBIT.
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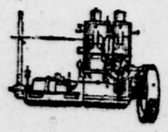
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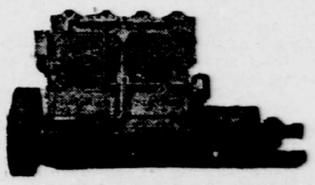
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