GOSSIP OF THE RUNNERS.

CHANCES OF THE VARIOUS CANDIDATES FOR THE FUTURITY STAKES.

Several of the Clinkers Will Have to Pack Lots of Weight—Mr. Ehret Engages Trainer Matt Allen, and is After Rey del Rey—Salvator and Tenny to Race Against Time on Different Tracks—Entries for Brighton and Guttenburg.

This week will see the end of the Monmouth Park meeting, the opening of the fall meeting of the Coney Island Jockey Club at Sheepshead Bay, and the running of the third Futurity Stakes, which Secretary Lawrence has estimated will be worth $70,000.

The race for the Futurity this year will undoubtedly be better than in 1889, as there are more good colts and fillies engaged, but on paper it looks as though but half a dozen of the 915 nominations will have a chance for the prize. The starters will not number more than eighteen or twenty, and of that lot nearly every prominent youngster must carry a heavy penalty. Ambulance, the clinker of the Morris string, will have 122 pounds up, while her companion, the roguish Russell, will be compelled to stagger under 130 pounds if he starts, he having incurred every possible penalty. Green Morris's Strathmeath will be penalized twelve pounds for winning the Junior Champion Stakes, but as he is Flower of Meath's first colt he will get a seven-pounds allowance. This will make his weight 122 pounds. Potomac, Mr. Belmont's gallant big son of St. Blaise and Susquehanna, will get in at 118 pounds, as he did not carry weight for age when he won at Monmouth. Equity will have to put up 115 pounds, but the colt that will be most benefited by the ten-pounds allowance for maidens will be the stalwart Californian, Rey del Rey. He will only have 108 pounds up, and it is difficult to understand how Fitzpatrick, who, it is said, will have the mount, is going to do the weight. Esperanza and Cleopatra, Lucky Baldwin's pair of clinking fillies, will have to shoulder their full weight, and Sallie McClelland, the game daughter of Hindoo and Red and Blue, will be asked to carry at least 122 pounds. Sister Linda will receive all the allowances, and Warpath, who, it is said, will surely be Senator Hearst's representative, will get the maiden allowance. Bolero will have to pick up a penalty, but will also get the usual allowances through his dam, All Hands Round. There has been a great deal said about Uncle Jim Gray's speedy colt Quarterstretch, by Faustus out of Tinsel, and how cock-sure the stable are of his winning the Futurity. Quarterstretch is not named among the candidates for the race, as given by Goodwin & Co. in their official list, which undoubtedly comes direct from the officers of the Coney Island Jockey Club. Neither does his name appear in the list of probable starters, as given below, which is direct from the Coney Island Jockey Club. Uncle Jim has been keeping Quarterstretch up for the event, though, and train reports have disseminated the news that the big chestnut can outrun any two-year-old at the track, Quarters in 24 seconds, and the last quarter of the Futurity course, at that, are only a mild gallop for him. Mr. Gray was singularly unfortunate in the first Futurity. He had a good colt in Galen good enough to win the Futurity, in the estimation of many good judges, but he was bungling ridden by poor Enoch Turner, now dead and gone, and ultimately finished third. It would be an additional stroke of ill-fortune if Quarterstretch is not eligible. He certainly is not named in either of the lists mentioned. Taking together the chances of the different candidates, calmly and coolly, the race looks on paper to lie between Rey del Reyes, Ambulance, Potomac, Strathmeath, Bolero, Cleopatra, and possibly one or two others, but the winner will probably be found among those named above. Matt Byrnes has a very high opinion of Mr. Morris's colt, Montana, and will get an allowance, and will have the benefit of Isaac Murphy's superb jockeyship. Speaking of Rey del Rey, it is almost certain that he will not start for the Futurity as the property of Mr. Theodore Winter, nor of Johnny Campbell of the Beverwyck Stable, either. Young Mr. Ehret, the millionaire brewer, who is desirous to have a racing stable of his own and who bought Peter from Charley Reed on Saturday, is in the field for the best thoroughbred blood in the market. He has secured Matt Allen for trainer, and the numerous friends of that Western Californian will no doubt be pleased to hear that he has not been long out of employment. Mr. Allen is looking around for clinkers, and his eye is on Rey del Rey. Mr. Ehret will be a welcome addition to the coterie of millionaires now extensively engaged in racing. Congressman Scott speaks of selling nearly all his horses in training at the close of the present season, but next year will find his white and yellow colors in the front rank with fresh recruits from the Algeria Stud. Mr. Cassatt's retirement, it is said, will not extend beyond next year, and even should the elder Cassatt not return, his son, J. G. Cassatt, is getting the racing stud together, having first a fair share of success already with that good filly, Equity. Mr. Belmont periodically declares that he will abandon the turf entirely, but he is too fond of seeing his colors in front to leave the arena for any length of time.

This is the list of prominent two-year-olds engaged in the Futurity:

Potomac.	Chatham.
Beauty.	Westchester.
St. Charles.	Rey Rey.
Cantatrice.	Reckon.
Blackwood.	Ambulance.
Bermuda.	Woodcutter.
Equity.	Sallie McClelland.
Young Grace.	Strathmeath.
Blackjack.	Rio Chico.
Ganges.	Valera.
Quickstep.	Sirrocco.
Prince Charming.	Rubicon.
Silver King.	Lima.
Register.	Long Fortune.
Sister Linda.	Bolero.
Mary McGowan.	Vagabond.
Contribution.	Rotation.
Warpath.	Rey del Rey.
Fireworks.	Bay del Rey.
El Verano.	Monterey.
Anarchist.	Cleopatra.
J. R.	Esperanza.
Lonsworth.	Mahoney.
Harry Rey.	Ann Elizabeth.
Russell.	Gleason.
Montana.	

Sheepshead Bay had a businesslike air yesterday. Jimmy Rowe had a couple of Mr. Belmont's two-year-olds at work, and fifty horses had just arrived from Saratoga and the West. The track is in bang-up condition, and there are very few lame horses on the grounds. Hough Bros. will arrive at Gravesend with their strings on Wednesday. Horsemen will be sorry to learn that the phenomenal Gregory will hardly be seen at the post again this year. While returning from Dr. Sheppard's infirmary a month ago he grabbed his quarter, tearing away a piece of flesh about the size of a silver dollar. All efforts to heal the wound have so far been futile, and the sore is gradually spreading, and now protruding an inch or so from the skin. The colt is in grand health, and appears to be full of vigor, but apparently has no control of the leg that was operated upon to relieve him of the chronic lameness that robbed the turf of one of its brightest lights.

This will be a lively week at Monmouth. For to-morrow Secretary Crickmore offers a good programme, including the Home Bred Produce Stakes, for two-year-olds, and the Monmouth Handicap for three-year-olds and upward, at one mile and a half. Wednesday will be an extra day with Salvator against time at a mile as the attraction. This will bring an enormous throng, as it is morally certain that the chestnut colt can run over the straight course in 1:37 or 1:37½, good day and track. For the concluding day the Carteret and Jersey Handicaps will be the features. Brighton Beach's programme is also interesting. Tenny will go against Ten Broeck's record this afternoon at the track by the sea, if the weather is cold it will seriously interfere with the swayback's chance. The harrows were kept at work all day yesterday in an endeavor to have the track in the best possible condition. On Friday Judge Morrow, Sinaloa II., and perhaps Declare will race a mile and a furlong. Guttenburg will race today and Friday and should draw a large crowd, as there are many good performers at the track on the hill.

This is the programme for Brighton Beach to-day:

First Race—Three-quarters of a mile; selling. Dalesman, 116 pounds; Australand, 107; Rustler, 105; Farthia, 103; Lord Jack, 103; Jamestown, 103; Chauncy, 102; Racquet, 102; Belbar, 102; Ten Strike, 98; Pilot, 98; Squanicke, 98; Little Moore, 95; Jesuvious, 91; Clarline, 91.

Second Race—Five furlongs. Frankie T., 108 pounds; Adelaide, 106; Bonnie Lassie, 106; Knickover, 98; Home Run, 106; Upham, 108; Gladolin, 98; Silly, 103; Bill Cheatham, 106; Donna Van cell, 102; Alma Silly, 101; Florrie H., 99; Annie G., 97; John M., 96; Virgie, 91.

Third Race—Seven furlongs; selling. Dundee, 112 pounds; Guard, 112; Harrison, 111; Urbana, 107; Hockadie, 102; Emetl Silly, 99; Hemet, 96; Tappahannock, 92.

Fourth Race—One mile. Signature, 106 pounds; Fitzroy, 96; Sera, 93; Little Minnie, 90; Firefly, 89; Shady Friazle, 90; Waldo Johnson, 80; Vivid, 82; Sunshine, 77; Quotation, 70; Ballston, 69; Falcon, 68.

Fifth Race—The Record Prize of $2,500; Tenny to beat Ten Broeck's time for a mile at 1:36¾, with $2,000 extra if he succeeds; Tenny to carry 110 pounds; one mile.

Sixth Race—Steeplechase; selling; short course. Dublin, 148 pounds; Pat Dooley, 135; Jim Murphy, 130; Rosarius, 135; Killarney, 135; Spencer, 134; Stonewall, 132; Futurity, 132.

This is the card for Gutterburg:

First Race—Six and a half furlongs; selling. Arizona, 131 pounds; Pericles, 131; Lancaster, 130; Barkstone, 126; St. Valentine, 119; Sergeant, 119; Eudennis, 116; Sophist, 116; Quibbler, 113; Top Sawyer, 113; Milleriole, 111; Shakespeare, 111; Mills S., 106; Gretchen, 105; Sea Bird, 98.

Second Race—Five furlongs. Eclipse, 120 pounds; St. Omer, 118; Keetham, 106; Alarming, 103; Chatter, 102; Faustina filly, 102; Knick-Knack, 102; Inverkeip gelding, 102.

Third Race—One mile and a furlong; selling. Brown Duke, 113 pounds; Littlefellow II., 111; Blackthorn, 110; Vigilant, 110; Souvenir, 109; Clay Stockton, 107; Foulon, 107; Jennie McFarland, 107; Hairspring, 107; Middlestone, 105; Frank Wheeler, 102; Jack Batchelor, 102.

Fourth Race—One mile. Bradford, 115 pounds; Juggler, 110; Lonely, 113; Eatontown, 110; Hot Scotch, 110; Jace, 102; Samaritan, 99; Woodcutter, 71.

Fifth Race—Five furlongs. Henry Hardy, 118 pounds; Amalgam, 118; Climax, 115; Glester, 115; Rima R., 115; Equality, 113; Japhet, 110; Mabel, 110; Ida Girl, 108; Ruby Royal, 108; Lomax, 105; Foxhill, 98; Claudina, 86; Crutches, 98; Carolina, 98.

Sixth Race—Seven furlongs. Bale, 135 pounds; Wanderment, 133; Kinestock, 128; Gracie M., 128; King Idle, 128; Lysander, 128; Jack Rose, 126; Tanner, 125; Harry Russell, 118; Biscuit, 115; Little Minnie, 115; Sebe, 115; Pall Mall, 101; Sterling, 111; Pigeon, 101.

THE HORSE AND CARRIAGE TRADE.

A Marked Improvement Noticed During the Past Week.

There is a marked improvement in the horse market, and dealers report a constant demand for the best classes of drivers, carriage and saddle horses. The cool weather of the past four or five days is causing the return of those who have been spending the summer in the country in thousands, and gentlemen are anxious to have the members of their stables in trim for fall road riding. The prices in the local market are steady, as evinced by the figures paid at the regular weekly auction sale of Messrs. Van Tassell & Kearney. The following are standard quotations for high-class horses: Pairs of carriage horses, $900 to $1,600; teams of express or truck horses, $500 to $900; saddle horses, with all gaits, $400 to $1,000; good drivers, $400 to $750; business horses, $275 to $325, and streeters, $125 to $175.

August and February are the dullest months of the year for the carriage trade. This particular August is a little out of the usual run in that business generally is better than it has been at this season for several years. All the builders are making extensive preparations for a large fall trade, and working hard to get out new designs that will be taking. The sombre lines and colors which have prevailed so long in victorias especially seem to have had their day, and the new designs include lighter colors for the panels and freer lines. New styles of broughams will be on easier lines also. Their mouldings will be heavier and more ornate, and the tendency to ornamentation will receive more attention than for years. The coming trim of broughams is also likely to undergo a change, not perhaps very marked in its first effects, but still it will be a step in a new and better direction. The history that repeats itself in other spheres seems likely to indulge in repetition in carriage painting also. A fanciful victoria recently turned out by one of the New York firms has primrose yellow panels, and recalls vividly the "custard-colored phaeton" in which Miss Bella Willer used to ride around in Dickens's story of "Our Mutual Friend."

Since turning out the primrose yellow victoria the Flandrau Company have received an order from Philadelphia for a victoria which will be a pleasant relief from the usually dead coloring of those vehicles. Its panels will be done in yellow Portland amber, and while not nearly so catchy or decided in tone as the primrose panels, they will still be a lively innovation for the Quaker City. The introduction of so many fanciful summer traps in polished woods or gay colors has probably had a large influence in shaping the desire for increased ornamentation in the heavier carriage of fall and winter use. There have been many handsome rigs turned out this summer in all styles of finishing and woods, from the natural quartered oak to highly polished rosewoods.

While trade is comparatively dull in the warerooms, special builders and fancy replacers are more than busy. Edward Callanan's Sons, 57 West Forty-fourth street, has about all the work he can attend to. Mr. Callanan wears a contented smile and says that he is well satisfied with his business. "My trade is first-class," he adds, "and I have no complaints at all to make."

Nor everybody is as well satisfied, however, as Mr. Callanan. But the present stagnation, what there is of it, is the expected thing, and so little complaint is heard anywhere. The United States Wagon and Carriage Company, Third avenue and Forty-ninth street, are going on with their preparations to move their factory, and expect soon to employ a large force of men at their city establishment. Their trade has been very fair recently. This is about the time when orders for delivery and express wagons for fall and winter use are placed, and the United States Company have come in for their full share of the plums. They deal extensively in such wagons, and have a large variety of them now on exhibition in their show rooms.

"We're just humming here. Can't complain of anything in our line this time," say the New York Wagon Company, whose establishment at 585 Hudson street always shows signs of busting activity. The New York Company are building some very fine and substantial fall business and express wagons on special orders for their fall trade. They make a specialty of hand work from high grade and carefully selected stock, and the guarantee which goes with their work helps their trade as much as it gives satisfaction to their customers. They are always on deck at 585 Hudson street, and you can get some mighty good bargains there, too.

The Racine Wagon Company, 79 Wooster street and 133 South Fifth avenue, are doing a flourishing August business. Their goods come in from the factory in car loads, and the continually enlarging appearance of their show rooms is a fair indication of the way their trade is thriving. "We've got anything you want," said Manager Smith the other day. "We build anything from a two-wheeled cart to a furniture van, and from a trotting sulky to a circus wagon, banana cart, or street sprinkler." The Racine Company are just receiving a large consignment of fine heavy express and delivery wagons for city use. They also build a special light delivery wagon for country service especially.

PROMISING YOUNG RIFLE CLUBS.

The Barry and Northport Clubs in the Field for Fame.

The Barry Rifle Club is one of the youngest organizations in this city. Like all similar amateur associations, the Barry shooters do most of their practice work on the gallery and confine their long-range contests to the 200-yard distance. The club was organized on March 6, 1888, with a membership of eight, and has steadily increased in size and strength. J. A. Boyken, who recently established a new record at the twenty-five ring target on the 200-yard range, was the first President, and holds the office still, as do all the other officials. William Tucker is Vice-President; W. Heney, Sergeant-at-Arms, and T. Barry, shooting master.

The club held its first shoot on April 24 and 25, 1888, at the club's range, 2,072 Third avenue. The first regular 200-yard contest took place at Washington Park on May 20 and 21 of the same year. A liberal programme, with over $600 in prizes, attracted the majority of the crack shooters in New York and vicinity, and eleven scores were put up with 70 or better in the possible 75. The first eleven tickets showed two 73s, one 72, two 71s, and six 70s. The organization took in $800 in shooting money, and was able to add a handsome sum to its treasury after all expenses had been deducted. Two other shoots were held, one in Cosmopolitan Park on Aug. 9, 1889, and the last at the club quarters last March. The Barry marksmen were represented in nine team matches, defeating the Albig rifle team on the Barry range last January. In the other eight contests the club has never taken lower than second place.

An important change is to be made at the next club meeting, shortly after the club was organized new shooters elected to membership became dissatisfied with its name, and gradually the older members fell into line. It was asserted that it was detrimental to the society's welfare to have it named after any one of its members, and at the last regular meeting it was decided by a vote on the question. The Harlem Rifle Club being a favorite name with most of the members, it will undoubtedly become the future designation of the association.

THE NORTHPORT GUN CLUB.

One of the recent additions to the many shooting organizations on Long Island is the Northport Gun Club of Fresh Pond, in Suffolk county. The club was formed about a year ago by three gentlemen who had a taste for trap shooting and hunting, and the constitutional limit of membership, twenty-five, has been reached. The club has a game preserve of 4,000 acres, and has erected a pretty and cosey little club house, containing all the comforts which the sportsman will allow himself. The club took formal possession of its quarters last week and celebrated the event with a banquet, at which President Goettling made an appropriate address. On the following day the club held its opening shoot, and the many unique prizes which had been donated were left by the winners in the club house to beautify the big meeting room. A special vote of thanks was tendered to the Committee of Arrangements, C. Alves, J. Lippe, and H. Bopp.

A Champion Swimmer.

TORONTO, Aug. 24.—George Hyslop has returned home from Montreal, where he defeated Benedict, the crack swimmer of the Montreal Swimming Association, for the championship of Canada by over twenty yards. Hyslop has entered for the swimming race for the club pulling of America, which will take place at New York on Thursday next. He won the Canadian amateur championship when only 15 years old.

Human milk is the best food for infants, not on account of any specific property it possesses, but merely because it is the most digestible. When, however, it is so poor as to be no longer nutritious it ceases to rank as a food, and Mellin's Food should be used.—Adv.

YACHTING NEWS FROM BOSTON.

Booming the Forty-six-footers—The Gossoon-Minerva Series.

BOSTON, Aug. 24.—Gen. Paine, Commodore Forbes, Mr. Burgess, and other yachtsmen hereabouts are booming the forty-six-footers for next year's racers, and it looks very much as if this class would be the fighting one, though this statement will be much doubted by many of the owners of the forties, who look to see the Gossoon fighting it out against the Minerva and any new forties that may be in it in 1891.

Mr. Bayard Thayer has ordered a new 40-footer from Mr. Burgess, but the way yachting matters are moving now he will have very few if any forties to sail against next season. The coming class, as above stated, appears to be the 46-foot class, or the 45-footer as now known, although the limit has been for several years 46 feet. This is very similar to the established twenty-rating racing class on the other side. In this class there are now the Alga, the Bagoden, the Fanita, the Millecte, the Thelma, and the two Fifes, the Avira and the Jessica, and at least three new ones have been ordered from architects from this side, besides two from Fife, to be sailed in these waters next season.

Mr. Tweed, the first owner of the Minerva, was in consultation with Mr. Fife in New York on Thursday last, and a Fife 46-footer may be looked for next season in this quarter. The Fairlie man also expects an order from Toronto for the same class. Mr. Fife admitted that Mr. Clark of Newark, N. J., son of one of the syndicate which built the Thistle, had cabled him about a forty for a friend, but he would probably change to the larger class. Those who have built forties find them a bit small for racing and cruising, and prefer a boat six feet longer, which can be built at a little more expense and can be run at the same expense, besides having much better accommodations. Following in line of Mr. Tweed, Mr. August Belmont, Jr., owner of the Mariquita, has ordered a new 46-footer from Mr. Burgess, and has so announced to a few of his intimate friends. In this class Mr. Fife has had more experience than in the 40-foot class, the twenty-rater in Britain being about the same as the 45-foot class. Instead of racing on a sail area and water-line length, as on this side, the class is a rating length one, the water-line length being more or less in comparison to the sail area carried, in order that on both measurements the boats may come in the twenty-rating class. Boats of known rating, the twenty-raters, they have less beam and sail spread than a boat like the Millecte of the 40-foot class in this country. Mr. Burgess is not without experience in this class, for he has the Thelma and Millecte as guides—types widely apart. One thing is certain, the coming boats on either side will be fast for their length. In the races for the Hemenway Cup the forties averaged nine knots an hour on the last leg, and this is a splendid showing for their length. It has been doubted in many quarters if a forty-footer could make nine knots an hour, but the points in the last races, from the Graves to Marblehead Rock, are dead to windward, and show that the forties are much ahead of the old type of boats of their length, and had not the Minerva and Gossoon been built all of them would be considered fast. Mr. Fife, without any hesitation, the other day said that for racing purposes in this country he would design a different boat from the one used for racing on the other side, but he did not indicate whether it would be a light-weather boat with a big sail plan or an improved Minerva. Mr. Fife said that the coming season would be a very busy one for him, and that he had just now many orders ahead. Mr. Burgess also looks for a very busy season and plenty of work. He has the lines out for the largest steel steam yacht yet built in the East, and work will begin at once on the new Atlantic Works, East Boston. Mr. Gardner says that he has some good orders for next year and that he will be well represented in the large sloop and schooner classes. It is known on the inside that the races now being sailed between the Minerva and Gossoon are for matters of comparison, and a gentleman who intends building a new boat from Mr. Burgess is in doubt whether to adopt the Mariquita or Gossoon type. With the series now in progress between the 40-footers Gossoon and Minerva, at Marblehead, the question of superiority as between these two swift yachts must rest. Up to the beginning of this series the score stands 4 to 3 in favor of the Gossoon, only races are considered, and four each if the run from New Bedford to Newport is counted in. These crack boats have started against each other eight times. The Gossoon beat the Minerva in the Eastern race of July 11; Minerva beat Gossoon in the Isolin Cup race at Newport, Aug. 2; Minerva beat Gossoon in the race from the Bedford to Newport, Aug. 7; Gossoon beat Minerva in the New York Yacht Club special race, at Newport, Aug. 8; Gossoon beat Minerva in the Corinthian sweepstakes race, at Newport, Aug. 11; Minerva beat Gossoon in the Beverly race, Aug. 16; Gossoon beat Minerva in the Corinthian race, Aug. 18; Minerva beat Gossoon in the Corinthian race, Aug. 19.

In six of the eight races the Gossoon has beaten the Minerva on actual time. Three of her four wins have come to the Minerva by the aid of her time allowance. The fourth she won clear, but by the aid of a fluke. On the record for the year the Minerva has sailed easily at the head of her class, with a record, exclusive of the present series, of ten victories out of seventeen starts. Gossoon is not far behind, with four victories out of nine starts.

WITH THE RIFLE AND SHOTGUN.

A Number of Matches to be Shot by Expert Marksmen.

Shooting bullfrogs with a 22-calibre rifle is becoming quite popular. Some of the big "bullies" weigh over a pound. Ernest Keller of the Zettler Rifle Club takes his practice in this manner, selecting the Jersey meadows for his stamping ground.

W. J. Elliott returned with a well-lined pocketbook from New Dorp last week. A considerable amount of money was banked on the Emerald skill with the shotgun, but Washington Heights won the day.

The Adirondack League Club owns the largest private preserve in the country. It contains 93,000 acres of forest, studded with lakes and ponds, and threaded by many trout streams. The membership is limited to 500.

The magazine gun is now the weapon of the British army. It is a rifle of very small bore, with a magazine containing eight rounds and a detachable two-inch dagger knife, instead of the bayonet.

The various kinds of gunpowder and explosives used in sport, war, trade, or pyrotechnics is estimated at over 300.

A. L. Woodward of Utica claims that A. C. Gates of Baldwinsville established a record on the German twenty-five ring target by scoring 240 points in ten shots on Oct. 21, last, thus beating Dr. Boyken's recent score by two points, and equalling ninety-eight on the standard American target.

Hundred-shot matches have for some reason or other gone out of fashion, perhaps because shooters cannot afford any more to use powder and ball unless they see the almighty dollar hanging on their rifle muzzles. A unique contest was took place in the spring of 1888 at Union Hill, twenty-five shooters taking part, making it the largest on record. The prizes were a silver cup and the entrance money was divided into twelve equal parts. The distance was 200 yards, position offhand. The following scores were made: Wm. Bayes, 2,096; Michael Dorrier, 2,186; A. Lober, 2,183; George Jelner, 2,192; Anton Farrow, 2,189; J. Coppersmith, 2,156; C. Zettler, 2,079; G. Vogel, 2,049; A. Zeitler, 2,029; J. H. Brown, 2,010; F. Schrader, 1,988; G. Zimmermann, 1,997; L. Flath, 1,993; A. Negerow, 1,969; G. E. Kessler, 1,956; A. Schweiger, 1,950; Fritz Kuhn, 1,905; G. W. Karcher, 1,917; F. Armbrust, 1,913; F. Steinbach, 1,876; G. Schuler, 1,082; H. Guenther, 1,[illegible].

Mr. Landvogt of the Cincinnati Rifle Association, J. Utbig of Baltimore, and Mr. Hoffmann, the well-known journalist and marksman of the San Francisco Schutzen Gesellschaft, arrived here on Friday in the Normania. The gentlemen have expressed great satisfaction with the results attained in their recent German trip, but they were unanimous in condemnation of the management of the Berlin festival. The number of targets was most entirely insufficient, but shooters had often to wait for hours before they could get their tickets. The number of marksmen who left Germany's capital sooner than intended is estimated at 4,000.

The Balmer rifle created a great deal of interest at Frauenfeld, and many were the questions asked about it. Although using a 4½ pounds pull, Landvogt did not receive any military allowance, because he shot a small bore, thirty-two.

One of the most interesting matches of the season will take place to-day on the grounds of the Long Branch Club, the contest between C. W. Jones of the Union Gun Club and Phil Dale, Jr., of the Central Gun Club of Long Branch. The conditions of the contest are, that each man shall shoot at twenty birds, 25 yards rise, the boundary to be only 21 yards from the trap pole. Burlingham rules to govern for $50 a side.

There are strong probabilities that Louis Davenport and a well-known member of the Union Hill Gun Club will shoot a five bird match for $1,000 a side, Burlingham rules to govern.

W. J. Elliott of the Washington Heights Gun Club, who shot Frank Meyer a five bird match at Hackensack, thinks it unfair that Meyer should insist on using his 10-bore cannon, without being willing to allow his opponent the usual two yards rise. It was at his request that Meyer a basket match on the Washington Heights grounds, 30 yards boundary, and let Meyer decide all other conditions. But if Meyer insists on the Guttenberg or other grounds, he must either use a 12-bore or allow Elliott the customary two yards.

The proposed match between John Bresner and Frank Elsas falls fair not to come off. Davenport will probably shoot John Erb, who has never shot a live bird race before as soon as the match which he has now under consideration has been decided.

Frank Ford of the Empire and Pearl River Gun Clubs has resigned, and will not resume trap shooting until next year.

The White Plains Gun Club will hold its first blue rock tournament on Sept. 4 and 5, at the Nord End Driving Park, White Plains. Ten events at singles and pairs are on the programme for each day.

The match between Fred Hammery, the crack Larchmont wing shot, and Tom Ward of Yonkers, to shoot at 100 live birds for $250 a side, is off owing to Ward's failure to put up the remainder of his money.

From New York to Chicago on a Bicycle.

CHICAGO, Aug. 24.—The bicycle record between New York and Chicago has been broken by Edward Chickley, a student of the Long Island Medical College. Some years ago Neilson made the trip in 14 days 23 hours and 30 minutes. Last night Chickley rode into Chicago, having been 14 days 6 hours and 30 minutes on the way, or 17 hours and 5 minutes better than the record. It is a long ride, it comes a big one in a day or two, and disable the horse for several weeks if not taken care of at once. Inexperienced riders, who have never gone on a trip, are too likely to pay no attention to this most important thing.

The gait of the horse should never be faster than a trot. A horse can travel twenty-five to thirty-five miles a day and keep it up with ease if he is handled properly. But though he may be pushed as high as sixty miles for one day, he will not last half the trip at this rate. A horseback trip is not to get to a certain point in the shortest time, but to sit on the horse and go around in the open air while the clouds are floating around in the sky and the sun is shining on you. If a man wants to make time he should ride on the railway; a horseback trip is for no such purpose. Or if his object is to get somewhere to spend the summer, he may ride the horse there; but to sit on the horse and hardly as a real horseback trip. A horseback trip is when a man starts out to live with his horse for ten days or a fortnight, not caring much where they go or when they get there.

The horse should have the saddle to which he is accustomed, the lighter the saddle the better. The greater bearing surface the saddle has on the horse's back the less likely it is to chafe him. He should be reshod a few days before starting out; he should have as light a bridle and rein as possible. It is hardly worth while putting a snaffle and curb bit on a horse with two bridles. A stout plain snaffle bit with one bridle is enough. Then the horse can be tied by unbuckling the bridle and buckling it around a fence post or tree. The horse will not try to rub off his bit and make his mouth sore, as he is likely to do with a snaffle and curb. The horse should be fed regularly on the trip, and the rider should look after that himself. He should also look after the watering of the horse himself. It is good to water the horse along the road, if too much water is not taken in at a time. It is a saving on the horse and better exercise for the man if the rider gets off every three or four miles and walks half a mile. It eases both the horse and the rider.

The most necessary things to a rider's comfort are his clothes. Most riders find it more comfortable to ride in boots than in shoes, for the dust of the road gets up under trousers legs and makes them sticky. Then boots are easier to climb around in and much easier to put in and out of the stirrup; the hooks or buttons on walking shoes have a tendency in the stirrup, while the smooth surface of the boots slides in a flash. Linen underclothing should always be worn. A pair of ordinary riding breeches or knit wool breeches that will dry off readily are best. A flannel shirt should be worn, a woolen sweater even is preferable to a silk or linen shirt. A closely woven rough coat that will keep off a light rain is best, though any kind of a coat will do. A waistcoat is in the way; so are a high collar and cuffs. A soft hat or an old cap hat is excellent. It is advisable to bring along a pair of gloves, as the rain falling and a hand which is used to a riding glove may make the fingers sore and stiff. A pipe and tobacco and matches can be carried in one pocket. A cheap watch may be taken, though in a horseback ride time should not make much difference. Never take a valuable watch or any jewelry, as the watch will have to stand rough usage and may be broken, and the jewelry may be lost.

If the rider does not wish to take saddle bags or any outside luggage, he may put a comb and tooth brush into his pocket and be fully equipped for the trip. If the trip is to run over a few days he may wish to take some underclothing and extra shirts and socks. He can put these either in a roll or in saddle bags. A roll can be made by taking a poncho waterproof coat or extra coat of any kind and strapping up in it a suit of underclothing and extra flannel shirt and any other things that may be wanted. Two straps should be buckled tightly around the ends of the bundle so that the things inside will not fall out. With another strap the whole bundle may be put on the pommel of the saddle or strapped behind. If the saddle is an army saddle, it has all the hooks and rings necessary. If more things are wanted, a pair of saddle bags may be had large enough to contain an extra pair of trousers, a white shirt, a pair of low shoes, and enough things to enable the rider to make a presentable appearance at any kind of hotel. He may even go so far as to express a dress suit ahead of him, but that is putting on too much style for a horseback trip.

The cost of a trip need not run over $3 or $4 a day. The country hotels usually charge $2 a day for a man, and 75 cents or $1 for a horse. A man's meal costs 50 cents; a meal for the horse costs 25. When taking a trip for pleasure it is better to keep away from the big hotels unless a man has a decided inclination for them or friends are stopping there with whom he wishes to be. He can get better care for his horse at a small country tavern and he will get fully as wholesome food and better adapted to his needs. The meals will be at hours that will suit him better—dinner at 12½ and breakfast at 7. Then the cost will be only half as much.

The times to ride are in the morning and the latter part of the afternoon. In the early part of the afternoon, between 12 and 3 o'clock, the rider and the horse should rest. Horseback riding is a good thing for a man's digestion; if he is thin it will make him stouter, if he is fat it makes him thinner. It jolts up his liver, gives him an appetite, and makes him sleep well. No man on a horseback trip should sit up after 9 o'clock at night. The earlier he goes to bed and the earlier he starts in the morning, the more he and his horse will enjoy it.

TRICKS OF THE LIGHTNING.

A Well-riddled House—A Terrified Mink—Mr. Higgenbotham's Barn.

MIDDLETOWN, Aug. 24.—Lightning of an extraordinary kind has been rampant in Connecticut all the season: one thunder storm follows another, and each one has a new freak to show. At Groton Bank, near New London, the other afternoon a big thunderbolt got into the house of Mr. Porter, and in its struggles to get out jolted the whole habitation into a sort of a jumping jack medley that was held together only by stout timbers and tenpenny nails. All the plastering in every room from cellar to garret was raked off and tumbled into heaps on the floors, and one corner of the building was blasted away and hung on the dooryard fence. The interior of the house was a loose wreck; boards were shattered and walls upset. The bolt came in by way of the big chimney, and took along with it about 50 feet of roof, shingles, boards, and ridge pole. Mr. and Mrs. Porter were not ten feet away from the track of the fluid, but they escaped without hurt.

In the same tempest a bolt hit James Harvey's home in Stonington, about five miles from the Porter homestead, and cut a round hole from the chimney top to the kitchen, with such force that it descended to the cellar. Mr. Harvey's two children were at the table as the bolt came into the kitchen, and both dropped to the floor insensible. At first it was thought they had been killed, but the family made out to resuscitate them before the doctor came.

At Tariffville the storm was so violent and the flame of the lightning so frightful that a mink, 2½ feet long, scurried out of a meadow, and, fleeing before the blue electric blaze that lit the world, dashed headlong into the house of Harvey Tucker. Up and down stairs, through many rooms, the terrified animal fled, but it was finally overtaken by one of Mr. Tucker's dogs and killed. It was a unique beast, but it is not the time of the year when mink skins are valuable.

A curious electrical effect was seen in Main street, Ansonia, in front of the store of Lockwood Hotchkiss, in a thunder storm the other evening. The heavy atmosphere that came about the streets rendered it charged with electricity, and a dense lurid cloud, boding a tempest, peered above the housetops. Suddenly, at 7½ o'clock, a cone of flame burst up from the ground between the rails of the electric railroad and burned with a blue light for half a minute, emitting a hissing sound and a shower of sparks. A crowd of people gathered and watched the flame in awe; then it suddenly faded, sank, and was gone.

A rattling thunder storm passed over Windsor a night or two ago, and a shaft of lightning was plunged like a flaming sword into the great barn of First Selectman John E. Higgenbotham, one of the largest farmers in Windsor. The building, which was 80x42 feet in dimensions, and which had recently been repaired at an expense of $600, was totally destroyed, together with eighty tons of fine hay, grain, and other crops, with which it was packed to the roof. Mr. Higgenbotham saved all his horses and his seven Alderney cows, but two calves and four pigs were burned. All his vehicles except one new farm wagon were saved. A corn crib with three tons of corn and 200 pounds of last season's tobacco was destroyed. The barn was insured for $1,000 and the hay for an equal sum.

HONEYMOON INCIDENTS.

A Drummer's Theft of Another Man's Bride—How a Pair Got Seats Together.

ANSONIA, Aug. 24.—On Friday afternoon a happy couple boarded the Housatonic express at a small town up in Massachusetts. Instead of taking the drawing-room car they went into the smoker and made themselves perfectly at home. From their conversation it was soon learned by all the men in the car that they had been married that day and were on their way to spend the honeymoon at the groom's home in Jersey City. It was also evident that there had been a good deal of liquid refreshment at the wedding feast, and that it was just beginning to get in its work. When the train reached Merwinsville the couple had had several little spats, and bad blood began to get warm between them. At this station a dapper little chap, a drummer, got on the car and sat in front of and facing the bride. She was at once smitten with his devilish charms and began an outrageous flirtation with him. The groom objected to this and chastised the little chap, but the bride sided with the vanquished. When Hawleyville was reached the little man left the train and stood at the car window. Just as the train started he beckoned to the bride, who jumped up, reached the car platform, and swung gracefully off. Her husband of a few hours started after her, but as the train was going at a good speed a brakeman detained him. At the next stopping place, Botsford, thirteen miles from Hawleyville, he got off the train and started to walk back to Hawleyville, where he imagined he trouble when he reached Hawleyville. The runaway wife and the drummer had in the meantime taken a train for Fishkill.

Last week a young couple from Birmingham departed from the paternal mansion amid a shower of rice for New York. There was plenty of room for the Naugatuck train, but when they got on the New Haven division at Bridgeport the car was pretty well filled. The best they could do was to find seats on opposite sides of the aisle. Before the next station was reached the young groom had occasion to speak to his wife, and as he leaned over to do so a quantity of rice toled from his hat brim to the floor. The gentleman who sat in the seat with the bride saw the rice, blushed, and apologizing to the still more blushing bride, gathered up his traps and entered the smoking car. The groom changed his seat at once and was happy.

Mrs. Wuesthoff's Diamond Bracelet Stolen.

Jonathan Jones, a waiter at Morris's hotel, Sea Side, Rockaway Beach, was arrested at that place yesterday morning accused of stealing a gold cross, containing six diamonds, from Mrs. Rudolph Wuesthoff, the wife of the assistant cashier of the Germania Bank in this city. The Wuesthoffs have been spending a few days at Wainwright's hotel, on the beach.

While getting on a train for New York city on Saturday night Mrs. Wuesthoff says she felt a tugging at her bracelet from which the cross dangled. When she got on the train she found her arm scratched and bleeding and the cross missing. Jones, who says he found the cross, sold it to a waiter at Brunswick Sea side House. On being arrested the waiter turned over the property and was released. Jones was released on bail.

Passenger Cars Derailed.

ATLANTIC CITY, Aug. 24.—The two rear cars of the 6 o'clock train from here this evening on the West Jersey Railroad were derailed at a curve a short distance from this city. The train continued on its way to Camden, taking the passengers of the wrecked cars. Beyond the stoppage of traffic for a few hours no serious damage was done.

BROOKLYN.

Ten-year-old John Taylor of 94 Meeker avenue was drowned yesterday in Newtown Creek. The body was recovered.

Martin & Michaels's paper factory at 27 Columbia street was damaged by fire yesterday morning to the extent of $1,500.

Fire arising from a defective flue caused a brief panic early yesterday morning in the tenement, 304 Park avenue, but the occupants escaped without injury. The loss was $1,000.

An attempt was made to burn the four