# LIVE WASHINGTON TOPICS.

## A SET BACK TO THE PUBLIC BUILDING JOBBERS IN THE SENATE.

**The House Committee to Investigate Trusts Trying to Find Something to Investigate—A Massachusetts Man with 25 Cents' Worth of Conscience—Judge Daly Advocates the Nicaragua Canal.**

WASHINGTON, Feb. 3.—Senator Stanford, Chairman of the Committee on Public Buildings and Grounds, has adopted a new plan with reference to public building bills which causes consternation to their authors. He has decided that hereafter he will refer all measures asking for appropriations for new buildings to the supervising architect of the Treasury for his opinion as to the needs of a building, and particularly with reference to the amount of money which should be appropriated. The recommendation of the supervising architect is to be accepted, and he, not the committee, will therefore have the fate of all aspiring cities in his hands. Several gentlemen who have bills pending before the Senate committee are indignant at the course which the Senate Committee intends to pursue. They say that the duty of the Supervising Architect is to superintend the erection of buildings after the money is appropriated by Congress, and that there is no possible reason why he should be consulted as to the amount of money which should be given. They say that he has no means of knowing what the needs of ambitious cities are, and that the committee should decide that for themselves. Several members who have bills in which they are deeply interested have taken occasion to make their peace with the Architect before presenting their case to the Senate Committee.

The House Committee on Manufactures, who were a few days ago intrusted with the work of investigating the subject of trusts and combines, find themselves with a task on their hands which they feel hardly able to cope with for want of knowledge of the subject. At a preliminary meeting to-day the subject was talked over freely, but no definite plan of securing the necessary information could be outlined. It was found that each member of the committee had a general idea of what ought to be done, but none were in possession of any real facts in connection with a particular case. They do not know whether the number of trusts that demand Congressional investigation is one or twenty. Mr. Bacon, Chairman of the committee, has been too ill to give any attention to the subject as yet, but hopes that some beginning will now be made at once. After talking the matter over to-day it was determined that each member of the committee should tabulate all the information he can obtain with reference to any trust and report to the full committee. In the absence of any definite understanding as to what particular class of statistics should be gathered, it was agreed that all possible information about trusts should be collected and sifted afterward. In reporting to the committee members will give the names of all parties to the combine, the amount of money involved, the length of time it has to run, &c. The Chairman also wishes the public to understand that any facts or data relating to the subject sent to the committee will be gratefully received.

The House Committee on Pacific Railroads to-day entered upon the formal consideration of the various bills on its calendar. The Outhwaite bill and that proposed by the majority of the Pacific Railroad Commission were read over carefully, and a few verbal changes were made. Although not at first disposed to consume time in hearing arguments upon prospective legislation affecting the Pacific railroads, the committee decided, after some debate, to listen for a limited time to any statements which the representatives of the Central and Union Pacific companies might care to present. Accordingly, the clerk has been instructed to notify the persons concerned that the committee will next week give them an opportunity to be heard upon the different funding bills.

At the request of the House Committee on Rivers and Harbors, Col. Gillespie, of the corps of engineers in charge of improvements of New York harbor, appeared before the committee to-day and explained the nature of the project for the improvement of the Harlem River, and told how it was proposed to apply the $500,000 which Congress is asked to appropriate. He expressed the opinion that the project was feasible, and if carried out would be of great assistance to commerce.

A number of gentlemen interested in the advancement of American shipping are trying to impress upon the Secretary of the Navy the advantages of increasing the length of the dry dock now being constructed at New York. The present plans of the dock contemplate a length of 500 feet and an expenditure of $550,000. The advocates of an extension represent that the dock, when finished, will be too small to accommodate vessels now being built. They cite the case of two vessels building by transatlantic lines, which, although sailing under the English flag, are almost entirely owned and built in this country. These vessels will be over 500 feet in length, and could not be put into the dock. It is represented that 100 feet more could be added to the dock at an expense not exceeding $100,000. Commodore Harmony, Chief of the Bureau of Yards and Docks, is in favor of the project, and says he will do all he can to secure an appropriation for the work.

The Secretary of the Treasury has received a letter dated Fitchburg, Mass., enclosing a 25 cent silver piece, which the sender desired to have placed in the Treasury to the credit of conscience. In a note, transmitting the coin, he says:

*To whom it may concern:*

Once upon a time, some thirty years ago, in a spirit of evil mindedness—or perhaps because I could, though even at the time, I knew better—I took it upon me to obliterate the cancelling marks of a five-cent postage stamp and use it again. And, though no mortal may ever have been aware of it, I have known it all the while. Under the Mosaic dispensation a restitution of one-fifth was deemed requisite to satisfy the claims of justice in the case of trespass. As one is to five as one is to five, and one to five makes six. At 6 per cent a sum is doubled in about sixteen years, and this then amounted to twelve cents; and doubled again amounts to one-and-twenty cents. Now, to give the Government the benefit of the fraction, I enclose twenty-five cents.

LOYAL CITIZEN.

Judge Charles P. Daly and Hiram Hitchcock of New York, ex-Senator McDonald, Admiral Ammen, Commander Taylor, and Civil Engineer Menocal of the navy, appeared before the House Committee on Commerce in advocacy of Mr. Norwood's bill to incorporate the Maritime Canal Company of Nicaragua. Judge Daly made the principal argument, devoting his attention mainly to the constitutional question involved and a demonstration of the financial ability of the company to carry out the work. On the first point he quoted the interpretation given by Chief Justice Marshall to the article of the Constitution giving Congress power to regulate commerce with foreign nations and among the States. This interpretation, he maintained, completely covered the present case. On the second point Judge Daly said that the company had positive assurances from Berlin, Boston, and New York bankers that the $100,000,000 of bonds would be speedily taken up when the United States charter was granted. The association which held the concession had several hundred thousand dollars in its treasury and spent $200,000 in preliminary work upon the canal. While the association did not absolutely require a charter from the United States, the application for one was made out of respect to the Goverment.

Mr. Anderson of Kansas wished to know if the company would object to the insertion of an amendment to the bill punishing it by forfeiture of charter for any combination with the Pacific railroads to raise tolls.

Judge Daly did not feel authorized to give a positive answer, inasmuch as he had not consulted upon the subject with the other members of the association.

Mr. Clardy inquired if the incorporators would consent to the insertion of a clause absolutely providing for the retention of a controlling interest in the United States.

Judge Daly answered yes.

Mr. John R. McLean, who is now in this city, sent for your correspondent to-night, and requested him to say that the story that he was negotiating for the purchase of THE SUN, or had contemplated such a thing was wholly without foundation. He is at a loss to understand the motive for such a fabrication.

The House Committee on Mines and Mining will report to the House favorably the well-known bill for the relief of Wm. McGarrahan. It proposes to submit to the Court of Claims for adjudication the title of Mr. McGarrahan to the mineral interest of the Rancho Panoche Grande in California. The bill has been known to the public for probably twenty years, and has frequently been reported with favorable recommendations. The tract of land in dispute is now in possession of the New Idria Quicksilver Mining Company. A minority adverse report will also be presented from the committee.

The Secretary of the Navy to-day made several changes in the composition of the Naval Advisory Board, which is charged with superintending the construction of the naval vessels built at the shipyard of John Roach—namely, the Chicago, Boston, Atlanta, and Dolphin. Commodore D. C. Harmony was detailed to duty as President of the Board, in addition to his duties as Chief of the Bureau of Yards and Docks. Capt. H. B. Robeson was ordered as a member of the Board in place of Commander A. S. Crowninshield, who will retain command of the schoolship St. Mary's. Capt. Robeson will be detached from his present duties at the New York Navy Yard on the 9th inst. This action of the Secretary is regarded as showing a desire on his part to close up all work in connection with the Roach cruisers.

## THE FENCE COMES DOWN.

**Mrs. Langtry's Own Builder Removes the Objectionable Barrier.**

It was just gray daylight yesterday morning when four men in carpenters' overalls stopped in front of Mrs. Langtry's red brick house at 861 West Twenty-third street. They were from the shop of Frederick Rode, 247 Fifth avenue. Rode and a boy were there to oversee the work in hand. Rode is repairing the interior of Mrs. Langtry's house while she is away, and she had telegraphed from Pittsburgh that if the Department of Public Works insisted on removing her fence, she would prefer that the job be done by him. The department chief, Gen. Newton, said that the fence must come down, and so Mr. Bowers of Platt & Bowers, Mrs. Langtry's lawyers, told

Rode to be around with the English sparrow yesterday morning, and get his work of destruction in before the department's brigade could remove the fence.

The fence was a substantial structure on a line with the stoops of the other houses of the street, and no more an obstruction than any other front fence in Twenty-third street. But it was built of wood and brick and iron and stood seven feet high, and no one could see through it, while the adjoining fences were of open iron work not more than three feet high.

But questions of the justice or propriety of the order against Mrs. Langtry's fence were not for Rode and his men to discuss. They had only to get the thing down, and to do it before the invaders of the Bureau of Incumbrances could do it. And they did it. The attack was begun at 7:14 o'clock. At that moment a red-bearded, red-headed carpenter in white overalls pried the eastern half of the eastern gate from its hinges. A crowd of passers by had lingered, a policeman on the corner watched, a group of newspaper men took mental notes. Some few persons passed on, but others came, and the gathering grew.

The gate was carried back in the courtyard and tilted against the wall of the house adjoining on the east. Then the other parts of the gates were taken apart. A street boy hooted at the workmen. It was the first noise of the demolition, and, with the yelp of the urchin, there was the rattle of a shade being rolled up in the right hand attic window. The little tin-tap on the panes made the crowd look up. A quick glance took in the picture of a housemaid's pretty face at the window, framed in the folds of the lace curtains. The countenance showed itself but an instant, half vexed, half amused. The eyes looked down upon the merchants and the assemblage of men, who seemed to have been just turned out of a station house lodging room, of shop girls stopping just for a minute on their way to the stores, and of boys, all kinds of boys.

There were at first about fifty loiterers watching the work; then there were twice and thrice that number. Presently the number dwindled away again, but when school time approached, children flocked about the place and stayed as long as they dared. In the houses on the opposite side of the street the spectators were most persistent, and almost every window held two or three watchers.

Rode's workmen had been at work an hour when Inspector McGinness got off a westbound Twenty-third street car, and with a smile saw that the requirements of his department were being complied with. Three minutes after he first looked on the scene a corporation truck drove up and eight corporation destroyers saluted the Inspector. He said:

"I guess we won't have to do anything. You may go down to the corner."

They were willing to go to the corner. It is there that the Fog Horn tavern is. Superintendent Richardson kept his forces within sight, however, lest the Rode workmen should not complete their work.

"I understood," said Mr. Rode to Inspector McGinness, "that we could let these brick piers stand. Mrs. Langtry means to have an open iron fence put up, and those piers will be part of it."

"But those piers are part of the obstruction," remonstrated Mr. McGinness. This nonplussed the contractor. There was parleying. Rode stubbornly refused to take the bricks down. McGinness was persistent. Meanwhile the crowd kept changing and the laborers kept on puttering at the woodwork of the fence.

At last Rode and McGinness went to the office of the Department of Public Works. Mrs. Langtry's agents argued in Gen. Newton's office that they had complied with the law in taking down the wooden fence, and begged that the piers might be countenanced. Deputy Commissioner Smith objected. All talk was useless, and the order was peremptorily given that the whole thing must go, and if the contractor didn't dig away the piers then the work would have to be done by Inspector McGinness. By some chance this wasn't done yesterday. It may be done to-day.

Before the high wooden fence was erected, an iron railing, just such as stands before the adjoining house on the street, was there. This was not considered a nuisance by the people of the neighborhood. But when Mrs. Langtry built the wooden fence a few inches behind the iron railing and a few feet higher, so as to rid herself of the annoyance of public observation, some one concluded that the new fence was an addition. It is interesting to know that in the opinion of Deputy Commissioner Smith there isn't a stoop or a fence in the city which projects beyond the house line that is strictly within the law.

## THRILLING STORY OF THE SEA.

**Heroism Even to the Point of Death of Members of a Shipwrecked Crew.**

HALIFAX, Feb. 3.—A thrilling story of heroism is told by Capt. Winter of the Gloucester schooner Finance, which was wrecked a few days ago off Blanche Island. When off Seal Island, on Jan. 20, the schooner encountered a terrible gale, accompanied by intense cold. They hove to for three days. Then the weather moderated a little, but there were signs of another gale, and, having a short supply of coal, the Captain decided to make for Shelburn. Progress was extremely difficult, blinding snow squalls making it impossible to see any lights. At about 2 o'clock Thursday morning the schooner struck on the ledge off Blanche Island, and was run over it, grinding and pounding heavily. The rudder was torn off, and it seemed as though every beat on the rocks must break the vessel up. The wind was howling wildly, and the breakers dashed up all around them. It was necessary to get a line to shore to land the crew. The chances were a hundred to one that the man who took the line would lose his life; but if he did succeed in getting to land the lives of all might be saved.

Fred Bryant, believed to be from Bath, Me., tied one end of the rope around his body and attempted to reach the island. He was tossed about by the waves and hurled back. His comrades tried to pull him on board, but, bruised, benumbed, and exhausted, the brave fellow was unable to help himself, and he was swept by the undertow under the vessel. The rope slipped over his body, caught his boots, pulled them off, and he was drowned. Then another of the crew, George Johnston, took one end of the rope, tried to get to land, but only to be pulled back on board, half perished by the cold and thoroughly exhausted. It began to look as though all must quickly give up hope and await the breaking up of the vessel, when their fate would be that of their comrade, Bryant.

The sea was now washing over the vessel and the end seemed near, when a third man essayed to get to land. James McKiver, an Englishman, had a rope tied around him, and went into the boiling surf. He was beaten back again and again, but with wonderful courage and endurance he kept on. His boots were torn off, his oilskin was stripped from him, but still he kept on, and finally reached the island barefooted and almost perished with cold. But his work was not yet ended. The brave fellow dragged the rope out of the sea, braced his bare feet against the icy shore, and held the line tight until another one of the crew got to land on it. Then McKiver sank dying to the earth.

The rest of the crew got safely to the island by means of the rope, and did all in their power to rally their perishing comrade, who had risked his brave life that they might live, but there was no shelter of any kind on the island, and their efforts to save him were in vain. Morning came, and the shivering, freezing crew saw where they were. A frightful sea was running between them and the mainland. The men at Blanche saw the peril of the crew, but knew that it would be simply madness to attempt to launch a boat in such a sea. The following afternoon at ebb tide they helped the crew over the bar. Poor McKiver breathed his last a few moments after help arrived.

**Did She Kill Her Husband?**

Constable Charles C. Gordon of Newark, who accused his wife of shooting him in the head on Monday night, died at 7 o'clock yesterday morning in St. Michael's Hospital without having spoken since he entered the institution. Several times he made ineffectual attempts to speak. Mrs. Gordon is still in custody, she was prostrated yesterday when informed of her husband's death, and could only reiterate the denial that she fired the shot and moan, "Oh, why did he die without telling the truth about it?" The general impression that Gordon committed suicide is unchanged.

**A Bashful Young Man Avoids Marriage.**

SEYMOUR, Ind., Feb. 3.—Sherman Hubbard, who lived with his widowed mother, was to have been married last night. Yesterday evening, while alone in his bedroom, he shot himself in the head and fell dead upon the floor. He was 21 years old and very bashful.

## AMBITIOUS CHICAGO JOURNALISM.

**If They Will Squander Their Cash This Way They'll Have Plenty of Chances.**

CHICAGO, Feb. 3.—It was reported in the city to-day that the newspaper men of New York had a professional colleague whom they wished to match against Reporter Houseman of the *Inter-Ocean*, who fought Reporter Alberts of the *Tribune* to a standstill with bare knuckles in Col. Monatery's gymnasium last Wednesday morning. Houseman says that he will fight any reputable middle-weight newspaper man from New York or Brooklyn for a purse of $500, London prize ring rules, to a finish, with skin gloves or bare knuckles.

Nearly all the fraternity in Chicago is back of Houseman, and it was agreed this afternoon to pay the expenses of the Eastern representative and give him the choice of Indiana or Minnesota for the battle ground. One hundred newspaper men and sports have each pledged themselves to pay $5 for a ticket, and as a guarantee of good faith a forfeit of $25 will be posted for the New Yorkers to cover. Houseman is adverse to a pugilistic career, but he says he will fight a New York newspaper man for money or marbles.

SOME EAGER NEW YORK JOURNALIST PUGILISTS.

Mr. Houseman's offer to whip any middle-weight newspaper man of this city has been received here with what may be called mingled feelings. It is assumed that Mr. Houseman doesn't understand the risk he runs in challenging New York. There are about 300 active newspaper men in this town who want to go right on to Chicago, and several hundred more who are willing to engage Mr. Houseman in a slugging match in Buffalo or at any other half-way point. It is plain to the gentlemen here that Mr. Houseman is lamentably ignorant of their calibre. To show Mr. Houseman what he has escaped through the pity of the Eastern newspaper men it may be said that Bobby Turnbull, who once fought Jack Dempsey, may be kept from going to Chicago, or W. O. Inglis of the champion crew of the Harlem River, who fought seven rounds with Turnbull, and was stopped because Turnbull broke his thumb.

Among the men whom Mr. Houseman fears to meet are E. D. Beach of *Harper's Weekly*, who fights everybody and wants to fight all the time, and he could be induced to go to Chicago, perhaps, if Chicago would send on a dozen men for him to fight during the journey; A. B. Finklestein, who once whipped four longshoremen and threw them down three flights of stairs from the editorial rooms of the *Times*; John W. Keller, who has a clean record, and has fought a dozen times and never been whipped; George Slater, who wants to go to Chicago immediately, and who grew up in the prize ring in England. But there is really hardly any limit to the list.

## NEW YORK'S BALL CLUB COMES HOME.

**What Keefe and Tiernan Have to Say About the California Trip.**

Tim Keefe, the great pitcher of the New York Club, arrived home from San Francisco yesterday. He visited the office of President Day during the morning, but failed to see Mr. Day. He had intended to leave for home last night, but missed the train, and is still in town.

Keefe tells a very interesting story about the trip. The combination, he says, made a barrel of money between New York and San Francisco, but the continual rain after they got there prevented as great a financial success as was expected. The reason that he did not do more pitching was that his arm was lame. In speaking of the New York players who were with him on the trip, he says that Brown has improved so greatly that he will cause some surprise when he gets behind the Polo ground home plate. Crane, he says, is a fine pitcher, no matter what has been said about him to the contrary. All that he needs is a man to hold him. The three strikes has proved a great help to him, and in the last games he pitched on the trip he mowed the batsmen down like grass.

The trouble about Connor, he says, was not so bad as reported. Sweeney did go out and get a gun, but Connor did not come home on that account. Ewing, Richardson, Tiernan, and Crain came home with Keefe—that is, the two former men came as far as New Orleans, where they stopped over a day and will get here to-day. Keefe says that he has seen some batting in his day, but the work that Tiernan has done on the trip goes far ahead of anything that he has ever seen. Ward is having a jolly time out there, and he was never in better condition. Keefe does not say much about the manner in which the team was managed, but he does say that the regular New York team is the only ball club to play in, and that New York is the only city. Tim may spread some ink on a New York contract to-day, and then go to his home in Cambridge.

Tiernan went right off to his home at Trenton. He says that he enjoyed the trip in common with the other members of the team very much, is in perfect health, and expects to do as good work as ever the coming season. He says the California people are enthusiastic over base ball, and appreciate its fine points, but they are not thoroughly educated up to the game. They do not see enough good playing. The attempt to play in San Francisco through the whole winter, he thinks, will have to be abandoned on account of the unreliability of the weather. It was cold and damp during the entire ten weeks that the club was in that city. The only pleasant weather that they had was in Los Angeles. The club while away played in New Orleans, and from there went to Houston, Texas, and then to Galveston and Austin. They won every game except two. Ewing caught only part of one game on the tour. The California people were very much disappointed over this. They wanted to witness Buck's skill, but he gave them no opportunity. Buck did nearly all the catching. Buck pitched, and Keefe covered the first bag.

Richardson played brilliantly in his own place, and the great Denny played third base for the team. Crane twirled the ball for the Philadelphias against the Chicago and St. Louis teams, and did fine work. Crane considers him a valuable acquisition to the club. While the club was in Austin several of the men made great hits in the jockey line. Richardson earning the sobriquet of "Snapper Garrison." He rode a mustang as well as any of the natives. Connor got on a mustang one day, and the little beast laid down at once and almost died from fatigue. Tiernan expects to sign for his old place.

BASE BALL NOTES.

Catcher Collins of the Newark Club has begun practice in the Brooklyn Athletic Club's gymnasium.

The report that Murphy, the catcher of the New York Club, had signed to play with the Houston, Texas, Club is untrue. He will play with the New York Club next season just the same.

President Byrne said yesterday that he would have to-morrow to attend the joint meeting of the League and Association Schedule Committees, but that as yet no place had been decided upon.

The Star Athletic Base Ball Club, the champion semi-professional club of Newark and Essex county, which made such a fine record last season, has been reorganized with pretty much the same players as they had last year. The managers are ready to make dates for spring games. Address Charles Smith, Kinney and Adam streets, Newark, N. J.

## DECORATING THE MARKSMEN.

**The Seventh Regiment Boasts Five of Thirteen Years' Standing.**

The Seventh Regiment paraded 950 men last night in the armory for review and the presentation of marksmen's badges for 1887. The galleries were full of visitors. Inspector-General Robbins reviewed the regiment and presented the badges.

The marksmen of thirteen years' standing who were decorated were Capt. A. C. Abrams, Adjt. George W. Rand, Serg't-Major W. B. Coughtry, First Sergeant J. B. Holland, and Private French of Company A. There are only about forty militiamen in the State who enjoy this distinction.

In all 864 marksmen received badges; ninety-eight of them were sharpshooters who had made records of 42 or better out of a possible 50.

Among the military guests were Capt. W. R. Maize and Lieut. Cushman of the Twentieth Infantry, Lieut. Brennan of the Seventeenth Infantry, Major Jackson of the First Cavalry, and Serg't-Gen. Bryant of Gov. Hill's staff.

The Cross of Honor, which is given to ten-year men, will be presented some time next month.

## FIENDISH WORK IN GEORGIA.

**A Ten-Year-Old Boy, Made Drunk, Kills Three Children with Boiling Water.**

EASTMAN, Ga., Feb. 3.—Living near James Pope, a negro, of Long View, Doge county, is his brother-in-law, Hubbard Harrell, 10 years old. Yesterday a negro turpentine hand gave Harrell a bottle of whiskey, and the lad got drunk. In his frenzy he determined to kill Pope's three children. The children helped him fill a kettle with boiling water, and at his bidding stripped themselves of clothes. The largest child, 5 years old, was plunged into the kettle and scalded to death. A child aged 4 tried to resist when Harrell seized him, and the young demon thereupon beat its brains out with a piece of iron and threw its body in the kettle. The youngest child started to run away, but was overtaken, and when the parents, attracted by its cries, rushed to the scene they found Harrell holding it by the ankles and beating its head against a tree.

The flesh of the children in the kettle was nearly boiled from the bones. The head of the third child was beaten almost to a jelly, and it died during the night.

People here could not believe the story at first, but it has been thoroughly corroborated.

# THE COMING LONG WALK.

## ENTRIES FOR THE SIX-DAYS' RACE IN MADISON SQUARE GARDEN.

**A Long List of Ambitious Runners who Think that They can Beat the Best Record for Six Days, and What They have Done in Former Races to Justify the Faith that They Have in Themselves.**

Just as soon after midnight to-morrow as the Sunday laws will permit, sixty-seven long-distance runners in colored tights will start from the scratch in Madison Square Garden in a race to see who can cover the greatest distance in six days of twenty-four hours each, the runners going as they please, and choosing their own times for rest and refreshment. The evening hours preceding the start just after midnight will be whiled away by a concert of a character sufficiently sacred to come within the police standard of sacred music. Patrick Sarsfield Gilmore and his band have been engaged for the concert.

This six-days' go-as-you-please race promises to equal in some respects the former contests of this kind in this city. Hazael, Rowell, and Fitzgerald, who have made the greatest scores in six-day races, will not be in the contest, but that will make the result of the race uncertain until it is won, and perhaps a new champion will be developed. Every other long distance runner of any note is entered, and there are some unknown in the race whose pace will be watched with interest. There are no less than twenty men in the list who have shared in gate receipts of earlier races by covering 500 miles or more.

The match was got up by Frank Hall. It is not his first appearance as a manager in this city, though it is his first race here. He turned

FRANK HALL. WM. O'BRIEN.

the American Institute building into a skating rink, and turned a handsome profit on the enterprise into his own pockets. He is 27 years old. His first venture was in 1882, when he started a rink in the Charitable Mechanics' Fair building in Boston. Since then he has had rinks in Newport, Philadelphia, Coney Island, and Baltimore. His six-day racing ventures have heretofore been made in Philadelphia. William O'Brien, his associate, is generally known among sporting men as Billy, and he is a handsome young man and connected with the *Sporting Times* of this city.

The first thing most of the men who were entered for the race did on reaching the city was to have their pictures taken, and John Wood, the well-known Bowery photographer, took them all in. The portraits herewith printed are from photographs by Mr. Wood. Here are the records of the principal contestants:

George Cartwright is one of the men who expects to do England credit. He has been in

GEORGE CARTWRIGHT. DICK HALES.

this country since Jan. 16. He is 39 years old, 5 feet 5 inches high, and weighs 140 pounds. He has been known chiefly in shorter races, holding the 50-mile championship of England. He has his own record afterward on 50 miles, making it in 5 hours 53 minutes 4½ seconds. In 6-day races he has been beaten by Rowell. He won 13 long-distance races in Russia, beating all records there. His best 6-day performance was 570 miles.

Dick Hales is another Englishman, and is well known in England as a trainer of athletes. He has never run in a six-day race, but is widely known as a first-class short and middle-distance runner.

George Noremac is Scotch by birth, as everybody knows, his name is Cameron reversed. He stands 5 feet 8½ inches high, and weighs 115 pounds. He was second in a race at the

GEORGE NOREMAC. PETER HEGGLEMAN.

American Institute building, covering 565 miles, 495 yards, his best record. Afterward, in Madison Square Garden in 1881, he made 555 miles. He has covered 412 miles in 72 hours. He is an easy, graceful runner.

Peter Heggleman is a typical German, with high cheek bones and fair rosy complexion. He was born in this country. As an amateur he did not do much, but he has worked hard for the place he has won among professional runners. He has taken part in most of the six-day races in this country, and has a record of 492 miles in 72 hours.

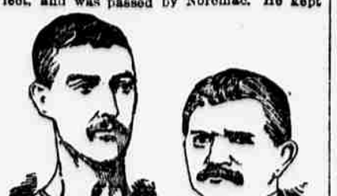
Robert Vint, the Brooklyn shoemaker, is an inveterate six-day runner. It is a habit with him. He is a little man, slightly more than five

ROBERT VINT. PETER J. PANCHOT.

feet high. His run is a sort of double shuffle that makes one think him always on his last legs. But he gets there just the same. He took a second prize for 350 miles in O'Leary's eighty-four-hour race in Gilmore's Garden. He finished third to Hughes in the contest for the O'Leary belt in the American Institute building. The second contest for the belt in 1881 was when he made his record of 578 miles 605 yards. As usual he will be attended by his wife.

Peter Panchot, the postman from Buffalo, is a slight, dapper man with dark complexion. The ladies always want him to win. His stride is short, springy, and graceful. Trainers say he spends too much time in the air. He has figured in most of the big races and has won some money. His record is 566 miles 880 yards.

Dan Herty is a Bostonian, and a middle distance runner. His first six-day race was in the Ennis tournament in 1881. He was second for four days, but had great trouble with his feet, and was passed by Noremac. He kept

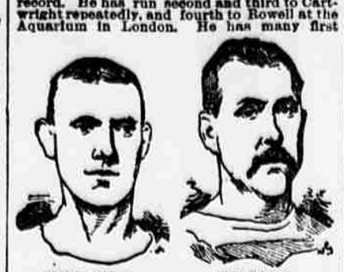


DAN HERTY. ANTHON STROKEL.

third place, however, with a record of 556 miles 295 yards. At that time it was the best third place record. He was entered for the present race as Higgins's unknown. He is a handsome fellow of 27, tall, slim, with dark hair. He will be attired in flaming red.

Anton Strokel is a native Austrian, who is best known on the tan bark in the West. He has won races also in Philadelphia. He is a tall, slim blond, and is accounted a first-class man. He has a record of 585 miles.

George Connor is a very promising arrival from London. He is 22 years old, and will be the smallest man on the track. He is very light weight and boyish in appearance. He made 537 miles in England as his first notable record. He has run second and third to Cartwright repeatedly, and fourth to Rowell at the Aquarium in London. He has many first



GEORGE CONNOR. JOHN HUGHES.

records at short and middle distances, having beaten Stevens, Morris, Wild, Simmons, Corbett, McCarty, and other English cracks. His backers, Billy O'Brien and Jim Kennedy, are very confident of his winning a fine place.

John Hughes, the "lepper," was born in Tipperary in 1850. He won the O'Leary belt in 1881, with 568 miles 825 yards. Later he beat Rowell at the Garden with a score of 535 miles. He is known as a very game man. He is something of a crank, the sporting men say, and kicks every five minutes by the clock.

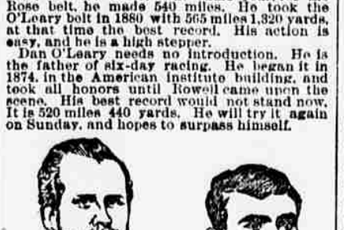
Archibald Wallace Sinclair is a visitor from Scotland. This is his first professional appear-

A. W. SINCLAIR. FRANK HART.

ance, and he is strongly backed. He has no record on six-day races. As an amateur he holds the championship of England in races from 30 to 120 miles, and from 80 to 91 miles. He is an easy runner, with long wind.

Frank Hart is well known as the colored champion. He is a Haytian, born in 1857. He took fourth prize in the Astley belt contest in 1879, with 477 miles. The same year, for the Rose belt, he made 540 miles. He took the O'Leary belt in 1880 with 565 miles 1,320 yards, at that time the best record. His action is easy, and he is a high stepper.

Dan O'Leary needs no introduction. He is the father of six-day racing. He began it in 1874, in the American Institute building, and took all honors until Rowell came upon the scene. His best record would not stand now. It is 520 miles 440 yards. He will try it again on Sunday, and hopes to surpass himself.



DAN O'LEARY. THOMAS COX.

Tom Cox is a pretty runner. His stride is light and graceful, like Noremac's, but low and sliding. He is small and slight. He has been in many races and won some money. He is an Irishman from Bradford, Pa. His record is 442 miles 220 yards.

Peter Golden of Boston makes his first appearance as a six-day runner. He has been a

PETER GOLDEN. GEORGE DUFRANE.

professional for two years. As amateur he was regarded as a first-class man at from 10 to 50 miles. These records are among the best made, and his six-day trial is looked upon with a good deal of interest.

George Dufrane is a Frenchman by birth. He is short, thick set, and powerful. His gait is a shamble, not very pretty but effective, inasmuch as he boasts a record of 482 miles 220 yards. He has been in more six-day races than any man in the world during Dan Herty.

Emil Paul, the New York quail eater, is going to try his first six-day go. He is famous at short distances up to 50 miles. No long ago he reached Jerome Park from Hotel Brunswick in 90 minutes. He and the remaining runners entered have had little pictures taken.

Alfred Elson of Bridgeport has tried it several times. His record is 525 miles 660 yards.

Ben Curran of New York is a longshoreman and old, but as strong as an ox. He has made 504 miles 605 yards.

P. F. Keeshon of this city is backed by Nick Murphy, who won the O'Leary belt in Chicago, and Johnny Stack. They are all sons of Erin, and Keeshon will wear shirt and tights as green as grass and embroidered with shamrocks. Keeshon comes from Haverstraw. He has no record, but great things are promised for him.

Chris Ranhofer is called the Silver Dollar Entry because he is a bartender in ex-Assemblyman Charlie Smith's coin-paved saloon on Essex street. Ranhofer has no six-day record, but he is an ex-champion amateur.

Count Peter Napoleon Campana is a Bridgeport peddler. He's an old, white-headed man, but tough. So long as a ghost of a show for a place in the receipts lasts, Old Sport plods along in the face of all odds. He boos up at every race, and once he made the necessary 500 miles and got a share of the gate money.

Dan Burns of Elmira has probably the longest stride of any one in the race, and his action is looked upon by experts as about perfect. He has a record of 578 miles in 6⅞ days. He is tall, thin, and wiry.

Gus Guerrero is Steve Brodie's Unknown. He is a Spaniard from San Francisco. He ran 412 miles in 72 hours, and in San Francisco in 1879 did 548 miles in six days against horses.

James Alberts is a Philadelphian. He made a record of 412 miles in seventy-two hours at Philadelphia, and in the first O'Leary belt race in this city travelled 558 miles. He was O'Leary's partner in the match against Rowell and Vaughan. Alberts sprained his ankle early in the race and retired.

W. A. Hoagland of Ithaca has no six-day record, but he has strong backing.

Norman Taylor is the Vermont pie eater. He has no six-day record, but stands well in middle distance races.

William Burrell of New York, George W. Fields of New York, and W. H. Williams of Boston are all colored. Burrell has a record of 480 miles 440 yards.

Dave Bennett is one of the fastest men entered. He has never run more than twenty-five miles, however. His stride is long and steady, and sporting men are looking to him for a great performance.

The others who have entered are men without records. The identity of Jack Goulding's unknown has not been established. The other entries are John Dillon of New York, E. C. Moore of Philadelphia, Adams of Bristol, Pa.; J. W. Callahan of Philadelphia, Nat Collins of New York, George Tilly of Canada, A. Graham of Lockport, N. Y.; Ben McLaughlin, F. Selin, James Call, Thomas Hoag, John Johnson, S. S. Bladd, Charles Swenk, John Richards, and A. G. Munson of New York; M. Horan, A. Newhart, and H. Williams of Philadelphia; W. T. Norris and A. Carpenter of Watertown; A. Huffman of Nebraska; M. D. Scully of Slate Lick, Pa.; William Day and Jerry Cronin of Elmira, Wm. Pittilla of Danbury, E. E. Blood and N. Blirica of Massachusetts, H. L. Lurkey of Brooklyn, Joseph Wendt of Virginia, J. W. Quirk of Utica, A. J. Quirk of Canada, and Jas. Ray. Gustave A. Stolpp of this city entered yesterday.

The preparations at Madison Square Garden are nearly completed. The track, which measures eight laps to the mile, is being rolled. The lap scorers will have their dials in double tiers of threes on the south side of the Garden. On the other side of the track the sheet scorers will sit. There will be forty-six lap scorers and forty-six sheet scorers, and sixteen men will assist to call out the names of the racers as they pass. Ed Plummer will have charge of the scoring arrangements. J. M. McDonough and Samuel Austin will act as judges, and P. J. Donohue will be referee. There will be two bridges over the track. The bootins for the runners will be put up to-day at the eastern end of the Garden.

The contestants met yesterday afternoon and chose two representatives to look out for their interests in the counting room and elsewhere. These representatives are Benjamin Wood of Williamsburgh and Chas. Colvin of the *Clipper*.

The terms of the race are these: The entrance money of $25 each is to be returned in case the contestant makes 525 miles. Every runner making that distance is entitled to a share of the gate receipts also. Of the half of the gate receipts to be divided thus among the winners, one-half goes to the winner and the rest is divided pro rata according to the number of miles made. A special prize of $1,000 is offered in addition to the man who shall beat the six-day record of 610 miles.

## DANCING IN A STUDIO.

**M. Berthier's Reception in His Pleasant Apartments—Other Balls.**

M. and Mme. F. E. Berthier gave a ball last evening at M. Berthier's studio, 578 Fifth avenue. M. Berthier is a French artist who came to this country from Paris with the artist Munkaczy about a year ago. M. Berthier's studio occupies two floors. There was a reception before the ball on the upper floor, which is M. Berthier's working room. Mme. Berthier and Mlle. Berthier, Miss Josephine Mozier Banks and Miss Barrett received the guests. On the walls were pictures which have been exhibited in the Paris Salon, among them a portrait of Munkaczy, and another of a danseuse. A picture of Mrs. Alexander J. Leith was on the easel, the latest picture painted by M. Berthier. The dancing was in the studio on the lower floor, which was decorated with tree palms and plants in pots. Supper was served at 1 o'clock in the studio. Lander furnished the music.

Among the guests were Mr. and Mrs. Samuel S. Colgate, Mrs. Pio Echeverria and Miss Echeverria, Count de Blauzay, Mrs. Alexander Barrett, Mr. and Mrs. Ethan Allen, Mr. and Mrs. T. B. Musgrave, Miss Smith, Mr. and Mrs. R. de Grove, Mr. and Mrs. Theodore Gibbs, Mrs. Fitzgerald and Miss Fitzgerald, Mr. and Mrs. Frederic Goodridge and the Misses Goodridge, Mr. and Mrs. James Harriman, Miss Amy Baker, Miss Henry and the Messrs. Henry, Mr. J. R. Le Roy, Mr. and Mrs. Franz Korbay, Dr. Lusk and Mrs. Lusk, Mr. P. L. Ronalds, Mr. Leon Del Monte, Mr. G. L. Ronals, Miss Noel, Mr. and Mrs. J. F. Pierson, Miss Pomeroy, Mr. Edgar de Wolfe, Mr. W. Von Sachs, Miss Scott, Mr. and Mrs. William Perry, Mr. and Mrs. Karrick Riggs, Miss McEkon, the Baron Seillière, Mrs. Mac Collom and Miss Mac Collom, Mrs. Alfred Young, Mr. E. Odier, Mr. and Mrs. James Lon Harriman, Mr. and Mrs. George R. Bianchard, Mr. Paul Clifford, Mr. and Mrs. F. O. French, Mrs. J. Stebbins and the Misses Stebbins, Lieutenant Commander Berry, the Messrs. Conkling, Mr. Monsfiore Isaacs, Mr. Colgate Colby, Mr. Guy Baker, Mr. Percy Bramwell, Mr. F. A. Joyce, Mr. John Hadden, Mr. Clinton Spencer, Mr. H. W. McVickar, Mr. Bayard Foulke, Mr. Clinton Stuart, Mr. and Mrs. W.