AROUND THE WHIST TABLE

POSITION OF THE NEW YORK TEAM AS REGARDS SHORT-SUIT PLAY.

Capt. Henriques Has Not the Slightest Idea of Changing His Game—A Hand Showing the Value of Short-Suit Play and One Where a Slam Was Made a Question of Averages—Our Problem.

There is every prospect of some very lively whist for New Yorkers this fall. Capt. Henriques of the New York team has been informed that the challenges for the A. W. L. trophy are almost too numerous to count, and it is the general belief that every long-suit team in the country is anxious to have a go at the men who can play first-class whist without any brain-saving devices of the modern school.

THE SUN is indebted to President Barney for the following advance notice of the order of play for the cup now held by the New York team. The winner of each match must play the next on the list, the first game being between New York and Philadelphia:

1. Philadelphia Whist Club........Philadelphia.
2. New Jersey Whist Club........Newark.
3. Narragansett Whist Club........Providence.
4. Brooklyn Whist Club........Brooklyn.
5. Hamilton Club........Philadelphia.
6. Boston Duplicate Whist Club...Boston.
7. Amrita Whist Club........Poughkeepsie.
8. Baltimore Whist Club........Baltimore.
9. Capitol Bicycle Club........Washington.
10. Wilmington Whist Club........Wilmington.
11. American Whist Club........Boston.
12. Knickerbocker Field Club........Brooklyn.
13. Park Club........Plainfield, N. J.
14. Staten Island Whist Club........New Brighton, S. I.
15. Albany Club........Albany.
16. Newton Club........Newton, Mass.
17. Columbia Athletic Club........Washington.
18. Albany Chess and Whist Club...Albany.

The date of play cannot be given, but the first match will probably be either Oct. 10 or 17.

Some persons have put themselves to considerable trouble to create and spread the impression that the New York team had reformed and were now thorough-going long-suiters of the orthodox type, with number-showing leads and plain-suit echo attachments. As it must be confessed that much of the interest in the first, at least, of the A. W. L. matches would be lost if the holders of the trophy did not stick to the game that has made them famous, THE SUN representative interviewed Capt. Henriques on this point and found that he had not the slightest idea of changing his game; he appears to be better satisfied with it every day.

"I shall open short suits and lead supporting cards," he said, "whenever I think my hand justifies it; and so far from such a course being generally condemned, I find the best players with whom I come in contact adopt the same principle. To lay down any ironclad rules for whist is absurd. I recently played as a partner with Mr. John H. Briggs, who is generally considered as a very strict long-suit player, and I particularly remember one hand in which I opened with a supporting card from a short suit. He returned to me the top of a weak four-card trump suit, and between us we pulled off the game on the hand, although the score was four to one against us. After the hand was over I asked him to tell me candidly if he disapproved of my original lead, and to my surprise he told me that was exactly how he would have played it himself."

Here is the hand: A-B are partners against Y-Z. Z dealt and turned the heart 7. The underlined card wins the trick, and the card under it is the next one led. The game was five-point whist, and the score 4 to 1 against A and B.

TRICK.	Henriq's. A	Y	Briggs. B	Z
1........	10◇	J◇	Q◇	4◇
2........	♡Q	♡K	♡9	♡3
3........	8◇	K◇	A◇	5◇
4........	♡10	♡5	♡8	♡7
5........	♡A	♡6	♡4	♡J
6........	3◇	2♠	9◇	7◇
7........	♣2	5♠	6◇	3♠
8........	♣3	7♠	2◇	♣6
9........	♣5	♣J	♣4	♣K
10........	6♠	8♠	♡2	A♠
11........	♣7	9♠	♣10	♣A
12........	Q♠	10♠	♣9	4♠
13........	K♠	J♠	♣Q	♣8

A-B win four by cards and the game.

Trick 1.—A short-suit player will not open a four-card suit 7 high, under any circumstances; nor will he lead away from K Q if he can possibly avoid it. The double major tenace in trumps is still further out of the question, and A is very naturally led to select the strengthening card at the top of the diamond suit. As repeatedly pointed out in these articles it is a good general principle when second hand puts the jack on the ten for the third hand to go right up with the ace. But, "circumstances alter cases, but not principles," and Mr. Briggs does not play whist by machinery. He is not at all anxious for the lead; nor to leave the best diamond against him, and perhaps the entire spade suit as well. Even if Z has the king, B will be left in full command of a practically established diamond suit, with four trumps and a possible card of reëntry in clubs to back it up. His future course will be determined by Z's lead for the next trick, and by A's defensive play as second hand.

Trick 2. Having won the first trick, B can place the king with Y, and as he holds the major tenace himself, the suit is practically established, provided he avoids leading it. The lead of trumps naturally follows, as he has four, and a card of reëntry in clubs. The lead of the top of the weak trump suit is another example of the short-suit principle which has lately been so extensively adopted by the leading teams throughout the country. It is a recognition of the truth of the principle contended for in these articles, that it is more important to show strength or weakness than to show number. If B leads the trump deuce, the table is informed that he holds exactly four trumps of unknown strength. By leading the nine he simply says to his partner: "My trumps are nothing extra; this is the best. But if we can get them out I think we can make a good score." The nine would have given A a good finesse if he had had a small card to play to it; but it is useless for for him to waste the ten, so he puts on the queen to be sure of remaining with the major tenace.

Trick 3. Y's apparent object is to get rid of a certainly losing card, and to invite a ruff, with the possibility of making the 9 good in his partner's hand. A's play of the eight is worthy of notice, and shows attention to small details. His partner can easily place the three in his hand, and will either read the play of the eight as a three-trump echo or as a sign that A can lead diamonds again after the trumps are out.

Trick 4. A, of course, finesses, for he reasons that if Y has the jack guarded it must make, and if he has it alone he would hardly be inviting a ruff by leading the losing king at trick 3.

If the student will overplay this hand, beginning with the long-suit opening of the fourth best club, he will find that A-B get only eight tricks out of their cards, perhaps only six, for Z will of course return the club ace to see if his partner is signalling. Finding he is not, he will force him. Y will return a small spade to get him into the lead again. B will probably discard his club on the doubtful spade, which will allow Z to lead the best club, and give Y a discard. If B then leads a trump, Y will win and lead another spade. If B has the nerve to trump this, in the face of the king being marked with his partner, A-B make all the rest of the tricks, but still two less than the short-suit lead, and leaving them still two points from game. If B does not trump, and A leads a diamond, the same result will be brought about, eight tricks. But if A leads trump ace, which would be more likely, the jack makes, leaving A-B only seven tricks. If B leads diamonds at trick 6, Y will make the king, seven tricks only for A-B, and A will have to be very sharp to prevent Z from making the trump jack also, which would lose not only the odd trick but the game for A-B.

SHORT-SUITERS LOSE A SLAM.

Many persons ask if the short-suit game ever loses. It certainly does. The best that any good system can do is to beat averages; even loaded dice will do no more. Here is a hand in which a slam was made against a short-suit opening. Z dealt and turned the heart 3.

Trick 2. Y shows his reëntry suit before opening the clubs. This is a favorite play with Mr. Henriques, who held Y's cards.

Trick 3. Finding ace of clubs and ace of diamonds both marked in his partner's hand, Y of course gets out two rounds of trumps, finessing the spade suit; that is, taking chances on the only unknown suit, just as one would finesse against a card. [See "Duplicate Whist," p. 146.]

TRICK.	A	Y	B	Z
1........	♣Q	♣K	♣3	♣9
2........	2◇	K◇	3◇	5◇
3........	♡5	♡A	♡2	♡4
4........	♡9	♡K	♡6	♡3
5........	♣8	♣2	♣4	♣A
6........	♡J	4♠	♡7	♡Q
7........	2♠	10♠	♡8	♡10
8........	4◇	J◇	6◇	7◇
9........	3♠	♣J	♣7	5♠
10........	7♠	♣10	8◇	6♠
11........	8♠	♣6	9◇	9♠
12........	J♠	♣5	Q♠	10◇
13........	K♠	Q◇	A♠	A◇

Y—Z make a slam.

Trick 5. Y has a double object in leading the small club; to get his partner's ace out of his way, and to let him exhaust the trumps, if he can.

Had A opened this hand with the small spade he would have saved three tricks, for B would not finesse, but play ace and return queen to unblock and to avoid leading from such worthless suits as he has. The third round of spades would force Y, who would not lead trumps, as he knows nothing of his partner's two aces. If he led diamonds, and then clubs, Z might lead trumps to him, but they could not catch A's jack, which must make the third trick for A-B. This shows that the short-suit opening lost three tricks, which is very sad. But here is a case in which this same lead of a singly guarded queen gained six tricks, instead of losing three, which shows that the game will beat averages in the long run. The hand was played at the sixth congress between the Chicago and New Jersey teams. Z dealt and turned the heart nine:

TRICK.	A	Y	B	Z
1........	J♠	5♠	A♠	2♠
2........	6♠	7♠	10♠	8♠
3........	♡Q	♡3	♡8	♡7
4........	♡A	♡5	♡2	♡9
5........	K♠	9♠	♣2	♡K
6........	♣K	♣A	♣5	♣Q
7........	♡4	♡J	♡6	♣6
8........	3◇	10◇	Q◇	K◇
9........	4◇	♡10	5◇	2◇
10........	♣4	♣9	♣7	6◇
11........	3♠	♣10	♣8	7◇
12........	4♠	♣J	9◇	8◇
13........	Q♠	♣3	A◇	J◇

A-B make four tricks.

Trick 1. B follows the rule in unblocking his partner's suit of K Q J; and A takes advantage of the return of the ten to make what can easily be read as a single-card call for trumps, to which B promptly responds.

Trick 5. The temptation to knock the adverse trumps together must be resisted, because A is very weak in clubs and diamonds, and is really playing too forward a game.

Trick 6. Here is the gambit lead of the singly guarded queen, a lead which is condemned by all long-suit players as worse than useless. The result of leading the diamond suit will be seen when we come to the overplay.

Trick 8. This lead may surprise some persons, but it is undoubtedly sound whist. Y has the last trump to bring in his established clubs, and if he keeps the diamond to the last he is sure to lose unless his partner has the ace. But by leading it at once there is a chance for his partner to make a trick in diamonds, even if he has not the ace, and this is just what happens. B probably thought that Y led from K J 10, and that Z's club queen was honestly led from Q J 10 and others.

Here is the overplay:

TRICK.	A	Y	B	Z
1........	K♠	5♠	10♠	2♠
2........	♡4	♡3	♡8	♡9
3........	3◇	10◇	Q◇	7◇
4........	3♠	7♠	A♠	8♠
5........	♡Q	♡5	♡6	♡7
6........	♡A	♡10	♡2	♡K
7........	Q♠	9♠	♣2	2◇
8........	J♠	♡J	♣5	6◇
9........	♣K	♣3	♣7	♣Q
10........	6♠	♣9	♣8	♣6
11........	4♠	♣10	5◇	8◇
12........	4◇	♣J	A◇	J◇
13........	♣4	♣A	9◇	K◇

A-B make ten tricks.

Trick 1. As A was adopting the system of leads that show command instead of number, his partner must have known that he led from K Q J, as B had the ten himself, and the king is not led except from K Q J or K Q 10 in this system. His reason for not winning the trick was probably the wish to avoid the lead, and the hope that his partner might switch to diamonds, and give him a finesse.

Trick 2. Finding the ace of spades with his partner, and having a card of reëntry in clubs himself, A risks the trump lead. This is a pure speculation, but, as already remarked in these articles, most of the large swings at the sixth congress occurred in hands that have this speculative trump-leading feature. In this particular instance the trump lead had nothing to do with the result, for whether A leads trumps or not there are only four tricks in the hand for A-B if Z defends himself properly.

Trick 3. This lead of the fourth-best diamond is what the old school used to call "a whist atrocity." In the face of an established spade suit, backed up by an aggressive trump lead, Z has the assurance to attempt the establishment of a six-card suit, with only two trumps and no card of reëntry! If anything is to be made out of a suit in which a player holds the minor tenace, it is by keeping quiet; and if Z's partner has anything at all, it must be in clubs. Then why not make a fight for it, and lead the club queen, which is of no earthly use to Z? Had this card been led, nothing could have prevented Y-Z from getting six more tricks than they did, which would have tied the score.

Trick 4. B very properly gets out of his partner's way before returning the trump lead, after which the hand plays itself. Y's lead at trick 9 is perfectly proper, as the trumps are all gone, and there are eleven clubs to hear from. Had he led the ace first, his partner would not have made the diamond king at the end.

A correspondent asked last week: "Can there be such a distribution of the cards that a good whist player would first lead a plain suit before returning his partner's trump lead?" The foregoing hand is an instance at trick 4. A hand was published June 21, from the match between New York and Hamilton, in which Z led two rounds of diamonds before returning his partner's trump lead; and in a hand published Jan. 12 the trump leader's partner three times refused to go back with the trump. There are exceptions to all rules, and to none are there so many exceptions as to those governing the management of trumps.

OUR PROBLEMS.

If any further evidence of the popularity of problems composed by problem solvers were needed, it would be furnished by the fact that the efforts of Messrs. Killum and Peck have been widely copied by our contemporaries. The *Syracuse Times* got only one correct answer to Mr. Killum's problem. To-day THE SUN takes pleasure in introducing another composer, Mr. W. B. Orr of New York, who has long been one of our successful solvers. This is his first attempt. Hearts trumps; N to lead. How many tricks can N and S get against the best play of E and W?

The best solutions of the Peck problem, Aug. 23, are from Geo. H. Fish and A. Story. Both are brief and clear. N leads a spade. S trumps and returns small diamond, discarding diamond ace on N's trump lead. At trick 5 N leads the suit discarded by E at trick 4. Five tricks for N and S.

A RAILWAY WANDERER.

MORE THAN 20,000 MILES TRAVELLED BY LOST CAR 6,184.

One of the Many Curious Incidents of the Freight Business in This Country—Life of the Ordinary Freight Car, Its Record, Its Earnings, and Its Usual Ending.

One of the most peculiar and the most interesting wanderers ever the face of the earth is a runaway freight car, and it is about as difficult an act to get it back home again as to restore to its fellows any other nomad you may mention. And the runaway car has about as many interesting experiences during its queer truancy as the wanderer of any other class.

I know of one such car, No. 6,184, which left its home on Feb. 22, 1893, and remained a persistent and stubborn runaway until March 3, 1895. And what a jaunt it had! It was almost continuously wandering all these many months. It visited nearly all the principal cities of the United States; it roamed over nearly all the middle, eastern, and south Atlantic coast States; it passed through all kinds of weather and was exposed to the trying changes of all manner of climates. It carried all sorts of provisions in its big larder—wheat from the vast prairie reaches of the Northwest, corn from the rich fields of the Mississippi Valley, melons and oranges and bananas from the South, Canadian apples from the far North—these, and many a manufactured article, drawn from the mills of the mother East to her daughters in the West, did the wandering car bear safely to and fro.

Some days it took a rest and stayed on some convenient siding for twenty-four hours, waiting for a chance to unload its freight and be off again to new scenes. It did not stay long in any one place, however, but kept up a pretty lively pace, and by the time it reached its own home, bruised and scarred and maimed and weatherbeaten and needing a fresh coat of paint to mend the rents made in its garb by the rain and the snow and the sun and the attrition of untoward circumstances, it had travelled over 20,000 miles. Its owners tried often and faithfully to induce it to return home, but just as they thought they had their hands on it, it gave them the slip and was off on another run 1,000 miles perhaps from the yards it left so many months before. It had got so into the roaming habit that it apparently would not or could not check itself. I fancy some of the people who took it for their own uses were as much to blame as the car, for railroad managers say that their cars are often misused and kept away from home for long periods when they should have been promptly returned to them on the completion of their journeys. Indeed, one of the most perplexing problems of modern railroad life, and one which attracts annual attention at the meeting of the National Association of Car Accountants, whose business it is to keep watch and ward of the cars of their companies, is found in the persistent disposition of some railroad officers to neglect to return borrowed cars.

Our runaway car, which is like many another in the extent of its wanderings, got away from its owners in a wholly decorous and unsuspicious manner on Feb. 22, 1893. Its duty was to haul a load of flour from Minneapolis to Boston. When it should be through with this duty its business was to go home again by the straightest possible route, but here it made a mistake, and then began a long period of truancy. It belonged to the "Soo" railroad, one of the large Western roads, and when it reached the end of its company's line at Sault Ste. Marie, at the foot of Lake Superior, where the water of this mighty inland sea spills over its bounds and pours down the swift St. Mary's on its way to the sea, it wheeled onto the tracks of the Canadian Pacific road, and from the Soo it went on through Canada to Montreal, where it crossed the St. Lawrence and passed on down through the State of New York and so on to Boston.

It would have been better for the car if it had turned about and had come home by the same route on which it started, but the owners of the car, not wishing to be insistent and yielding to the generally accepted custom, were willing it should be used by some other road, providing it were safely returned without undue delay. Out of such willingness as this has grown up an enormous and in some ways unwieldy and unsatisfactory traffic, the railroads in one section of the country permitting the use of their cars by lines in all other sections of the country; and so you may see, wherever you may be between the oceans, cars whose conspicuous trademarks or whose clear lettering shows that they are hundreds, perhaps thousands of miles from headquarters. Any road which uses another's cars, however, pays for the use. The payment is wholly a matter of honor, however, and if one road should want to evade full and honest payment, it could easily do so, for the lending road must depend upon the borrowing line for figures as to how far the car has travelled. The fact that some roads are not so punctilious in this matter as they might be adds another element to the perplexing problem.

The roads charge one another six-tenths of a cent per mile of distance travelled as a rental for the cars. This is for the common freight business; for refrigerator cars for carrying perishable wares, three-quarters of a cent is charged. This seems such a small amount to pay, one that really isn't worth taking into consideration, but when one remembers that there are considerably over a million freight cars in the United States, that they travel a billion miles a month—twelve billion miles a year, a distance far beyond human comprehension—and that they earn over $67,000,000 annually by just this insignificant part of a cent per mile, then, indeed, it gives one a new idea of the magnitude of this department of a wonderful business, a fresh view of the immense possibilities of what might be called progressive minutiæ.

When our runaway car got into Boston it was taken in hand by a representative of the New York Central Railroad, who, as is the custom all over the United States, sent back at once to the office of the company in Minneapolis—after heading the car for New York city—what is known as a junction card, a card of about the size of an ordinary postal card, used in railway business to notify the road owning a straying car who has appropriated it. These junction cards are important factors in this department of railway business. There is probably no more intricate department in all the vast complex railway system than this one having for its duties the tracing and the care of cars. The junction card enables the company owning the car to tell every day in the year on what line the car is running, and it also serves as a guide in charging up to the company which has taken the car the amount of mileage which that company should pay for the use of the car.

If a road had 10,000 cars off its line at once the car accountant would be able to tell you at any time on what particular line any particular car was. Indeed, he could go still further than this, he could tell you at any hour of the day or night between what two tiny railroad stations any car of the whole 10,000 was rumbling along, or where it was standing if it had gone onto a siding.

When a car is added to a great railroad system it receives a number, which it keeps as long as it lives. This number is entered in a historical record book, where the main events in the life of the car during its history are recorded, together with its size, capacity, cost, and so on, with the name of the builder. A wide column is left for remarks as to the more eventful episodes in the life of the car. Should it become wrecked or injured in any way, the details of the accident are set down. If it be badly wrecked, the flames are set to work about it, and all the woodwork is destroyed in order that the iron of the car may be saved. So in the case of an old and worn-out car, it dies from overwork and is then cremated.

As soon as the car is sent out for work, whether on regular business of the road or in the service of another company, the number is entered in another large volume, called a record book. This book has many long and narrow spaces for notations, for in keeping the daily wanderings of the car it may travel in many regions and over many different lines, and all these movements from day to day must be noted in this book. In some offices the outward-bound movements of the loaded car are entered in black, the empty movements in red. This large book is a daily history of the car, and by turning to it at any time, so minute and particular is the record, the car accountant can at a glance locate any one of his thousand cars. The names of the companies in whose custody the car may be at any time are represented by arbitrary numbers, which stand for the companies all through the transactions of this part of the railroad business. These numbers are entered daily with the record of the moving car to show who has taken it.

Sometimes, for some reason or other, the junction cards referred to above may not arrive regularly, and the car is lost from sight. A tracer is then sent out. It is a printed circular enclosed in an envelope, addressed to the person last known to have had jurisdiction over the car. He is informed that car No. 26,290, for instance, was delivered to him on Sept. 15, bound for Baltimore. The immediate return of the car is requested on the tracer, or, if it has passed out of his yard, to some other line, he is requested to send on another tracer to the next person known to him to have had the car. This supplemental tracer bears a description of the car also, and there is printed upon it in bright red ink:

PLEASE LET TRACER FOLLOW CAR UNTIL HOME.

The tracer is forwarded from one car service department to another until the car is located, when a junction card is at once issued, or, in emergency cases, a telegram, and the car will be ordered home at once or allowed to proceed to do revenue duty on other lines.

In some instances railroads find it to their advantage to employ a man as a car tracer, or perhaps he might have added to the title of the words car chaser, for he is sent on many a wild-goose chase. It is the duty of this man to run down and locate runaway cars, and to see that they are safely returned home. Very often he may travel hundreds of miles in pursuit of a single car before he overhauls it.

An ingenious device has also been invented by which, with a series of pigeon holes and numbered pieces of wood, accurate daily movements of cars can be noted, each piece of wood, something like a schoolboy's ruler, representing a car, and being moved from pigeonhole to pigeonhole as the car changes its position in the country.

If all the railroad tracks of the systems of the United States were placed end to end and some scientific engineer could give us the proper trestle work, we should have, counting in the work done in the year 1896, a straightaway line to the moon, 230,000 miles long, with 7,000 miles left over for appropriate switches at the lunar end of this great route. There are 1,310,000 freight cars to do the heavy carrying of this great system, worth in round numbers $786,000,000. During a year the freight cars carry, on an average, 1,400,000,000,000 pounds of freight.

A strong effort has been made by some of the railroad companies to introduce a system throughout the whole United States providing for the payment of rental of cars by the day instead of charging for the number of miles travelled. Many thousands of dollars are earned by the straying cars of every large company every month, but as other companies use the cars of their competitors indiscriminately there is usually not so very very large a balance to pay when the day of accounting comes. No doubt many of the large companies lose a good deal of money every year by the failure of other companies to return for all the mileage due. An averge freight car costs about $600. It will weigh about 28,000 pounds, and will carry about 60,000 pounds of freight.

When our car reached New York city after it had been emptied of its load of flour in Boston and had carried another load of merchandise to New York, it went on the Delaware and Lackawanna road, and then began a series of the most bewildering wanderings. Sometimes it took a long jaunt of a thousand miles at a stretch, and again it went on short errands from one part of a great city to another part. Sometimes it was sent back and forth on parallel lines of the same system, or on parallel systems of different roads, like some big shuttle weaving the rich cloth of commerce. Sometimes it left the cold North and roamed far into the sunny South in search of oranges, watermelons, and bananas. Then it would suddenly be switched off North again, and by the time it had fairly had time to catch its breath, back it came to the South again. Once or twice it made its way far out into Iowa, almost to its own home, and yet back again to the seaboard it was sent, to wander up and down the coast at the beck and call of many men. It was transferred from one road to another no fewer than fifty-five times, passing over the tracks of many of the important Eastern, Southern, and Western lines.

On March 11, 1895, over two years from the time it left home, the Duluth, South Shore and Atlantic captured the wanderer and "home, empty," was the entry which was made on the books of the car accountant when the last mile of the long journey was completed. In its 20,000 miles of wandering it had not been so idle and shiftless as you might think, for it had managed to earn over a thousand dollars for its company. It had spent about one-eighth of its life away from home and was quite the worse for wear. A freight car dies, as a rule, at the age of fifteen years.

Our runaway car saw some of the most interesting and picturesque scenery in eastern America; it carried safely many thousands of dollars' worth of merchandise; it escaped fire and wreck in all its journeying. It was a successful instance of playing hookey.

W. S. HARWOOD.

RAILROADS IN CHINA.

Railroad Building Not Done Precipitately in the Flowery Kingdom.

It will not be necessary for Li Hung Chang to hasten his footsteps toward Pekin in order to be present at the festivities incident to the opening of the proposed trunk line railroad in China, for at the rate at which railroad building is carried on in that extensive but peculiar country a dozen years or more may elapse before the work gets well under way, and even then it is by no means certain that it will not be stopped abruptly.

There are in all more than 400,000 miles of railroads in the world, and of this total mileage nearly 175,000 belong to the United States and 150,000 to Europe. The balance is distributed unequally throughout Asia, South America, Africa, and Australia, with a larger mileage in Australia than in Africa. The present railroad mileage of China is insignificant when compared with that of some American States or American systems. It consists of one road, from Tientsin to Kaiping, a distance of eighty miles, or about as far as from New York to Rhinebeck. This diminutive Chinese railroad, constructed under the supervision and as a result of the advocacy of Li Hung Chang, is the one railroad in China, but it is to be extended into a trunk line to reach the capital city of Pekin, and to connect the latter with Tientsin. It is to be an imposing affair, with double tracks and many stations, and is to be under the general control of the imperial authorities at Pekin. The estimated cost of the road is 3,000,000 taels, equivalent to about $4,250,000.

Railroad building, like everything else in China, is done with cautious deliberation, and sometimes by a crab-like movement. The first railroad line in China was started more than twenty years ago, and was intended to connect the big city of Shanghai with Wusung. After it had run successfully for a year the Chinese Government bought it, and soon thereafter the track was torn up and the materials were shipped out of the country. That was the end of the first railroad in China. A second small road had the same fate, and then there was a lull in railroad building until the construction of the Tientsin line, the extension of which is to bring the road into the city of Pekin. The people of China are not favorable to what an English writer has described as the freedom of trade. They object to any new alliances with foreign countries which will entail the opening up of either the ports or the cities of China to outsiders. Accordingly, railroads are to be expected only through the intervention of the Government, and the representative of whatever progress there is in the Chinese Government is Li Hung Chang. During his absence, intelligent observers of Chinese character and customs declare no tracks will be laid, and there will be no additional railroad mileage in China. Hence the Chinese statesman need not hurry the date of his return, for whatever railroad plans are pending in his own country will be held in abeyance and suspension until his return, and, perhaps, for some years afterward.

Gladness Comes

With a better understanding of the transient nature of the many physical ills which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed. There is comfort in the knowledge that so many forms of sickness are not due to any actual disease, but simply to a constipated condition of the system, which the pleasant family laxative, Syrup of Figs, promptly removes. That is why it is the only remedy with millions of families, and is everywhere esteemed so highly by all who value good health. Its beneficial effects are due to the fact, that it is the one remedy which promotes internal cleanliness, without debilitating the organs on which it acts. It is therefore all important, in order to get its beneficial effects, to note when you purchase, that you have the genuine article, which is manufactured by the California Fig Syrup Co. only, and sold by all reputable druggists.

If in the enjoyment of good health, and the system is regular, then laxatives or other remedies are not needed. If afflicted with any actual disease, one may be commended to the most skillful physicians, but if in need of a laxative, then one should have the best, and with the well-informed everywhere, Syrup of Figs stands highest and is most largely used and gives most general satisfaction.

MAN THE EXTERMINATOR.

ANIMALS THAT ARE EXTINCT OR ARE BECOMING SO.

The Birds and Beasts Slaughtered for Fashion's Sake—Effect of Man's Presence Upon Some Species—Causes of the Extermination of Some Birds and Animals.

WASHINGTON, Sept. 5.—Prof. Frederic A. Lucas, the assistant curator of the Department of Comparative Anatomy of the United States National Museum, has made a very interesting study of the animals of America and other countries which have become extinct within the last ten or twenty years, as well as those threatened with extinction in the near future.

"It is not perhaps generally realized," said Prof. Lucas, "how extensive and how rapid are the changes that are taking place in almost the entire fauna of the world through the agency of man. Of course, changes have perpetually taken place in the past through the operation of natural causes, and race after race of animals has disappeared from the globe, but there is this wide difference between the methods of nature and man: that the extermination of a species by nature is ordinarily slow and the place of one is taken by another, while the destruction wrought by man is rapid and the gaps he creates remain unfilled."

The cause of man's slaughter of animals is in general the desire for their various products, but there are other simple and destructive forces at work. For instance, the erection of telegraph wires, especially in sparsely wooded regions, has proved very destructive to birds, and a deadly, though restricted, source of danger is found in elevated electric lights against which birds dash themselves during their nocturnal migrations. The extinction of the sea cow and great auk, the almost complete extinction of the buffalo, and the seal, and the greatly reduced numbers of the walrus are attributable to the hand of man. Those species used for decoration, or having an economic value, suffer the most. The fashion in wearing apparel affects some and others are necessarily destroyed for the protection of man. Year by year halibut is growing scarcer and scarcer, the lobster canneries find difficulty in obtaining necessary supplies, and there is already a dearth of oysters in the once seemingly inexhaustible waters of Chesapeake Bay. The Fish Commission is doing a good work in keeping alive some of the species. The Atlantic salmon have been greatly reduced in numbers, and the same is true of shad in many localities. The shad and the cod are receiving the attention of the Fish Commission, and they will be kept in existence by artificial culture.

One reason for the growing scarcity of some species is found in the belief held by the great mass of people that because some species of animals exist in large numbers, the supply is unlimited, and those most directly interested in the preservation of game are usually the most bitter opponents of any measures for their own protection. The lobster catchers and dealers object to laws prohibiting the capture and sale of lobsters under a certain size. The Potomac fishermen complain because they are not allowed to prevent shad and herring from ascending to the spawning ground. Nevertheless wherever laws have been put into force, the result has been within a comparatively short time so to increase the species that it has been of the greatest benefit pecuniarily and otherwise to those who protested in the first instance.

The dictates of fashion are the cause of the destruction of fur-bearing mammals for clothing and of birds for millinery purposes. In 1885 peccaries were so abundant in certain parts of Texas that their well-worn trails were to be seen everywhere. About this time hogskin goods being in favor, a price of 50 cents each was offered for peccary hides, with a result that five years afterward peccaries had become practically exterminated. This shows how short a time is required to cause the practical extermination of a species in a community. A yearly record of the sales of some London firms would indicate clearly the whims of fashion. Some of the present tendencies are shown by the fact that 30,000 monkey skins and 250,000 Australian opossums were disposed of at a single sale. Among the items at one sale of birds were 6,000 birds of paradise, 5,000 Impeyan pheasants, 360,000 skins from India, and 400,000 humming birds. The number of birds disposed of on this one occasion exceeded that contained in all the collections, public and private, of the United States. The fashionable sealskin cloaks demand a yearly slaughter of about 185,000 fur seals. To supply the world with ivory for a year necessitates the death of 100,000 elephants. If these were placed in single file they would make a procession over 180 miles long. Henry M. Stanley makes a still more extraordinary statement. He said that the death of an elephant was but a portion of the price paid for ivory, every pound of which had cost the life of a man, woman, or child, while every twenty tusks had been obtained at the price of the destruction of a district, with all its people, villages, and plantations.

The extermination of the buffalo over large areas of country was in the beginning partly a matter of necessity in order that the land might be rendered available for stock raising. The wolf and coyote were poisoned for the preservation of sheep. Following this necessary destruction there comes the unnecessary but unavoidable loss caused by the domestic animals which are brought by the newcomers, such as the more or less complete extirpation in certain parts of the country of rattlesnakes that followed the introduction of hogs. While the extermination of rattlesnakes is a consummation greatly to be desired, it is none the less a case in point. Among some of the larger game whose extinction is threatened by the rifle of the sportsman is the true zebra, now confined to a small area in South Africa. The giraffe is rapidly disappearing from the same cause. The same may be said of almost every variety of the large game of North America. The only parrot of the United States, the Carolina paroquet, will probably be extirpated in Florida, and the Eastern pennated grouse is restricted to the island of Nantucket, although long ago laws were framed for the protection of the "Heathen," as the compositor caused the bill to read.

In western Kansas jack rabbits are on the increase, owing to the fact that the bounty on coyotes is $2, while the price of a rabbit scalp is only 5 cents, a difference that has resulted in the rapid decrease of the rabbit's natural enemy, the coyote. Western Kansas, too, affords another excellent illustration of the direct influence of population upon the increase or decrease of the larger animals. Up to 1884 that region was very sparsely settled. Antelope were comparatively abundant and mule deer were frequently seen. During 1885 and 1886, under the impression that western Kansas was suitable for farming purposes, there came a tide of immigration from the East, and before the wave of increasing population the mule deer disappeared entirely and the antelope became extremely rare. The country, so far as farming was concerned, having been tried and found wanting, an ebb tide of emigration took place, and as the farms were abandoned by man their former occupants again took possession, and by 1888 and 1890 antelopes became not uncommon, while the mule deer appeared in localities where none had been seen for years.

Here is a list compiled by Prof. Lucas of some of the animals which have recently become extinct or the extirpation of which seems imminent, with descriptions of them and the mode of their extinction, based on papers and specimens among the collections of the National Museum:

The West Indian seal, the range of which was from the Bahamas to the Gulf of Campeache, is supposed to be very near extinction. This seal was discovered in August, 1494, when the flotilla of Columbus was cruising among the West India islands. The sailors then called them sea wolves. Few of these animals have recently been seen by naturalists, and it is difficult to tell just how few there are left. Whether it has been doomed to destruction or not is a little uncertain, but no specimens have recently been seen. As far as food, climate, and suitable breeding places are concerned, everything is favorable to its existence, and it may in time fill up its now decimated ranks. The Professor says, however, that, on the other hand, when a species has been reduced below a certain point it seems, like a stone rolling down hill, to pursue its downward course with continually accelerated speed until the bottom is reached and the species exists no more.

The California sea elephants, the largest of the seals, having a length of from twenty to twenty-two feet, are now very scarce, considering the former abundance of these animals on the Californian coast, and from the fact that very little is ever seen of them it is considered by naturalists that they are in a fair way to extermination. By 1860 sea elephants had become so scarce that their pursuit was no longer profitable, and from that time up to 1880 so few stragglers were seen about the southern coast of California that the animal was currently regarded as extinct. In 1884 a schooner visited the southern coast of California in the interests of the United States National Museum and found none. It is therefore quite possible that the end of the California sea elephant has come. It is much to be deplored that these animals should have been exterminated, when they could so easily have been preserved by sparing each year the young and a few adults.

The walrus is well known, but the walrus of the Atlantic and Pacific differ in many respects. As the whale decreased in numbers the whaling men directed their attention more and more to the walrus, and between 1870 and 1880 there were brought to market nearly 2,000,000 gallons of oil and nearly 400 pounds of walrus ivory. These amounts represent the destruction of about 100,000 animals. Although it is far inferior to elephant ivory, the demand for walrus tusks is nevertheless great; and while the price by the pound was in 1879 only 40 or 45 cents, it was in 1880 from $1 to $1.25, and in 1883 from $4 to $4.50. The walrus being a stupid animal under favorable conditions, it is slaughtered in much the same manner as the buffalo was killed by the skin hunters. The Pacific walrus is in greater danger of extinction than the Atlantic walrus, owing to the fact that the range of the species is restricted, while its haunts are regularly resorted to by the North Pacific whaling fleet.

The Arctic sea cow, or *rytina*, is extinct. This animal was nearly related to the existing manatee and dugong. Dr. Stejneger has succeeded in mounting a skeleton of the sea cow in the National Museum.

The California vulture disputes with the condor the claim of being the largest of the New World vultures, for, while the condor is more strongly built, the California vulture has a greater spread of wing, large specimens having a wing spread of ten feet. Four of these birds have been known to drag the carcass of a young bear, weighing 100 pounds, for a distance of 200 yards. Its threatened extermination is due indirectly rather than directly to the agency of man, for its suspicious nature has always rendered it difficult to capture, and the breeding places are in out of the way and often inaccessible localities. Although the Mexican miners of Lower California are said to kill the bird that they may use the quills as receptacles for gold dust, this is not the main cause of their reduction in numbers. The use of strychnine in ridding the cattle ranches of wolves and coyotes has, more than anything else, caused the disappearance of this bird, which has been poisoned by feeding on the carcasses prepared for the four-footed scavengers.

The Labrador duck is one of the many sea ducks which during their southern migrations furnish considerable sport to gunners along the coasts. These ducks range southward in winter to the coasts of New Jersey and Chesapeake Bay. The Labrador duck seems never to have been very common, and many of them died during the winter of 1876 and 1877, and although their numbers have since increased they have never attained their former abundance.

The great auk, the largest member of the auk family, distinguished not only by its size, but also by being the only bird in the northern hemisphere incapable of flying, was confined to the North Atlantic, ranging from Greenland to Virginia. It has been completely exterminated, and its more rapid extinction seems to have been due to the fact that it was very gregarious in its habits and had only a few large breeding places. Had the bird bred in small colonies at localities scattered along its territory, the scientists think that it would have been in existence to-day. Just when the great auk ceased to exist in America is unknown, for there were few naturalists on this side the water when it was being done to death. Few birds have received more attention than has the great auk since it became extinct, and it has been the subject of many papers, both popular and scientific, while its remains bring extravagant prices whenever chance brings them into the market. The last skeleton brought $600, the last skin $650, and an egg brought $1,250 and was then resold for $1,500.

Every one knows of the frightfully rapid extinction of the American bison or buffalo in this country. This, according to American scientists, is the saddest of all cases of the extinction of species. The wild buffalo is practically gone forever, and in a few more years, as Prof. Hornaday, the superintendent of the National Zoölogical Park, has said, "when the whitened bones of the last bleaching skeleton shall have been picked up and shipped east for commercial uses, nothing will remain of him save his old well-worn trails along the water courses, a few museum specimens, and regret for his fate." The area once inhabited by the American bison extended almost from the Atlantic to the Pacific coast. The animals were gradually shot off in the eastern and middle sections of the United States, Canada, and Mexico, and in 1870 they were divided in two herds, which ranged through parts of Kansas, Colorado, Texas, and New Mexico, Dakota, Montana, Wyoming, and the north of the Dominion. In 1880 the herds were still further diminished; they occupied only parts of Wyoming, Montana, Dakota, and Colorado, together with a small breeding ground to the north in Canada. The greatest slaughters were in 1870 and 1873, and from 1880 to 1883, at which time the herd was reduced to a small number in the Yellowstone Park, another small herd in Montana, and a third small herd to the north in the Dominion of Canada.

BICYCLES AND BALLOONS IN WAR.

Wheels Used in Practice Manœuvres—Shrapnel the Enemy of Air Ships.

WASHINGTON, Sept 3.—A jaunt of a thousand miles through the Rocky Mountains, lately arranged for the bicycle corps of the Twenty-fifth Infantry, is an illustration of the hold that wheeling has taken upon the army. It is clear, too, that in various countries the impression grows that this form of locomotion is to be invaluable, not merely as an exercise, but for actual campaigning against an enemy. In the programme for the German manœuvres this autumn in Silesia appears a list of experiments to determine whether cyclist infantry can seize and hold an important strategic point, keeping up communication as they advance.

In foreign countries attention is given to a French portable military bicycle which can be taken apart in thirty seconds for carrying on the soldier's back, and even put together again in a time as short. The performance recalls one of *Punch's* old pictures of a very tall cavalryman with a very small mount, who mends matters by footing it, with the nag under his arm. The portable wheel, however, is no jest, but an important fact, which makes clear that where the man can go and the horse cannot, nor even the man astride his wheel, he may still advance with the latter on his back, and lose practically no time in getting it there. For despatch carrying, pressing forward to seize important points, getting on the flank of an enemy and opening fire there, moving as support of a field battery that is going ahead at a gallop, pursuing a retreating enemy, and, finally, moving rapidly to the threatened part of fortifications, the importance of the wheel is not likely to be overestimated.

The use of balloons in military operations far antedates that of bicycles, and has been familiar for generations in actual war. They were employed in our civil war for reconnoissances on the Peninsula in 1862, and, in fact, were so used by Jourdan over a century ago, at the battle of Fleurus, in 1794. In the French revolution all the republican armies were supplied with balloons, and one of these attracted the enemy's fire at the siege of Mayence. The siege of Paris by the Germans in 1870 is the standard illustration of the importance of balloons in carrying both despatches and persons from within an invested city beyond the investing lines.

The construction of a great balloon at Fort Logan with which experiments are to be made revives the interest in this subject for our army. At Meudon, in France, many such experiments have been made by Capt. Renard and others, while those in England, at Lydd, have been in the direction of attacking balloons with artillery or infantry fire. Our Ordnance Department was interested some years ago in the air ship projected by Gen. Thayer, which proposed a pneumatic motive apparatus instead of the electrical one used by Renard. Years ago each corps of the modern French army was supplied with a captive balloon equipped with a steam windlass. One military use proposed for balloons has been that of dropping dynamite or other high explosives from them upon the enemy beneath, whether his city, his fort, or his army, and a year ago there was talk of such a balloon being constructed at Hartford for the Cubans.

As to the methods of destroying hostile balloons, experiments many years ago at Dungeness and Lydd indicated that shrapnel furnished the best mode of attack, within the range of the gun or howitzer firing it. Some recent experiments in Russia, Germany, and Austria, taken together, showed that thirty shrapnel shells fired at a balloon not quite a thousand feet high, and about two miles from the firing ground, succeeded in putting twenty-five balls through it; that twenty-six such shells made twenty holes in a balloon 820 feet high and somewhat over three miles away; finally, that when the balloon was about half a mile high and about three and a quarter miles away from the firing ground, two balls out of sixty-five shells and three out of eighty struck it; these shells being from a battery of eight guns placed 5,250 metres from the windlass of the balloon. It is noted that the eighty shells represented about 10,000 balls, besides pieces of the broken shells. It should be said, however, that the windlass was used constantly to change the position of the balloon, so that the gunners had to alter their aim.

These results indicate about what elevation a captive balloon must attain in order to be tolerably safe from serious damage by an enemy's fire. But reaching this safe height and distance from the enemy decreases the value of observations, and it is found also, in practice, that the angle of observation leads to error in estimates of forces. Of course, also, there is the great difficulty of using optical instruments in a swaying balloon; but altogether there seems to be a valuable residue of benefits to be derived from the balloon, in places where its use is practicable, so that armies will undoubtedly continue to avail themselves of it, while the experiments to be made in our own service will be of interest.

SPORT FOR SCHOOLBOYS.

PROSPECT OF A LIVELY CAMPAIGN ON THE FOOTBALL FIELD.

Local and Long Island Candidates Ready to Start Training for the Championships—The Teams Likely to Be More Evenly Matched Than Heretofore.

In a week or so almost all of the large private schools that are members of the New York and Long Island Interscholastic Athletic Association will be in running order. In most all of the schools the young athletes will devote their first week to finding out what the sentiment is in respect to football. From what the leading spirits have been able to see, the season is bound to be brighter than at first supposed and the struggle for the championship honors more severe. The fifteen schools belonging to the local association have never before been brought together to fight for a football pennant. Hitherto they were divided into two sections, the winners of each section playing for the championship.

The first meeting of the New York association will be held at Wilson & Kellogg's School on Tuesday, Oct. 6, and then the officers for the ensuing year will be elected. The football committee will also be appointed and will have charge of all the arrangements. The schools in the association at the present time are: Berkeley, De La Salle Institute, Columbia Grammar, Trinity, Barnard, Hamilton Institute, Columbia Institute, Dwight, Halsey, Wilson & Kellogg's, Drisler, Cutler, Woodbridge, Condon, and Sachs.

Berkeley School will open next week, and the prospects for a good football team are encouraging. The school has always developed winning teams, and its list of victories remained unbroken last season from the football championship down to the recent baseball championship. These honors have only been won after hard and persistent training. If indications can be relied upon this season will be just as prosperous for the school.

There is every reason to believe that the approaching season will be a banner one for the young athletes connected with the De La Salle Institute. The school will open Sept. 16, and, with the exception of McNally, Phelan, Rafter, and Lynch, all the boys will return. The team was a little light last season, but made an excellent showing on the gridiron. Military and gymnasium exercises will begin the latter part of this month. Prof. Glode will be instructor in the gymnasium, while Capt. Charles Morton will look after the drilling. The gymnasium has been fitted up with new apparatus, and is now roomy and airy.

Columbia Grammar School may be a strong factor in athletics this season. It is more than likely that Bechtel and Kittle will return to school. Both youngsters are good football players. The eleven did not do as well as was expected last year, and disbanded before the season was half over. The reason for this was that several of the good players were laid up. With Bechtel and Kittle in harness again, the school should develop a rattling good team. The new material available has shown promising form. The school season will begin on Sept. 29. Under the direction of Prof. Whewell the gymnasium has been thoroughly renovated, and the bathrooms have been extended. The school has grounds at Mott Haven fully equipped for track athletics, baseball, and football.

The prospects for a good football team at Trinity School are favorable. O'Rourke, last year's full back, will undoubtedly play in the same position this season. A better man for assuming the responsibilities of captain could not have been chosen, as there is probably no other candidate in Trinity now who understands the game as well. The officers of the athletic association for the coming year will be as follows:

A. W. Taves, President; S. Kidder, Vice-President; F. P. Delgado, Secretary; D. H. Browne, Treasurer; S. Kidder and D. H. Browne, delegates to the Interscholastic Athletic Association.

The school gymnasium is a splendid apartment with nearly 3,500 square feet of floor space, a length of twenty-one feet in the centre and sixteen feet at the sides, with plenty of light and ventilation. In this room is every possible kind of gymnastic apparatus of the very best make and most approved pattern. The attic of the rectory has been utilized in connection with this gymnasium. It contains 200 lockers, three shower baths, two tubs for hot baths, five wash stands, and other needed conveniences.

Physical Director Monahan of Trinity School is very much in favor of gymastic contests. He says:

"I am in favor of more attention being paid to gymnastics by the schools in the Interscholastic Athletic Association, especially during the winter months, and hope before long that some of the schools will arrange for a yearly contest, or at any rate a joint exhibition such as Yale and Princeton inaugurated two years ago. Trinity School will always be ready to enter such a contest."

Although Dwight School does not expect to win the championship in football the prospects of having a first-class team are good. A marked improvement is expected from last year's men, and with the new material on hand the school should be heard from. The athletes were somewhat handicapped last season owing to want of training space, but they will fare better at their new quarters, 15 West Forty-third street. A three-story brick and stone addition has been built, and the whole interior of the main building reconstructed. The gymnasium is 60 feet long and 17 feet high, and occupies the full width of the building. It is thoroughly equipped with the best apparatus, and has an expert staff. Connected with the gymnasium are locker-rooms and shower and needle baths, and the whole place is provided with electric lights. The school will open Sept. 28.

For the past few years the athletes at Wilson and Kellogg's school have been taking a back seat, but this year they expect to have a surprise in store for some one. The school intends placing a strong eleven in the field, and as there are several excellent players available they should make a formidable combination. The school season will begin about Oct. 1. An excellent gymnasium, well lighted, well ventilated, and supplied with all the latest apparatus forms an extension to the rear of the main building. The boys will also have access to the Knickerbocker gymnasium and bathrooms.

Instructor Lyon of Barnard School hopes to get a fair football team together, although four of the best players have graduated. There is an unusual amount of activity among the students of this school in connection with the military drills, which are held under the direction of Head Master William Livingston Hazen.

The Columbia Institute will place a strong team in the field this year. The school season will begin next week. The gymnasium is on the upper floor, and is used for indoor athletic training. The playground is within a block of the school. Provision is made for football, baseball, lawn tennis, croquet, and other games. The campus is equipped with seats, a swing, a trapeze, flying rings, a horizontal bar, parallel bars, and running track. A military drill, under efficient instructors, occurs twice a week at the armory of the Twenty-second Regiment, N. G. S. N. Y.

Although Cutler School athletes did not show up to their old-time form last season, they will be very dangerous opponents in the different events this year. Mostly all the old boys will be back, and Duncan Harris, who looked after the boys last season, will again have charge. The defeat of the Cutler School football team last year at Berkeley Oval by the Trinity School team was a great surprise.

The fifteenth year of Drisler School will begin on Oct. 1. The school had no first-class football team last year, as the boys were too light to compete against the heavy weights of the other schools. This year, however, the new material are all stocky lads, and indications point to a first-class eleven. Halsey and Woodbridge schools will also be in line when the time comes.

The first meeting for the scholastic year 1896-97 of the Long Island Interscholastic League will be held at Adelphi Academy Oct. 21. Officers will be elected and the different committees appointed. The schools in the association are Pratt Institute, Brooklyn Latin School, Adelphi Academy, Brooklyn High School, "Poly Prep," St. Paul School, and probably the Manual Training School.

Sidney Starr has been reëlected captain of the St. Paul School football team. His eleven last year, although not so successful as that of 1894, on account of numerous injuries to some of the players, was strong enough to defeat all the teams in the league except Pratt Institute. There is little doubt that Starr will develop a good team. He came to Garden City from St. Austen's School in 1894, and played quarter back for St. Paul that year. Last season he was elected captain, and played full back, although he occupied his former position in a number of games. Starr is 20 years of age, and led the baseball team to victory in the season just closed.

The outlook for a champion football team at the Brooklyn Latin School this fall is very bright. The team of last season started in championship form, but in the very first game their three star players were disabled, and the others did not persevere. The team was rather light for the Pratt Institute and St. Paul teams. It is not known whether Capt. Lutkins will return to the school this season, but the new material will make up a good first and second team. They will have a professional coach.

The defeat that Brooklyn High School administered to "Poly Prep" in the annual football game last season is still fresh in the memory of the Poly boys, and they will make a big effort to get even. The High School boys are equally determined to hold their own. Both schools will have pretty nearly the same men that played last year.

The Adelphi Academy and Pratt Institute teams will be the same as last year's, and everything points to a red-hot battle for the interscholastic banner.