RAIN STOPPED THE RACES.

ONLY ONE CONTEST FOR THE VOLUNTEER FIREMEN AT WATERTOWN.

Alfred Leroy Hose of Cohoes Wins the $250 Prize—No Final Action on the Firemen's Home Question and Constitution

WATERTOWN, Aug. 21.—The State Firemen's Association this morning presented retiring President George W. Irish of Cazenovia with a handsome gold watch chain, to which was attached a Knights Templar emblem. The new President, Charles S. Rogers, then took the chair and made a brief address.

F. B. Hull of Fledward was unanimously re-elected Secretary, and ex-Chief J. B. Gardner of Waterloo was elected Treasurer. Other officers chosen were: Vice-Presidents, H. Lloyd, George W. Aldridge, George H. Scott, W. Henneey, F. Gainjoist, J. F. Finn, T. H. Beal, M. R. Wilcox, C. D. Becker, W. H. Cole; Executive Committee, Alexander Witsle, D. E. Engel, O. S. Ingram, Thomas Raymond, and J. W. Vrooman; National Representative, George W. Irish; Statistician, W. E. Churchill.

The principal business remaining for the convention was to dispose of the fireman's home question and to act on the proposed new constitution and bylaws. Judge Griffith of Troy and Mr. Nooney of New York were of the opinion that property for a fireman's home would be an elephant on the hands of the trustees without means to support it. They odvocated a change in the charter so that the Firemen's Home Association would be made subservient to the State Firemen's Association. The discussion ended with a reference of the whole question to the Legislative Committee with instructions to have the charter amended at the next session of the Legislature. The Hon. Elliott Danforth proposed raising funds for the home by a series of addresses by well-known speakers after the plan employed in getting money for the Soldiers' Home at Bath.

The new constitution and by-laws came up for adoption, but they were not adopted. J. W. Vrooman of Herkimer proposed that the report be printed in the journal of proceedings and that action be deferred until the association meets in Herkimer next year. The suggested was adopted.

Before the Convention adjourned Mr. Vrooman called attention to the fact that all through the proceedings the President had been compelled to use a hatchet as a gavel. He suggested that when the Convention assembled in Herkimer the President would be presented with a more fitting instrument with which to keep order.

The weather this afternoon was not faxorable to the races. Copious showers came down and a high wind prevailed. Only the horse race was contested. The entries were made under these rules:

Not less than fifteen or more than seventeen men to each company's dry run; standing start, each team to be allowed one trial; each to carry 250 feet of hose in fifty-foot lengths; distance, 300 yards run, 200 yards to hydrant; attach and lay one line of hose 300 feet from hydrant; break coupling and put on pipe. Time to be taken from start till the pipe drops on the ground and within twenty-five feet of the finish line. If the pipe drops more than twenty-five feet from the finish line, a penalty of one-quarter second for each three feet of excess shall be added to the time.

There were eight entries. The time of the various teams was: Alfred Leroy Hose, Cohoes, 47 seconds; Forbes Hose, Canastota, 47¾; Hydrant Hose, Waterloo, 51⅘; Hathaway Hose, Port Henry, 51⅘; Relief Hose, Plattsburg, 52⅘; C. H. Smyth Hose, Clinton, 56; Brockville Hose, Brockville, Ont., 56; Serwiss Hose, Amsterdam, 59.

The prizes were $250 to first, $150 to second, $100 to third, and $50 to fourth. Forbes Hose won at Plattsburg last year, and takes second prize here. Owing to the drenching rain, the Hook and Ladder races were postponed. They will take place to-morrow morning.

A BUSINESS MAN ACCUSED.

Nolan Says Mr. Feelemeyer Hired Him to Burn a Factory.

BALTIMORE, Aug. 21.—Chief of Police Frey upon the information received from Inspector Byrnes of New York, late last night caused the arrest of Joseph F Feelemeyer of the tinware manufacturing firm of Brewington, Bainbridge & Co., at his country place at Baltimore country, on the charge of attempted arson. The police learned that the big building used as a factory by the firm was to have been fired last night, and two detectives was were sent in a carriage to Feelemeyer's home. They brought him back with them and lodged him in the Central police station for the night. This morning he had a preliminary hearing and was released on $5,000 bail. The arrest and all the proceedings taken for in the case have been shrouded in mystery. The members of the firm refuse to talk, and the police are reticent.

Feelmyer is the monied member of the firm. He is about 38 years old, and bears a good reputation. Several weeks ago he made a visit to New York. The allegation is that while there he met a man named Thomas Nolan, who it is charged was hired to come to Baltimore and set fire to the Brewington factory. Last night was the appointed time. Before he came to Baltimore Nolan is reported to have told his employer in New York that he had been asked to do such a thing. Nolan's employer then complimented him for being honest enough to tell him of such a transaction, and then told Inspector Byrnes of New York. The inspector immediately communicated with Chief Frey, who began an investigation.

Several Insurance men are the witnesses in the case. Mr. Feelemyer's friends are confident that some mistake has been made, as they think Nolan's charges are unsupported by anything but his own statement. Then it is understood that the firm is in the midst of a prosperous season, and that the insurance carried is not heavy enough to tempt any one to commit such a crime. A brother of the accused man said that the insurance upon the firm's property is not sufficient to cover the loss had the factory been burned. Thomas Nolan is supposed to be at the Central police station. He will be the main witness in the case. The penalty for attempted arson is from two to fifteen years in the penitentiary.

A MOTHER'S VENGEANCE.

She Pummels the Woman Who, She Says Helped Abduct Her Daughter.

DETROIT, Aug. 21.—There was a lively fight in the Griswold House parlor this noon between two infuriated women, which resulted in the attacked person being badly battered. Great patches of hair were torn from her head, and the row was finally wound up by a couple of policemen. The assaulting woman was Mrs. E. Adams of Cleveland and the assaulted was Miss Ella Bradley, a neighbor of Mrs. Adams.

Two days ago there arrived at the Griswold House two young men and two women who registered as George Russell and wife and Walter Rose and wife. They were assigned to rooms by the unsuspicious clerk. To-day Mrs. Adams arrived in the city in search of her daughter Maud, 16 years old. She met Miss Bradley in the parlor, and, without any warning other than to demand her daughter, Mrs. Adams knocked Miss Bradley down and pounded her over the head with a heavy umbrella, meanwhile kicking her in the face. She only varied her form of punishment by snatching a handful of hair from Miss Bradley's head, who all the time yelled for help. When the police arrived Mrs. Adams was still pounding her victim.

Mrs. Adams told the police that the Bradley woman induced her daughter, Maud, to go to the boat, and then detained her on board until the boat left for Detroit. Miss Bradley, nearly insensible from the beating she received, was taken to the police station with Lindsay, who had registered as Russell. Sanford, who had been Maud Adams's companion, escaped during the excitement, and the daughter was found in her room. Miss Bradley and Lindsay are locked up on a charge of abduction, and the police are looking for Sanford. Mrs. Adams is a widow and was accompanied on the trip by Dr. Heard, a Euclid avenue dentist of Cleveland.

THE HOFFMAN HOUSE STOCK COMPANY.

Reports that It Means to Add Another to the List of Projected Hotels.

The proprietors of the Hoffman House announce that the Hoffman House, Exchange Café, and Beaver street restaurant have been incorporated under the laws of the State of New Jersey into a stock company, with a capital of $1,250,000, and that the firm of C. H. Read & Co. has been dissolved by mutual consent.

Mr. E. S. Stokes being authorized to sign the firm name in payment of all partnership debts, the business will be continued under the corporate name of the Hoffman House, of which Mr. E. S. Stokes has been elected President.

It has been reported that the new company will also control the Stokes Hotel at Baybrook, and will put $750,000 into the erection of a new hotel, the site of which has not yet been disclosed. Randolph Guggenheimer is the Treasurer of the company and G. V. Foote the Secretary.

Bees Sting a Horse to Death.

CANASERAGA, N. Y., Aug. 21.—Yesterday the bees in the apiary of L. C. Stewart attacked his team and driver. A boy named Smith, who was ploughing near by, hurried to the rescue, only to be instantly covered with bees. He succeeded in cutting the horses loose, but they were so badly stung that one died in a short time and the other is not likely to live. Mr. Stewart was terribly disfigured, but will probably recover.

OBITUARY.

Edwin C. Bailey, one of the victims of the Quincy disaster, died on Wednesday night. He began life as an express agent, and in 1852 was appointed Postmaster in Boston by President Pierce. He held the office until 1857, when he retired. A short time after this he purchased the Boston *Herald*, which under his management increased in circulation. He started the *Sunday Herald* during the war, and, having accumulated a handsome fortune, retired in April, 1869, and went abroad. On his return he took up his residence in New Hampshire, and at Hopkinton made large investments in real estate. Among the enterprises in which he engaged were the erection of a hotel in that village and the building of a dam across the Contoocook River. This latter was to secure power for some manufacturing ventures in which he was interested. In 1873 he became editor and proprietor of the New Hampshire daily and weekly *Patriot*, published at Concord. He entered the State Legislature in 1874 as a Democrat, representing Hopkinton, and continued a leading member of that body for a number of years. He retired from the *Patriot* in 1877, and returned to newspaper work in Boston, where in 1879 he was editor-in-chief of the Boston *Globe*. This post, too, he relinquished, and moved to Stowe, Vt., where he made some large outlays in hotel property. A third time, however, he went to Boston, and on June 24, 1884, he took the editorial management of the Boston *Star*. In 1886 he was the manager of a small weekly paper called the *New England Budget*. He was an old Commander of the Ancient and Honorable Artillery Company and an officer of the New England Association of Spiritualists.

Dr. William Augustus Bronson died on Wednesday, in his seventy-fourth year. He was born in Connecticut on June 4, 1817, and was graduated from Yale College and also from Yale Medical School. After practising medicine for nearly fifteen years Dr. Bronson devoted himself to dentistry. He was one of the founders of the New York Odontological Society, and was a member of both the First District and the New York State Dental societies and the New England Society. He was a widower. The funeral services will be held to-day at 9¾ o'clock, at his late residence, 8 East Thirty-fourth street. The interment will be at New Haven.

J. McCullough Ross, a well-known actor, died yesterday morning at St. Luke's Hospital, to which institution he had been admitted on last Saturday, suffering from a cirrhosis of the liver, which had developed into jaundice. He was 30 years of age, single, and an Englishman. He was unusually tall and of slight physique. His first hit in this country was made as the *Spider* in "The Silver King." His line was that of leading villain. The funeral will probably take place to-morrow, the interment being in the Actors' Fund plot in Evergreen Cemetery.

The Hon. William A. Armstrong, editor and proprietor of the *Husbandman*, died at Elmira yesterday of Bright's disease, aged 61 years. From 1881 to 1886 he was a member of the Board of Control of the agricultural experiment station. In 1887 he was nominated by Gov. Hill for Railroad Commissioner, but was not confirmed by the Senate. He was widely known as a granger and for his addresses at agricultural fairs and before Farmers' Club.

Simon Van Gorder, a pioneer Susquehanna River lumberman, who began lumbering in northern Pennsylvania 70 years ago, when the sites of many of the most thriving towns of that State were the dense white pine forests, died in Williwana, Bradford county, on Monday, aged 92 years. Eight sons survive him. He had lived 50 years in the house in which he died.

Henry Tuke Parker, formerly of Boston, died in London on Aug. 18, aged 66. He was educated at Harvard, graduating from the college in 1842 and from the law school in 1845. He was a corresponding member of the Massachusetts Historical Society. At times he was the agent in London of the Boston Public Library.

Elijah R. Smith, who 60 years ago served a term in the Indiana Legislature, was 5 years later a member of the Ohio Legislature, and was subsequently two terms in the Pennsylvania Legislature, died near Smith Centre, Elk county, on Monday, aged 90 years. He had been a Justice of the Peace for more than 30 years.

Adam Steinhaur, the oldest business man of Brockport, having been actively engaged in trade for 65 years, died near that place on Tuesday, aged 85 years.

Joseph M. Bell of Shelbyville, Ky., died suddenly last night. He was Postmaster of Shelbyville under Cleveland, and a prominent man.

James A. Bourke, aged 42 years, the most prominent Irish Nationalist in Wilmington, Del., died suddenly in Washington yesterday.

Asa Ellis, Collector of Internal Revenue at San Francisco under Cleveland, died on Wednesday, at his ranch near Fresno, Cal.

Darius Barry of Lynn, formerly a leading morocco manufacturer, died on Wednesday, aged 78.

Charles H. Phillips, a vetern hotel keeper of Oswego, died on Tuesday, aged 75 years.

Ex-Inspector of Police George O. Richardson died at Lowell on Thursday.

CRUSHED BY A FALLING WALL.

Tragical Results of a Heavy Storm in Philadelphia.

PHILADELPHIA, Aug. 21.—During a heavy storm this evening the southern wall of the stable and car sheds used by the Twelfth and Sixteenth and Tenth and Eleventh streets railway companies was blown down, smashing a number of cars.

Four persons were killed outright, three are mortally injured, three others were less seriously hurt, and one is missing and probably dead. Twenty or more horses were killed. The killed are:

August Paul, driver, of 849 Norris street, and Mrs. August Paul, his wife; Charles Severn, conductor, 1,812 Norris street; Charles Fisher, driver, Thirteenth and Carlton streets.

The injured are:

Henry Jacoby, conductor, scalp wound and shock; Charles Brown, aged 17 years, passenger, both arms and legs broken; James J. Martin, driver, back crushed and hurt internally; Harper Trodwecter, stableman, struck by flying debris; a son of August Paul, arm broken and injured internally; unknown boy, struck by timbers.

Of the injured, Jacoby, Martin, and Brown are expected to die.

John Christy was leading a horse, which became frightened by a crash of thunder and dashed into the building just as the roof fell. Christy followed after the animal, and as he has not since been seen he is believed to have been killed.

August Paul, driver, an old employee of the road, was driving in his carseating supper, which had been brought to him by his wife from their home near the depot.

It has been Mrs. Paul's habit for a long time to place her husband's evening meal in a basket, and, accompanied by their only son, go to the depot, where they would sit in his car while the husband and father ate.

In this car also were Charles Severn, the conductor, unmarried, and young Charles Brown. When the roof fell, the car was completely crushed, and the horses attached to it were killed. Paul and his wife were instantly killed.

Severn, when taken out, whispered a few inarticulate sentences and then died. Brown was taken out in an unconscious condition. Both arms and both legs are broken and his condition is precarious. Paulson was the least hurt of those on the car.

The car just behind was also crushed. Driver Charles Fisher was taken out dead. Conductor Henry Jacoby was wounded on the head and so severely shoced that death is expected at any moment.

YACHTS IN A STORM.

They Start Out to Race but a Squall Nearly Annihilates Them.

KINGSTON, Ont., Aug. 21.—The regatta to-day was the liveliest and the most disastrous that ever came off here. The yachts in the special class and the 40-footers got off in good form, but shortly after a squall from the south, followed by rain, made things decidedly unpleasant.

At about noon a howling gale arose and the wind whistled at a sixty-miles-an-hour gait, causing disaster to several yachts. Thousands of people gathered on the wharves to await developments.

The Volante of Hamilton was stranded on the rocks at Point Frederick and her crew narrowly escaped. The Ariadne of Toronto collided with a wharf, sustaining considerable damage, and the Verve smashed her stern against the wharf. The Victoria of Kingston broke from her moorings, knocked a hole in her side, and sank. After the race the Vreda of Toronto dragged her anchor and pounded against the Cataraqui Bridge until rescued by soldiers from Fort Henry.

The winners were: In the special class, the Vreda; in the 35-foot class, the Gerda, and in the 30-foot class, the Samoa.

Larabee—Love.

CLERMONT, Iowa, Aug. 21.—A notable wedding took place here last night at the home of ex-Gov. Larabee The bride was Julia, the Governor's daughter, and the groom was Mr. D. L. Love, a rising young lawyer of Lincoln, Neb. The ceremony was performed by the Rev. Thomas Thrush of Pottsville. The ceremony was followed by a supper. Mr. and Mrs. Love will reside in Lincoln.

Where Yesterday's Fires Were.

P. M.—7:00, first floor of 171 Clinton street damage trifling; 8:20, first floor of 403 East Seventy-seventh street, damage $15; 11:20, fourth floor of 46 Beekman street, occupied by John Paterson, box manufacturer, damage $50.

NEWS OF THE RAILROADS.

Latest Information of Interest from All Quarters.

A despatch from Indianapolis says that S. K. Liggett, Secretary of the various railroad companies comprising the Southwest system of the Pennsylvania road, arrived there on Wednesday and in a few minutes had consolidated 1,051 miles of railroads now operated under different names into one corporation known as the Pittsburgh, Chicago, Cincinnati and St. Louis Railway Company. The vote against the consolidation amounted to 687 shares, while 186,000 were represented in favor of it. Another meeting will be held at Pittsburgh on on Sept. 16, when the officers will be elected. The new company is to have an authorized capital of $150,000,000 in bonds and stocks. Of this sum $42,000,000 is to be set aside for the redemption of debts that are secured by prior liens on the roads consolidated. This will leave $33,000,000 for the purchase and construction of additional railways and other lawful purposes.

A deal has been consummated between the new Ontario and Western and Jersey Central railroads, whereby in the course of a few weeks Jersey Central trains will be run right through to Carbondale, and the Ontario and Western trains are to run to Wilkesbarre. Four trains are to run both ways each day.

The general managers of Western railroads met yesterday in Chicago and concluded their conference concerning the order of the Inter-State Commission to lower the rates on grain from Missouri River points and beyond. The Rock Island and the Chicago and Alton still refuse to join the other lines in fighting the order, but they changed their minds about putting the Commissioners' rates into effect on Sept. 1. Instead of that they will give formal notice of their intention to the Chairman of the Western Freight Association, and wait until it has been acted upon at the next regular meeting of that association, to be held Sept. 9, when it will require a further ten days' notice before the rates can be put in force.

This course was decided upon because the other roads held that it would be a violation of the recent agreement to adopt any other rates than those agreed upon on Aug. 1 until after the September meeting. To avoid any friction on this score the Rock Island and the Alton concluded to take the usual steps as provided for in the general agreement. The other roads will disregard the order of the Commission. Of course it will be necessary to meet such rates as are made by the Alton and the Rock Island, but they will only do so at points where they are brought into competition with such roads.

There are sixteen locomotive engineers who have each served the Erie Railroad at the throttle for twenty-five years or more. They are Benjamin Haffner, Samuel S. Walker, Garry Iseman, Charles Fraser, John Earl, Edward Kent, S. L. Holtt, H. L. Carlough, S. A. Bonk, David Wilson, Albert Johnson, William Dooley, David Henderson, Newton Sarvent, H. C. Radcliffe, and George Cooper. Most of these veterans are still doing duty on the road.

The project of building a railroad between Little Falls and Otsego Lake was revived at a meeting of parties interested at Little Falls on Tuesday. It was announced that $23,000 of the $80,000 required to secure the building of a narrow-gauge road between the two points had been subscribed. A committee was appointed to solicit further subscriptions.

Thomas Cornell, was President of the Delaware and Otsego Railroad Company, which set about building an extension of the Ulster and Delaware Railroad from Hobart to Oneonta, with a branch to Delhi. The new road had been completed from Hobart to Bloomville, a distance of eight miles, and construction trains were running on that section, when Mr. Cornell died. In connection with this event work on the newline was abandoned, and matters have since remained at a standstill. It is now stated that the work will not be resumed until the enterprise is relieved of complications growing out of the settlement of the Cornell estate, and that in order to obtain such relief it will be necessary to have the property and franchises of the uncompleted road sold at public sale to the highest bidder. Meanwhile stockholders and others interested in the new road are left in a state of vexatious doubt regarding its completion and future ownership.

A meeting of the Reading, Lehigh Valley and New Jersey Central Railroads freight agents was held in South Bethlehem, Pa., yesterday, for the purpose of fixing freight rates. It was agreed to reduce the transportation rates on coal and pig iron to tidewater points, and also to reduce rates on ore from tidewater and certain points in New Jersey. The reduction will take effect on Aug. 27.

W. H. Baldwin, Vice-President of the Montana Union Railroad, was yesterday appointed Assistant Vice-President of the Union Pacific, with headquarters in Omaha. The appointment is to take effect on Sept. 1. It is thought Mr. Baldwin will have charge of the operating department.

TRANCES IN A GOSPEL TENT.

Remarkable Scenes at Mrs. Woodward's Revival Meetings.

ST. LOUIS, Aug. 21.—The strange scenes in the Woodward gospel tent on Jefferson avenue are again attracting the attention of religious people. The woman, Mrs. Woodward, excites her hearers to such a degree that at yesterday's meeting at one time there were as many as forty people lying in an unconscious condition on the platform and benches. They lay on their backs, some with their arms stretched out as though in entreaty. Others were lying peacefully, while some had their hands clasped, and their lips moved occasionally as though in prayer. Several little girls lay as though they were peacefully sleeping.

One little boy, who was lying on a bench, seemed to be sleeping as quietly as though he were in his own bed at home. The reporter touched his wrist to find out how his pulse was, and found it beating very rapidly. All those who became unconscious testify to visions and manifestations, and claim to see angels. The Rev. E. M. C. Botterill, who at present is filling the pulpit of the Rev. Dr. Brooks of Compton Avenue Church, was an interested spectator at the meeting. He is the State evangelist for the Y. M. C. A., and is used to attending revival meetings.

"I will admit," he said, "that I never saw anything like it, and it is beyond my comprehension. It must be that the people who go into that state are led into it by their imagination and the force of a will stronger than their own, as from about 85 per cent. of the people can be controlled by the others, and this undoubtedly illustrates the fact to a certain extent. But I will admit that I never saw its equal."

A BRIEF ACQUAINTANCE ENDED.

Ticket Speculator Brice Has a Pretty Woman Arrested for Larceny.

Robert J. Brien, who says he is a ticket speculator, drew a crowd on Third avenue, near Fourteenth street, last night, by calling "Police!" while he held on to a finely dressed young woman. When a policeman pushed his way through the crowd Brien charged the woman with having stolen $200 from him. The woman was good-looking and handsomely dressed. The officer marched the couple to the station house, where Brien repeated his charge and the woman was locked up.

The prisoner gave her name as Lillian Parker, 25 years old, married, and living in Elizabeth, N. J. She denied the charge. Brien said that he made the acquaintance of Mrs. Parker on Sunday, and yesterday morning they met by appointment.

They drank freely all day, and when he became sufficiently intoxicated the woman extracted $200 from the inside pocket of his waistcoat. Mrs. Parker denies the charge, and says that Brien informed her he had lost a large amount of money playing poker. Brien wished to treat everyone in the station house, but on putting his hand in his pocket discovered he had no money. He says he lives at 45 West Twenty-second street.

THE BAR HARBOR COLLISION.

Heartburnings and Transfers that May Lead to a Court Martial.

There is an excellent prospect that the aftermath of the Baltimore-Dolphin collision at Bar Harbor will form a spicy topic for naval circles.

THE SUN has already stated that Passed Assistant Engineer Charles P. Howell was in charge of the engines when the collision occurred, and that the official opinion aboard the Baltimore made him responsible for her striking the Dolphin, because he misinterpreted a signal to go astern, andwent ahead. Engineer Howell was relieved from duty, but it is claimed that Chief Engineer B. B. H. Wharton, who was absent from the engine room at the time of the accident was indirectly charged with the mishap. Mr. Wharton's friends claim that Capt. W. S. Schley made things so warm for him that he finally asked to be detached and was changed to the Pensacola.

On Wednesday Engineer Howell was restored to duty, and yesterday Engineer Wharton was detached from the Pensacola and, it is said, given to understand that he must answer for the accident.

Russia's Desire for Peace.

BERLIN, Aug. 21.—The *Post* says that Russia ought to prove her desire for peace by consenting to an arrangement by which the three great powers shall simultaneously withdraw their troops massed on the frontier.

STEVIE IS A GAME HORSE.

THE KENTUCKY PRINCE GELDING WINS A TEN-HEAT RACE.

Miss Alice Trotted a Great Race for a Young Mare, but Was Unsteady at Critical Moments—The Other Class Unfinished and Postponed.

POUGHKEEPSIE, Aug. 21.—When the Grand Circuit races were stopped by darkness yesterday the 2:20 trotting class was still at issue after seven heats had been trotted. A lot of money was tied up in the pool boxes, and the talent discussed little else than this race over night.

The general opinion seemed to be that if Globe came out limber he could dash off another heat fast enough to end matters. But those who backed Miss Alice did not lose faith in the game daughter of Alcantara. When Ed Geers announced that he had just got the hang of Stevie, and would ride in front with him, little attention was paid to the assertion. The quaint Tennessee driver made his word good, however, and Stevie bore off the honors in one of the longest races on record, certainly the most protracted of this season. There was a tip on Globe at first, and he sold as the choice in the first pools. Then he went down with a rush, and this afternoon, when the horses were called to resume the battle of Wednesday, it was Miss Alice against the field at almost even money. Her old trainer, E. C. Walker, was behind the mare, and her chances seemed good. Two of the original field drew out before the last heat yesterday and Farmer Boy was missing to-day. The eight survivors gave the starter a lot of trouble, though Miss Alice at the pole came down level in her place each time. At last they were together, and the eighth heat was begun. Miss Alice retained her place and was even with Stevie as they went round the first turn, while Betty Jones, after a spurt from the outside for the lead, gave it up and fell back. On the backstretch Stevie outfooted Alice enough to take the pole, but Geers kept him wide to the half, where the mare drew up again. Stevie increased his clip enough in the third quarter to go near the rail, and Alice was forced to come around him as they turned home. Then the fight began in earnest, and the mare seemed to be gaining, but Geers held the black trotter steady, and he had a neck the best of it as they reached the wire in 2:19¾. This lowered Stevie's record, and made him the choice at 2 to 5 over the party, Herrington drew Femme Sole, and Globe was so evidently out of it that Andrews was merely driving for a minor share of the purses. The ninth heat was another duel between Stevie and Miss Alice, the latter trailing the gelding to the homestretch, and giving him a lively race past the distance. She was outtrotting him this time when she made a mistake, and in spite of a handsome finish could not recover the ground lost. Goldsmith stole up with Camille on the outside, and made a strong bid for the heat, but Stevie was first again in 2:20. After that it was 10 to 3 on him, while Miss Alice sold at 3 to 10 against the field. Early in the tenth heat Alice made her best and fastest move, but she which lost her fifteen lengths. She did not give it up even then, and, cutting one after another, was flying down the homestretch after Stevie, and might have pulled off the race, but for a third and fatal mistake, and she ran in second to Stevie, who finished steady in 2:23¾, with Golden Rod third. The latter had placed second, just beating Globe for third money. It was a great contest, won on its merits, and Miss Alice, though beaten, trotted a most creditable race for a young mare. During its progress three horses earned new records, two of them entering the 2:20 list.

SUMMARY.

2:20 class; purse $1,500.										
Stevie, by Kentucky Prince (Geers)	10	6	5	9	9	2	1	1	1	
Miss Alice (E. C. Walker)	9	10	3	1	5	8	1	2	3	2
Golden Rod (McDonald)	1	1	1	2	8	6	2	3	2	3
Globe (Andrews)	1	1	1	1	2	1	6	9	8	7
Camille (Goldsmith)	7	9	7	4	2	1	3	4	2	5
Betty Jones (Wells)	4	5	2	10	10	9	8	7	5	4
Frank B. (Kyger)	11	7	8	6	7	4	5	3	6	7
Femme Sole (Herrington)	4	3	10	7	3	7	6	5	dr	
Farmer Boy (Arnold)	8	8	4	5	8	3	7	dr		
Warren (Nichols)	2	2	8	11	11	11	dr			
Acolyte (Wilson)	3	4	6	3	6	dr				
Time—2:20, 2:21¾. 2:19¾. 2:20, 2:22, 2:22, 2:23, 2:19¾. 2:20, 2:23¾.										

There were two classes on the regular card, but neither was finished, as the rain came down just after the long race was over, and two heats on a slippery track were enough to show that it was risking too much to go on. The 2:18 class had been in progress for three heats, Mambrino Maid the selection at $100, Mocking Bird bringing $75. Edith R. $30, and the field of three $20, with the Maid not out the first time. Edith R. set out for the heat, but Mocking Bird overtook her on the upper turn, and had speed enough to beat the Monaco mare in 2:19¾. When Mambrino Maid was asked to go to the front, she did so with little trouble, Edith R. making the light in the second heat until she broke coming home, and the Maid shook J. B. Richardson off and landed in 2:18¾. She was not headed in the third heat, which she trotted in 2:18. The fourth heat, in the mud, went to Mocking Bird in slow time, as the favorite could not keep level.

The 2:24 class had started just before, and Justina led for the mile in 2:21¾. There was a general protest against further trotting, and a postponement till 1 o'clock to-morrow was announced. The judges will have a busy day, as there are five races in all, the 2:22 and free-for-all trots, with the 2:17 boing on for the fourth day, besides the two unfinished classes. The summary for these stands as follows:

SUMMARY.

2:18 class; purse $1,500 (unfinished).			
Mocking Bird (Andrews)	1	6	8 1
Mambrino Maid (Goldsmith)	5	1	1 6
Edith R. (Arnold)	8	3	2 5
J. B. Richardson (Lang)	3	2	5 3
Kit Curry (Kyger)	4	4	4 2
McEwen (Geers)	6	5	6 4
Time—2:19¾, 2:19¾, 2:18, 2:25¾.			
2:24 class; purse $1,500 (unfinished).			
Justina (Andrews)			1
Nan Whitbeck (Howell)			2
Alicante (McDonald)			3
Isaaquena (Driscoll)			4
Mamie Woods (Goldsmith)			5
John W. (Redmond)			6
Ida Norwood (Versance)			7
Major Lirish (Herrington)			8
Chelsea B. (Peek)			9
Time, 2:21¾.			

WIRE TAPPERS FOILED.

Everything in Readiness to Fleece Bookmakers at Saratoga.

SARATOGA, Aug. 21.—Just before the betting on the Brighton races opened yesterday a "cross" was felt in the Western Union Telegraph office here, and upon test it was located between the main office in this village and the race track. Linemen at once followed the wires, and found that a connection had been made from the hayloft of a barn on Nelson avenue. Officers were summoned, but not in time to catch the tappers, who made their escape. Four sets of telegraph instruments and thirty-nine cells of battery were found in the loft of the barn, and everything was in readiness to manipulate the wires from Guttenberg and Brighton. It is thought the men and confederates on the track who were to heavily back the horses that they would falsely report as winners. The Western Union offers a standing reward of $1,000 for the conviction of any person found tampering with its wires.

Canoe Racing at Jessup's Neck.

JESSUP'S NECK, Aug. 21.—Enthusiasm shows no signs of dying out at present among the two hundred and odd canoeists who still remain in camp on this pleasant little neck of land. This morning opened cloudy and with a strong wind blowing, but not too strong to hinder the usual racing programme from going on. Excitement was on its keenest edge early in the morning, for all the canoeists knew that the race of the year, the biggest and most important of all canoe races, was to be contested. This was the trophy sailing race, distance 7½ miles, five times around the mile and a half course. Fourteen canoes started in this contest, all manned by well-known canoeists of national reputation. The men in the order of crossing the line with their respective clubs were as follows: Ford Jones, Brockville, Canada; Paul Butler, Lenape, of Boston; L. Lovell, Yonkers; H. C. Ward, Brooklyn; Dr. J. A. Gage, Vesper; C. R. Vaux, Yonkers; T. S. Oxholm, Yonkers; W. G. MacKendrick, Ubique of Toronto; D. D. Geesler, Knickerbocker; W. H. Howard, New York; W. S. Elliott, Maine and Field; D. S. Goddard, Vesper; E. O. Knappe, Springfield; George P. Douglass, Ianthe.

The start was one of the finest ever witnessed at a canoe sailing race. The boats were well bunched at the starting line and got off well together, Ford Jones slightly in the lead, closely pressed by Paul Butler. Jones sailed a beautiful race, not making a mistake in the entire course. Butler pressed him well at first, but when the race was half finished Jones was so far in the lead that it was practically a walkover for him to the finish, and he won by several lengths. The contest then came for second place

Butler maintained this position until the final round, when Dr. Gage, who had been gradually creeping up, passed Butler and came in number two by a few seconds. Three boats, W. G. Mackendrick, W. S. Elliott, and E. O. Knappe, dropped out during the race. The order at the finish was as follows: Ford Jones, Dr. J. A. Gage, Paul Butler, H. C. Ward, H. S. Quick, D. S. Goddard, T. S. Oxholm, D. D. Geesler, C. R. Vaux, W. W. Howard, and G. P. Douglass.

The start was made at 10:28 50 A. M., and the finish was at 11 41 10. Ford Jones, by winning this race, holds the trophy cup for the second year. This was the last of the record events. The judges compiled the record by averaging the standing of each man for all the races. From this the following list of the honor canoe men for the present meet was announced as follows:

Name.	*Club.*	*Canoe.*	*Points.*
George P. Douglass	Ianthe	Passaic	40
H. C. Ward	Brooklyn	Bedabright	35
W. G. MacKendrick	Ubique	Mac	34
H. F. MacKendrick	Ubique	Chum	32
C. R. Vaux	Yonkers	Frolic	30
J. M. Sinclair	Broeskyn	Kit	28
D. D. Geesler	Knickerbocker	Wraith	26
E. O. Knappe	Springfield	Spider	25
J. D. Murphy	Shah Shah Gah	Asp	25
D. S. Goddard	Vesper	Blanche	21
E. F. Balazer	Vesper	Owl	20
W. W. Howard	New York	Totem	20
F. C. Moore	Knickerbocker	Bros.	19
R. Sweeney	Toronto	Osco	10
E. A. Geesler	Lake Hopatcong	Sylph	9

On Saturday there will be a double-team race between E. T. Bedford's Chief and William G. and William Keeler's Rocket and Gerald, the latter being undoubtedly be the fastest of its kind ever made on this track. The trot will be to wagons, best two in three. There will be four other events of interest on this day.

The Syracuse A. C. Games.

SYRACUSE, Aug. 21.—The first annual field games of the Syracuse Amateur Athletic Club took place to-day at Kirkwood Driving Park. In putting the 16-pound shot Jewett of Detroit was first, with 34 feet 4¾ inches; Richter of Buffalo second, 33 feet; Ducharme of Detroit third, 30 feet 1 inch.

One Hundred-yard Run—Jewett of Detroit first, Remington of New York second, Ducharme of Detroit third. Devereux of New York fourth. Time, 10 1-5 seconds.

Running Broad Jump—Jewett, first, with 18 feet 6¼ inches; Devereux second, with 17 feet.

One-mile Run—George of New York, first; Mercier of Buffalo, second; Cuneff of New York, third; Yager of New York, fourth. Time, 4 minutes 53 seconds.

Pole Vault—Pike of Rochester, 9 feet 4 inches; Cooper of New York, second.

Four Hundred and Forty-yard Run—Remington of New York, first; Devereux, second. Time, 54 2-5 seconds.

Standing Broad Jump—Huck of Syracuse, 9 feet 9 inches; Ducharme, 9 feet 6¾ inches; Cooper, 9 feet 4 inches.

Two-mile Bicycle Ordinary—Servis of Rochester, first. Time, 5 minutes 50 seconds.

One Hundred and Twenty Yards Hurdle Race—Cooper first, Pike second, Ducharme third. Time, 19⅘ seconds.

Running High Jump—Pritchard of New York, first, with 5 feet 5⅝ inches.

Three-mile Race—Cuneff, first. Time, 17 minutes 25 seconds.

Two-mile Bicycle Race—Servis, first; Dalton of Cortlandt, second. Time, 9 minutes 10 4-5 seconds.

The three-mile race was run in one of the hardest thunder storms this season.

James F. Boes Association Games.

Despite the threatening weather, nearly 200 members of the James F. Boes Association had a very enjoyable outing yesterday. The big party left the club house of the organization, corner of First avenue and 124th street, at 10 A. M., and, after a parade through the precincts of Harlem, they boarded the steamer Neptune at the foot of 120th street and sailed up the Sound to City Island.

Eleven sprinters tried for the 100-yard dash. The final heat was won by George Cox, with Phillip Zimmermann a close second. Time, 10¾ seconds. George Claflin won the sack race, with Henry Boes second. Time, 46⅘ seconds.

After a good race the tripod or three-legged race was won by Cotter and Kelly. With Jack Boes and Billy Claflin second. Time, 36¼ seconds.

The wheelbarrow race was won by Jack Boes, with George Wagner second. Time, 5½ minutes.

The most comical event of the day was the shoe race, which was won by Billy Cotter, with John Kelly second. Time, 5 minutes.

The annual dinner of the association was then eaten.

Reunion of the Fifty-sixth Regiment.

NEWBURGH, Aug. 21.—The Fifty-sixth Regiment, Tenth Legion, which was commanded by Col. Charles R. Van Wyck, ex-Senator from Nebraska, but which was organized here in 1861, held a reunion here to-day. Of the 1,500 men who went to the war in the Legion 300 survive, and most of them were present. They came from Orange, Sullivan, Delaware, Dutchess and other counties, including a delegation from New York. The exercises consisted of the reading of an historical paper by the Hon. Joel C Fisk of Sullivan county and addresses by leading members of the regiment and others. The town was decorated with flags in honor of the visitors.

Royal Baking Powder