

TO GUARD FIGHT CROWDS

Fire Commissioner Asks Boxing Commission to Co-operate.

INSPECTION TO COME FIRST

Johnson's Plan Is to Make Sure Places Are Safe Before Licenses Are Issued.

The State Athletic Commission made arrangements yesterday looking toward co-operation with the city Fire Department in a move to keep the new boxing clubs within the limits of safety from fire and panic.

Captain Doonan, who has been supervising the inspection of the boxing clubs, was directed by Fire Commissioner Johnson to go to the office of the boxing commission this afternoon to discuss with the commissioners a plan for having the Fire Department inspections precede the granting of licenses by the boxing commission.

It has been Commissioner Johnson's idea that it would be better if the state regulating body would hold up the application for a boxing license until after the city Fire Department had made an inspection and reported favorably.

Up to this time the boxing commission has been sending a notice to the Fire Department of the name and address of each club to which it gives a license, after the license has been issued.

The new arrangement, which will probably be effected this afternoon, will result in the holding up of a license grant to any new club until the Fire Commissioner has been satisfied that the exits and appliances are sufficient to furnish escape and protection for the crowds.

Make Some Improvements.

Brown's Athletic Club and the Long Acre Athletic club each received a notice from the Fire Commissioner yesterday in which they were directed to furnish their clubs with more extinguishers, axes, buckets and other fire-fighting appliances, and the manager of each of these clubs said last night that they would install the appliances at once.

Each manager expressed surprise, however, that the commissioner should have ordered such a re-examination of equipment after he had so severely denounced their places as unfit for gathering of crowds.

It was explained that the Fire Commissioner's order contained everything which the law permits him to control. The Fire Department inspectors, in making their rounds, investigate, report on and make recommendations on everything which, in their judgment, could be improved, and so as to make for greater safety in a crowd, but many of the recommendations filed by the Fire Department inspectors can be ordered to be carried out by the building bureau of the borough.

"Pat" Powers and Harry Pollock, promoters of the Madison Square garden fights, will appear before the Boxing Commission this morning at 10 o'clock. It is expected that they will answer only such questions as their lawyer advises them to answer.

Must Tell of Garden Lease.

Commissioner O'Neil is determined to make them go into details regarding the Madison Square Athletic Club's lease of the Garden, which Powers and Pollock assert runs from July, 1911, to July, 1912. The update member of the Boxing Commission, who is a lawyer, contends that the lease is not valid for one year, because it is to be razed long before the date of the expiration of the lease.

O'Neil said yesterday that the commission could possibly order the point and allow a license to be held by a club in New York City under conditions quite as contrary to the Fraxley law as those of some upstate clubs to which licenses were denied.

If O'Neil has his way the inquiry this morning will be at a public session of the commission, but from the attitude of Commissioner Dixon at the last meeting it is believed that he will consent to any such arrangement. In fact, if Dixon comes to the meeting this morning with the same idea that he held last time—that Powers had a right to refuse to answer O'Neil's questions—it is doubtful whether O'Neil will be able to get any information from the promoters.

Fire Commissioner Johnson made public the results of inspections of two more boxing clubs yesterday. The Olympic, at No. 26 and 28 Manhattan street, and the Starkey, at Nos. 127 and 129 Columbia avenue, both licensed by the State Boxing Commission, and both on the second floor of the buildings they occupy, were the two in which the Fire Commissioner said certain conditions should be remedied.

At the Olympic Club the inspectors found but one stairway leading to the hall, and they were told that spectators in leaving the hall had to use a steep and narrow fire escape as an additional exit. Insufficient exits were the chief complaint against the Starkey club, also, and the commissioner said that both reports would be forwarded to the Bureau of Buildings.

At that bureau it was said that none of the special reports from the Fire Department on the inspections of boxing clubs had reached there as yet. When they do come, the routine calls for an explained, inspection of the premises and conditions are found to be in order, and for specific improvements, but the order is not obeyed notices is sent to the Corporation Counsel, through whose office the city files suits for violations of the building code.

MARYLAND CONVENTIONS

Gorman and Goldsborough Are Named—Republicans for Taft.

Baltimore, Sept. 7.—State Senator Arthur Pue Gorman, Jr., Democrat, son of United States Senator A. Gorman, and Philip Lee Goldsborough, Republican, collector of internal revenue for his district, were nominated for Governor by their party conventions here today.

President Taft's administration was otherwise endorsed by the Republicans; otherwise the platform adopted by both conventions were identical and entirely state-wide. Social action was not mentioned. Candidates for other state offices were named by the two counties as follows: Governor—Gorman, Democrat; Edgar Allan Poe, Democrat; Baltimore, and Morris A. Soper, Republican, Baltimore.

Gorman was the successful Democratic candidate in the state primary last month, winning over State Senator Blair Lee by one vote. His Goldsborough was unopposed. Today's conventions were merely a formality to comply with the primary election law.

RECEIVER FOR H. P. TAPPE

Lawyer Says Milliner Is Too Artistic for Business.

Herman P. Tappe, milliner, of No. 4 West 46th street, who filed a voluntary petition in bankruptcy last week, came before Judge Hough, in the United States District Court, yesterday to ask for the appointment of a receiver for his business.

"Mr. Tappe is an artist, and is ignorant of material things," A. M. Menkel, counsel for Tappe, told the court. Judge Hough was at first not inclined to appoint a receiver, and told the petitioner that he did not have a man up his sleeve competent to handle a millinery business. This disclaimer, however, pleased that he was anxious to settle his indebtedness in full, so as to be able to continue in business. Mr. Menkel suggested the appointment of a man interested in the millinery business, who was willing to put Tappe in the store as manager as soon as bankruptcy proceedings were ended. Judge Hough accepted this suggestion, and appointed Samuel H. Lummus, secretary of the Eastern Millinery Association, to take charge of Tappe's store.

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BRIDGE ENGINEER OUT

Tammany Said to Have Forced Lane Off Payroll.

The supervision of traffic on the East River bridges will soon be entirely in the hands of the police, and the office of engineer in charge of bridges, which Frederick Van Z. Lane, of Brooklyn, has held, will be abolished, according to the plans of Bridge Commissioner O'Keefe. It was said yesterday that Mr. Lane was called before the Commissioner a few days ago and told that his services would not be needed after October 1. Mr. Lane was surprised at the action of the Commissioner, his friends, say, and they charge that the real reason for ousting him and his staff is to make room for Tammany officials.

Mr. Lane was appointed to the place by Bridge Commissioner Stevenson at the suggestion of Kingsley W. Martin, then chief engineer in the department. The salary was \$4,000. Mr. Lane had an assistant and five inspectors on his staff. Places for three of the inspectors have been found, it is said.

In the absence of Commissioner O'Keefe yesterday Bridge Department employees explained that the change was purely one of economy and for the better, and that had been done had been duplicated for a long time by the police.

DECLARE AGAINST UNIONS

Marble Employers Have Resolutions Posted in Shops.

Aggressive measures were adopted yesterday by the Marble Industry Employers' Association in its fight against the demands of the marble workers who are on strike in all the shops and on city buildings. The fifty-seven members of the association decided by a unanimous vote not to treat with or recognize the three unions whose members are on strike. These unions are the Reliance Labor Club, representing the marble cutters, carvers and setters; the Whitestone Association, representing the marble polishers, bed makers and finishers; and the Compact Labor Club of marble cutters' helpers.

The executive committee of the employers' association passed the following resolution, which was signed by each member of the committee:

Resolved, That all mechanics and workmen going to work under the orders of this association will be afforded every lawful protection from intimidation and violence.

HEARS OF VOTE TRADING

Controller on Trail of Republicans Who Favor Charter.

Controller Frothingham signified his intention to file a report after his vacation in Europe yesterday by declaring that he had reports of an agreement whereby certain Republican Senators and Assemblymen, in return for certain appropriations, had consented to vote for a New York City charter. He declared that it would be his pleasure to assist in drumming out of public life any Republican members of the Legislature who might attempt to carry out their end of such an agreement. Such men, he declared, deserved no better title than that of "Tammany accomplices."

The Controller said he was not ready to say just what sort of a fight he would make against the charter, but he indicated that he felt as strongly as ever about the inquiry of fundamentally changing the government of the city at this time.

Making it clear that he did not wish to intimate that Chairman Barnes of the State Republican Committee was a party to the alleged agreement, the Controller in the first place said he had been informed that Mr. Barnes had given the agreement last spring as a reason why he could not advocate a Republican caucus to bind the Republicans against the charter.

"It is unthinkable," said the Controller, "that men representing the people should agree to trade votes in this way, especially in the case of a city charter, which is the nature and the chief concern of the people. They have known nothing at that time. The inquiry of any such agreement is further illustrated by the kind of a charter that was first brought out. The men who framed that charter are being forced to revise it by public opinion, but even in its amended form it may not be such an instrument as any self-respecting member of the Legislature should vote for."

"I will wait very sympathetically that any Republican Senator or Assemblyman who votes for a charter for the greater city of New York that will interfere with what was the expressed wish of the people at the last municipal election, or break down any of the safeguards that municipal experience and wise government have erected, is unfit to sit in the Legislature and is unworthy of being called a Republican."

DOGS WITH BONE BITE BOY

Lad Attacked for Trying to Take Food from Animals.

Two dogs attacked Henry Silverman, thirteen years old, of No. 1754 Washington avenue, The Bronx, yesterday when he tried to take a bone from one of them. The dogs were finally beaten off and the boy was taken to the Fordham Hospital, where two wounds were cauterized.

Silverman was playing with several other boys in a lot in Park avenue, near 1754 street, when two dogs entered and one of them picked up a bone. Silverman saw this and went to the dog and snatched the bone from his mouth. The dog sprang at the boy and bit him in the right arm. As the boy tried to beat the animal off the second dog attacked him and embedded its teeth in the boy's back.

The other boys shouted for help, and a man appeared with a stick and drove the dogs away.

TWO HAWKS KILLED IN PARK

Two of the largest hawks ever seen in Central Park were killed yesterday afternoon by "Bill" Snyder, of the menagerie force. From tip to tip their wings measured four and a half feet. Both birds were plump, and Snyder thinks many of the three hundred crows and ducks destroyed in the last two years helped to make those hawks fat.

Donors of the water fowl, informed Snyder that the hawks were trying to steal some geese swimming in the pond near 59th street. With a double-barreled shotgun Snyder went after the marauders. One came down at the first shot. Ten minutes later he killed the other.

Park patrolmen in that section were started into unusual activity when the two reports were heard.

SPRAY FLIES ONCE MORE

Power Boats Make Good Time on Huntington Bay.

VICTORY FOR THE EDITH II

English Flyers to Test Their Speed To-day for the Heins Cup.

All the speed boats except those in the larger classes had their innings yesterday, in the second day of the national motor boat carnival at Huntington Bay. Ten started in the morning race in Class A, over a course that was said to be twenty-six and one-half nautical miles, or four and one-half miles to the lap, covered six times.

Such a strong easterly wind was blowing and the water on the outside leg of the course was so rough that it would have been dangerous to have sent the little boats out there, so the course was shortened to fit the conditions.

G. McKesson Brown's boat, the Ran, finished first in the class, her elapsed time being 1 hour 16 minutes 55 seconds, but A. V. Smith's Edith II won on time at location in her yesterday's race for lack of gasoline. Her morning time was 23 minutes 27 seconds and the afternoon time 37 minutes 42 seconds. A. E. Smith's new boat, the Hazel, was third in the afternoon race in this class. She astonished every one by making the fastest lap of all—11 minutes 34 seconds. The Hazel is an Elio boat, only 16 feet long with 40 horsepower. She made an average speed over part of the course of twenty-four knots.

The British boats Maple Leaf III and Pioneer will start at 5 o'clock this morning in the mile speed trial for a record for the Heins Cup. After the trials they will be taken to New York on a lighter and will be shipped back to England by an early steamer. The Dixie IV, the Natchez, the Vira II, and perhaps the Disturber II, will do their mile trial on Saturday.

Nelson Doolittle's Grizzly Bear was forced to quit in yesterday's race for lack of gasoline, and the Peter Pan IV, owned by J. Simpson, hit something on the course that has put her out of commission for good.

The summary follows:

CLASS A—SPEED BOATS—START, 11:15—COURSE ABOUT 26 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

CLASS B—SPEED BOATS—START, 11:15—COURSE ABOUT 2 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

CLASS C—SPEED BOATS—START, 11:15—COURSE ABOUT 2 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

CLASS D—SPEED BOATS—START, 11:15—COURSE ABOUT 2 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

CLASS E—SPEED BOATS—START, 11:15—COURSE ABOUT 2 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

CLASS F—SPEED BOATS—START, 11:15—COURSE ABOUT 2 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

CLASS G—SPEED BOATS—START, 11:15—COURSE ABOUT 2 1/2 NAUTICAL MILES.

Boat and owner. Finish. Elapsed time. Ran, G. McKesson Brown, 12:26:55, 1:16:55. Edith II, A. V. Smith, 12:29:18, 1:14:15. Hazel, A. E. Smith, 12:32:18, 1:14:15. Maple Leaf III, J. H. Blackton, 12:32:22, 1:18:22. Pioneer, J. H. Blackton, 12:32:22, 1:18:22. Peter Pan IV, J. Simpson, 12:35:21, 1:16:52. Dixie IV, H. C. Brown, 12:35:21, 1:16:52. Vira II, J. Simpson, 12:45:21, 1:27:21. Grizzly Bear, N. Doolittle, 12:45:21, 1:27:21. Vay-V, Charles Werner, 12:45:21, 1:27:21. Peter Pan, N. Doolittle, 12:45:21, 1:27:21. Haze, L. S. S. and D. P., 12:45:21, 1:27:21.

TAFT WATCHES TROTTERS

President Attends Grand Circuit Meeting at Hartford.

Hartford, Conn., Sept. 7.—President Taft was an interested spectator at the Grand Circuit races here today. At the conclusion of his address the second heat of the 213 yard race was called, and the President departed his departure until the finish of the Hartford Handicap.

An innovation to the racing programme was the Hartford Handicap, which brought out a field of seven. John and Billy Burke were scratch; Dudge Archibald had a handicap of 40 feet; Charlie Mitchell, 30 feet; Joe Bowers, 16 feet; and Wilmering and Croighton, 20 feet each. There were two preliminaries, Joan Billy Burke, who finished Mitchell in the order named, and the final. The second preliminary was won by Joe Bowers. Croighton second and Wilmering third. Time, 2:25 1/2. In the final all horses took part, and Dudge Archibald, with Charlie Mitchell second and Joe Bowers third. Time, 2:25 1/2. Joan broke badly and finished sixth. The purse was \$750.

YALE MEN VICTORIOUS

Reach Semi-Final Round in Lawn Tennis Tourney.

Philadelphia, Sept. 7.—J. J. Armstrong, of the University of Minnesota, advanced to the semi-final round of the Intercollegiate championship lawn tennis tourney on the courts of the Aeronaut Club today by defeating R. C. Gates, of Yale. Armstrong's cut stroke and overhead smashes were again in evidence, and his match with E. H. Whitner, of Harvard, was the most interesting of the day. The semi-final round of the Intercollegiate championship lawn tennis tourney on the courts of the Aeronaut Club today by defeating R. C. Gates, of Yale. Armstrong's cut stroke and overhead smashes were again in evidence, and his match with E. H. Whitner, of Harvard, was the most interesting of the day.

STIFF BREEZE FOR YACHTS

The Vagrant Wins Bennett Cup in Race on the Sound.

There was plenty of wind on the Sound yesterday for the yachts that contested for the prizes offered by the New York Yacht Club for the annual regatta, which had been postponed from July. The wind was east-northeast, of about twenty-mile strength, and there was an ugly bit of sea on for the smaller craft when the signal to start was made from the committee tug Edmund Moran. The yachts were confined to Harold S. Vandebilt's Vagrant and George W. Scott's Miladi. These two made a pretty start at 12:15 o'clock, but the Miladi was soon overtaken by the Vagrant. When the mistake was discovered her owner withdrew from the race. The Vagrant went on, and not only won her class prize, but the Bennett cup for the regatta. In a special mixed class the Vagrant started against the Miladi and won. She covered the 12 1/2-mile course in 1 hour, 11 minutes 3 seconds.

AFTER 44 YEARS!

In 1867 a large tract in the Bronx, offered for sale in partition, was bought by a guardian ad litem in the suit, for himself individually and this made the title bad.

The other day a builder failed because he had started a building operation on this property without a proper examination of the title. It had been through five hands since the blunder happened and no one had discovered it until it came to us.

TITLE GUARANTEE AND TRUST CO.

Capital \$ 4,375,000 Surplus (all earned) 10,625,000 176 B'way, N. Y. 175 Remsen St., B'klyn. 350 Fulton St., Jamaica.

PRINCE CHARMING WINS

Captures Championship Rosette in Poughkeepsie Horse Show.

HONOR BOY GETS RESERVE

One of the Most Interesting Exhibitions of the Season Draws to a Close.

One of the most interesting horse shows of the season closed yesterday at Poughkeepsie with the judging of the champion classes. After dividing first honors with Mrs. J. S. Walsh's champion, De Witt P. Flanagan's Prince Charming, which carried away the coveted tricolor rosette in the champion collection, and left only the reserve for Honor Boy, Prince Charming is a wonderfully handsome horse, with perfect manners, and many persons do not hesitate to say that he should beat any other of his size in the show ring.

W. M. V. Hoffman's chestnut gelding, Tenerife won the champion exhibition of light harness horses, his blue ribbon being class 12 making him eligible to compete for the prize. The championship for geldings went to J. Garner West's chestnut gelding Goshen, with Reginald Rivers's Rex for second choice.

Mrs. Walsh's brown mare Maid of Honor was perfect in the exhibition of ladies' harness horses, and she defeated De Witt P. Flanagan's Prince Charming, with Miss Laura Stanley at the reins. Miss Spaulding drove W. N. Waterman's Mr. Owen, and the mare next to the Prince.

Miss Margaret Thorne had two mounts in the next class, which was for saddle horses, women to ride. Miss Thorne showed Mr. Rivers's bay gelding Rex, and was a blue ribbon with him, and then she took the red with J. Garner West's Goshen, leaving only a yellow for Percy R. Drury's handsome "Coronation," with Miss Stanley at the reins. Miss Thorne's behavior, and refused to trot or lead with his right foot when asked to do so.

The four-in-hand class had two entries. Mr. Rivers won the first prize with a gray and a bay leader, latched ahead of Brunette and Golden Buck. George Brewster drove three bays and a team from the Glenhurst Hackney Stud Farm.

The entries follow:

Class 15 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, George A. Coleman's blk. & Highland Oak; second, J. J. Foster's blk. & Longhorn; third, W. H. Brown's blk. & Longhorn; fourth, H. E. Home's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 16 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H. Brown's blk. & Longhorn; second, J. S. Walsh's blk. & Longhorn; third, J. S. Walsh's blk. & Longhorn; fourth, J. S. Walsh's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 17 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H. Brown's blk. & Longhorn; second, J. S. Walsh's blk. & Longhorn; third, J. S. Walsh's blk. & Longhorn; fourth, J. S. Walsh's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 18 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H. Brown's blk. & Longhorn; second, J. S. Walsh's blk. & Longhorn; third, J. S. Walsh's blk. & Longhorn; fourth, J. S. Walsh's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 19 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H. Brown's blk. & Longhorn; second, J. S. Walsh's blk. & Longhorn; third, J. S. Walsh's blk. & Longhorn; fourth, J. S. Walsh's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 20 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H. Brown's blk. & Longhorn; second, J. S. Walsh's blk. & Longhorn; third, J. S. Walsh's blk. & Longhorn; fourth, J. S. Walsh's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 21 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H. Brown's blk. & Longhorn; second, J. S. Walsh's blk. & Longhorn; third, J. S. Walsh's blk. & Longhorn; fourth, J. S. Walsh's blk. & Longhorn; fifth, J. S. Walsh's blk. & Longhorn; sixth, J. S. Walsh's blk. & Longhorn; seventh, J. S. Walsh's blk. & Longhorn; eighth, J. S. Walsh's blk. & Longhorn; ninth, J. S. Walsh's blk. & Longhorn; tenth, J. S. Walsh's blk. & Longhorn.

Class 22 (open) roadsters, under 152 hands—first prize, \$20; second prize, \$10.—First, W. H