HORSE SHOW HERE AGAIN.

AND WITH IT THE USUAL PAGEANT OF FASHION.

A Large Attendance for the Opening Night, Although Visitors to the Garden Were Few During the Day—An Exhibitor's Mishap—Poor Hurdling—First Award of the Show Goes to Coxey—Alice Leyburn at the Head of Roadsters—In the Class for Thoroughbred Stallions Faverdale Defeats Judge Morrow and Lazzarone.

Enter Monsieur the Horse. Attended by his faithful grooms, Fashion and Pomp, he prances out upon the arena of public notice. Election is over, and Vox Populi no longer drowns out all other claims to the popular ear; the big football game is a fortnight in the future. Fair and free is the field for the creature from whom the Horse Show, now in full swing at Madison Square Garden, takes its name and, nominally, at least, he will lord it over New York throughout one busy week. Of course, it isn't really a horse show. Experience of past years has taught that so thoroughly that it is almost a truism to state it. Undoubtedly there are horses there, a great many of them; but there are people there, too, a great many more of them than there are of horses. This being so, and the humans being higher in the scale of creation than the animals, it follows that they are better worth looking at. It was probably a horse show, or the equivalent of it in his time, which inspired the late Alexander Pope to write his much quoted line: "The proper study of mankind is man," altered by later and less-known writers by the substitution of the word "woman" at the end of the line, and which is probably what the Wasp of Twickenham meant anyway. He wasn't hampered by petty considerations of gender. Be that as it may, it is a fact that mankind at the show industriously pursues what Pope termed the proper study, man—also woman, although the costumes of the latter as to whether the wearers constitute a proper study in any sense of the word. After all, a horse show is not an anatomical exhibit, or, at least, it shouldn't be.

Whatever the nature of the show the people go there, and that is what makes it a success. They have been going there for years past; they are going there this year; as likely as not they will continue to go there for years to come. Beyond question some few go to see the horses. More, and these are the important ones, go because it has been their custom to sit enthroned in the boxes year after year, just as they fly to Newport in the summer and take a trip abroad at pretty regular intervals. Besides these there is the vast majority. They go because other people go, which is a proof that we have not evoluted quite beyond the imitative proclivities of our remote simian ancestors. To sum it all up in a word, it is The Thing to do. That is the final law. Behind it the seeker after primal causes finds nothing but fog and darkness.

So, New York is expected to turn out again as it has turned out in years past. There will be the usual programme: well-groomed horses, driven by well-groomed men, and in a few exhibits by women, also well groomed; equipages of all kinds and descriptions, and equine gymnastics over five and six barred gates to add such excitement as may be gained by the vision of a carefully clad youth describing parabolas in mid air and depositing themselves with flat inelegance upon the tanbark of the ring to the mingled amusement and apprehension of the humans and the surprised disgust of the horses. It must be a poser for the most intelligent beast to discover what pleasure his owner can find in riding him insistently at an unpleasantly tall gate and falling ungracefully from his back when he very properly declines to negotiate the deal.

THE GREAT BOOK OF FASHION.

Much may be learned at the show from the great book of fashion, here thrown wide open. Reggie, who is clinging tooth, nail, and eyebrow to the verge of the crust of the outside edge of Society, can here learn the faces of the really gilded folk, therewith to astonish and confound his country friends, who don't even know the faces, by subsequently pointing out said gilded ones upon the street, and referring to them as "my good old pals, the Von Bucket-shops, whom you've heard of as kings of Wall street." Also, he may here learn the proper thing in gloves and hats, the newest handshake, the latest and most asinine method of greeting one's acquaintances, with many other useful lessons of a similar nature, and, if he keep his ears very wide open, the spiciest and freshest scandal of the "don't-for-Heaven's-sake-say-it-came-from-me" variety. A good training ground for social aspirants is the Horse Show.

Claims are made that this year's exhibition will surpass in the matter of numbers the records of last year and the year before, but this is open to doubt. For one thing, a number of notable families will be conspicuously absent from the boxes. Chief of these are the Vanderbilts and their relatives. The Lorillards have not taken a box, nor the Potters, nor August and Perry Belmont, nor many others whose names are written in letters of gold on society's pages. Last year the show had the Duke and Duchess of Marlborough for a special spectacle, and the way the great American people stared and gaped and pushed and crowded around the box where that inoffensive young couple sat was worth going miles to escape seeing. This year there will be nobody to take their places. Nevertheless there will undoubtedly be plenty of people at Madison Square Garden without any particular stars to gaze upon.

All the hotels are crowded with the up-the-State contingent, who come down every year, and with the Westerners who take their holidays in New York early. The Boston and Philadelphia folk who get their names conspicuously in the papers are here, too, and will add not a little to the general effect, as they always take care to have a good representation, lest their cities be outdone by the local exhibition of style. And the general public, which makes the show pay, haven't lost interest yet either. That was shown yesterday.

THE MORNING CROWD SMALL.

It was a surprise to no one that the morning crowd yesterday was small. It always has been. The owners, fanciers, and prospective purchasers come in the morning, and few others. They spend their time mainly in the paddock, commenting with wise technicalities on various points of the animals and picking out probable winners. There were some pretty trials at jumping late in the morning, but a small crowd was there to see them. Quite a number of little ones, nurse attended, brightened the area boxes.

In the afternoon the people began to come in some numbers, and among the very earliest comers were Mr. and Mrs. O. H. P. Belmont. Mrs. Belmont, it will be remembered, attended the Horse Show last year as Mrs. William K. Vanderbilt. They went directly to their box on the south side of the Garden, just beyond the curve. The boxes began to fill up early, and by the middle of the afternoon there was more to see of the human exhibition than of the equine, and most of the faces on the promenade were, so to speak, turned toward the wall. Many out-of-town people were there with the intention of seeing the show from the beginning.

At almost every session of the Horse Shows of the past there has usually been some specific exhibit not down on the programme. Yesterday's was furnished by a gent from Chicago. THE SUN is not furnished with an affidavit that he was from Chicago, but every indication pointed that way, and there could be no possible doubt that he was a gent. You could tell that by the diamonds he wore. They were very conspicuous, because they were in his shirt front, which made a fine showing of white, by reason of the fact that he wore a swallow-tail suit. And this was at 3 o'clock in the afternoon. The rest of his costume was a pair of very pointed patent leathers, an enormous ready-made white bow tie, and a crush hat. He was immensely pleased with himself, but even more pleased with that hat. Every three minutes he would take it off, look it over, fold it up, and then pop it out again with a resounding report. All the time he pranced around the promenade he attracted more attention than what was going on in the ring. On behalf of the managers Mr. Sawyer denied that the gent was hired as a special feature of the day. He had simply strayed in, said Mr. Sawyer, and they couldn't stop him.

FARMER BROWN'S ENTRY.

In the ring there was an equally notable exhibit during the afternoon. This was Farmer Brown of New Brunswick and his entry in the light roadster class. It is a matter of discussion among the judges whether the farmer or his horse was the more remarkable. They entered the ring together. The horse was a Percheron, weighing about 1,650 pounds. All he needed was a yard of hose attached to his upper lip to make him eligible in a contest of prize elephants. Hitched to Farmer Brown's light road wagon he looked like a locomotive pulling a push cart. As for Farmer Brown, he was a bird, by unanimous consent of the fancy. He wore a suit of clothes that he must have inherited. His good, rotund, bronzed face was surmounted by a sheck of hair, and all but concealed by a thicket of Populistic whiskers of a kind that could have sprung only from Jersey soil, through which a beaming smile sifted like sunshine through a sieve. As he thundered into the ring the sports greeted him hilariously:

"Good old boy, Pop."

"How's hay daown your way?"

"What made you cut the horns off that ox you're drivin'?"

"Don't mind 'em, old boy; if they give you weight for age you'll win in a walk."

Farmer Brown didn't win a prize, but he did get more applause than all of his competitors combined, and his grin as he rode out was something to remember.

At the opening of the evening performance it looked as though the session was to be what theatrical people expressively term a frost. Few people were on the floor and the boxes were all but empty. But later in the evening the crowd began to come. They poured in at the gates in a torrent and the Garden soon filled up. Then began that never ending circle, that steady walk around which ought to be monotonous in the deadliest sense of the term, but for some reason isn't. Perhaps it is the brilliant lights and the blare of music that saves it; anyway, there is a fascination about that steady circling motion that saves it from tediousness. Around and around and around went the crowd, without cessation or weariness, apparently, until the eye grew tired and the brain dizzy with watching them.

Despite the comparatively small attendance of the morning and afternoon, the evening attendance was larger than the managers had dared to hope. It was difficult to get about the promenade, so jammed was it, and the boxes were filled to their utmost capacity. Enthusiasm was general, too. The exhibits in the ring were frequently and generously applauded. The only notable outside of the ordinary local exhibit was Prince Louis of Savoy, who sat in the directors' box, just over the entrance. He was the object of considerable attention.

In the exhibit of high-steppers a little welcome excitement was afforded by a trifling accident to the turnout of John S. Bratton of Englewood, Ill., who drove his own horse. At the lower turn the trap overturned and Mr. Bratton, who was driving, threw his weight upon the lines with such force as to overturn his horse as well. The horse got to his feet again cleverly, however, and the driver soon had him under control. No injury resulted either to horse, driver, or turnout.

Last of all came the jumping. Usually this is greeted with enthusiastic applause by the crowd, and last night the people were inclined to be generous, but there was little to rouse their enthusiasm. Horse after horse carried down one, two, three, or even four bars, and the attendants were kept busy picking up the wreckage caused by the attempts at jumping. In a cross-country hunt such a performance would have caused many a casualty to horse and rider.

Still the crowd was there, and that was the main point. It was a characteristic Horse Show crowd, too, dress-suited, silk-hatted, well groomed, and enthusiastic, and the managers congratulated themselves on a propitious and successful opening for the twelfth annual exhibition.

COXEY RECEIVES THE FIRST AWARD.

Punctually at 2 o'clock, in response to Bugler Hayes's summons, twenty-two smart park turnouts filed into the tanbark arena. The class was for horses of medium size shown in harness to appropriate traps. There was a good deal of commonplace material in the big field of flashy steppers, and some of the aspirants for honors had not taken more than one or two turns about the enclosure before they got the gate. The rosy, rotund Charley Bates received an ovation from the grooms and attendants, who crowded about the rail on the stable turn, as he floated gracefully out into the arena, driving a neat-looking dock-tailed trotter called Coxey to a yellow and black gig of antique architecture. Coxey was evidently abashed in the presence of society, for he started off on a square pace, the unpardonable sin in a park horse. Bates quickly shifted him to the fashionable way of going, however, and he stepped around the ring with such a show of style and action that the Judges, Prescott Lawrence, Francis T. Underhill, and Reginald A. Rives, finally awarded the prize to him. Coxey was the champion park horse of the Long Branch show last summer.

John H. Shults, Jr., drove the well-known prize-winner Great Scott for George B. Heime, and although the chestnut son of Oliver Wilkes was roughly galled behind and far from being at his best, he won the red rosette. The gentest bay gelding Amazon, from Charley Bates's big string of show horses, was placed third. He is a horse of rare conformation, rich color, fine action, and fine manners, but he was not up to the standard of some of his rivals in point of pace or speed. Thomas M. Hilliard's Flash, a fussy-going, white-faced, yellow bay gelding, driven by Charles Miller, was highly commended, receiving the white rosette. John S. Bratton showed a fine specimen of breedy conformation and quality in the black gelding Gov. Brown, owned by Mrs. L. Dobson Young of Philadelphia, but the judges sent him out of the ring before the ribbons were tied, much to Bratton's surprise. Among the other good ones in the ring were George H. Hulmes's chestnut gelding Blazeaway, driven by Richard F. Carman to a high-set skeleton cart; A. J. Nutting's handsomely formed brown gelding Holly, by Masterlode, a winner at the Brooklyn Horse Show last spring, and O. H. P. Belmont's bay mare Kentucky Girl.

DUNHAM WINS THREE PRIZES.

The competition of the French coaching stallions was not much from a spectacular point of view, as the five horses entered were shown to halter or "in hand," to use the Horse Show vernacular. Three of the lot came from the big breeding stud of M. W. Dunham, near Wayne, Ill., and they finished one, two, three, while the strongly formed brown horse Parthian, who received the white rosette, was also bred by Dunham. The class was passed upon by Prescott Lawrence, George R. Read, and Richard Gibson. Indre, who won first honors after quite a lively competition, is an imported four-year-old of great substance and power, with a loose, easy, showy way of going which smothered every other animal in the ring. Although his color, a dull yellow chestnut, was against him, his superior action gave to him the prize. Imported Perfection, a lofty, rich bay of 16.1 hands, put up like a fighting cock, with a superb crested neck and a majestic way of arching it, outclassed all others in conformation and style, and he was placed second, his big stable companion, Urbin, coming in for third honors. The coachers are something of a novelty at the Horse Show, no class having been made for the French coachers until this year. All critics voted them to be splendid specimens of horseflesh, and if they will only reproduce their own majestic size and style the French breed is likely to find high favor among American horsemen.

Although Col. Lawrence Kip's model road rigs, which have long been among the features of the annual Horse Show, were missed when the first trotting-horse class of the exhibition was shown, the parade of speedy, stylish roadsters proved to be quite up to the high standard of former years. One noteworthy feature of the competition was the fact that many owners departed from the customary practice of putting professional reinsmen in the road wagons, and drove their own flyers in the ring. C. J. Hamlin, the millionaire breeder and turfman of Buffalo, who celebrated his seventy-seventh birthday last Sunday, guided his handsome four-year-old bay mare Kingbird, a daughter of Mambrino King, through the maze of horses and vehicles that crowded the ring, and he sent her spinning around the sharp turns at a clip which caused the tanbark to fly in riffles from the wheels. James W. Cooke of Philadelphia, who owns Onoqua, 2:08¾, and other noted trotters, came over from the Quaker City to drive his favorite road horse Altimont, 2:21¾, by Almont Star, out of the dam of Pamlico, 2:10. The horse is a model in form, action, and manners, but he has come straight from the circuit tracks to the show ring and was a bit too low in flesh to appear to the best advantage. Edward Clark drove the superb little bay mare Nutshell, 2:15, owned by his brother, ex-Corporation Counsel W. H. Clark, but he failed to start up the daughter of Bayonne Prince in the race around the ring and she did not receive any part of the prize.

ALICE LEYBURN THE BEST ROADSTER.

Competition for first honors was exceedingly close, and it was only after long deliberation and critical inspection of a dozen or more of the rival road horses that the coveted blue rosette fell to the Hon. Charles M. Reid of Erie, Pa., owner of the well-bred, bloodlike brown mare Alice Leyburn, 2:29, a daughter of Baron Wilkes and Mamie, by Star Almont. Second prize was won by the breezy-going, full-made, finely turned bay gelding Holmesdale, owned and shown by William Pollock of Pittsfield, Mass. Hamlin's mare Kingbird was placed third, and Cooke's genteel horse Altimont fourth. The Philadelphia contingent showed another high-class trotter of the road-horse type in E. T. Stotesbury's bay mare Pearl, by Prince Messenger. She was driven to perfection by George M. Webb, the old-time reinsman, who brought out Sharper, 2:19¼, and other fast ones. Alley Bonner's bay mare Elf was another of the good ones that failed to share in the ribbons. In the collection was the mammoth rough-coated bay stallion Wolverine Prince, shown to an old buggy by a gray-bearded farmer of South Jersey. The critical metropolitan horsemen smiled when he appeared in the ring in the role of a road horse. A ripple of laughter grew to a roar when the big fellow was started up to show his gait.

The quality of the horses shown in the class for park pairs of the larger type is evidenced by the fact that Monarch and Performer, heretofore unbeaten in their class, had to lower their colors. Fourteen pairs, nearly all of them brilliant goers, put in an appearance, harnessed to a variety of smart breaks, spider phaetons, and heavy traps. The exhibition was one of the best of the day. Coachman Fitzpatrick brought out Oliver H. P. Belmont's newly matched pair, Rockingham and Walsingham, in superb form. It was this pair that carried off first honors, defeating Monarch and Performer. Rockingham is a veteran of the show ring at the Garden, but his mate is a recent purchase, Mr. Belmont having bought Walsingham during the Newport horse show. Monarch and Performer, now owned by Walter S. Hobart of San Francisco, were shown to a spider phaeton by J. H. Shults, Jr. The judges placed them second. Charley Bates landed third money with Aspiration and Ambition, a breedy looking pair of big bay geldings. E. D. Morgan's Lost Boy and Roy were fourth. One of the smartest turnouts was Harry Hamlin's majestic chestnuts, Cogent and Crescent, by Mambrino King, shown to a red and black body break, but the horses were ruled out for being over the maximum size, 15.1 hands. John S. Bratton drove a fine pair in The Czar and The Sultan, but they shared the same fate as the Hamlin team, being dismissed before the prizes were awarded.

FAVERDALE FIRST, JUDGE MORROW SECOND.

Some well-informed racing men were able to place the thoroughbred stallions shown in Class 1 before the bugle sounded for the half dozen entries to appear in the ring, and the veteran turfman James Galway, who judged the class, did not delay very long in making the award. Brookdale Stable's Faverdale, a great racehorse, who won many of the big stakes as a two-year-old, by conceding weight to some of the cracks of his year, had little difficulty in defeating Judge Morrow, Lazzarone, imp. Potentate, and Pinto. The son of Sensation and imp. Faverdale is a horse of grand size and substance, and he was fitted to the hour for this show. Lazzarone, the richly bred son of Spendthrift and Spinaway, that many horsemen expected to see capture second honors, was not in the best of form, and Judge Morrow beat the Suburban winner of 1895 for the place. Morrow is not fashionably bred, but he was a good racehorse, having won the Brooklyn Handicap among other events. He made a fine appearance in the ring yesterday. Imp. Potentate, well bred and a great looking horse, was placed fourth. He was bred by Queen Victoria.

Seven four-in-hand teams of the smaller type were shown in the class which brought to an end the afternoon exhibition, Jack Donnelly capturing first honors, with Louis W. Wormser's team, headed by the talented trotter Don Wilkes, 2:22¾; Rosemary, His Excellency, and Lady Adele, after a hot competition. The team was made up of four light chestnut steppers, each having four white feet, and they made a sporty turnout, shown before an up-to-date break. John Arthur's team, the winners of the red rosette, a well-balanced team of unnamed browns that possessed both quality and substance. Third prize went to J. Dickman Brown's bays, Lillian and Tom, wheelers, and Jeff and Hilda, leaders, driven by Charles Miller, while Mrs. Perry Tiffany's unnamed bays, shown by Richard F. Carman, were placed fourth. The other teams were John S. Bratton's bays, George S. Gagnon's bays, and Charles F. Hates's bays. The near leader of the latter team, just as the four wheelers came into the arena, reared up on his hind legs and fell backward. There was an ugly looking tangle of plunging horses, disarranged harness, and scurrying grooms for a moment or more, but the incident ended with the horse on his feet again, on his feet, and the jolly whip on the box seat, who had never lost his composure or his Horse Show smile through it all, sent his team over the tanbark at a clip which brought down the house.

HIGH STEPPERS BEFORE THE JUDGES.

Forty-five high steppers, most of them harnessed to Tilburys and other two-wheelers of pronounced fashionable style, were shown in the harness class, which formed the feature of the evening show. As nearly all of the lot answered the bugler's call, it became necessary to keep half the number waiting outside of the ring while the others were being put through the weeding-out process after a preliminary parade. This reduced the field to less unwieldy proportions. Sorting and resorting at last brought the issue down to a contest among a dozen or more high-class horses, and out of the mêlée came the decision of the judges that the best high stepper of the lot was Charles F. Hates's bay gelding Aladdin, a horse that was unplaced in the harness class exhibited in the afternoon. Jack Donnelly scored again with his white-faced trotter Don Wilkes for first prize, who received second prize. Coxey, winner of first prize in the afternoon harness class, was placed third, and W. Gould Brokaw's great little horse Meteor, who won many prizes in the show ring last year, was fourth. While the steppers were being put through their paces John S. Bratton sent his horse Peacock around the stable turn so fast that the high cart to which he was shown upset, throwing Bratton against the fence with some force. The plucky horse ran back to the reins, however, preventing a probable runaway, and before more than half of the spectators could see what was happening he had remounted his cart and was sending Peacock along just about as fast as ever.

The best of saddle horses was nothing phenomenal in class 78 for hacks over 14.3 hands and under 15.2 hands, up to carrying 200 pounds, only eight being shown, with some of these not quite up to the standard. First prize went to E. Z. H. Wetherbee's chestnut gelding Spark, ridden by Turner. H. T. Peters's chestnut gelding Rienzi, ridden by Emile Anthony was second; John S. Bratton's bay gelding Pennant was third, and Charles F. Hates's bay gelding Adventurer fourth. There was a larger and better exhibition of saddle horses in class 77 at the evening show, about twenty competitors entering the ring. In the absence of George C. Clausen, the regular judge in this class, A. Butler Duncan awarded the ribbons. The silk-hooded Kentucky horseman, Charles L. Bailey, rode the superb chestnut mare Patsey McCord, capturing first honors after a pretty show at the walk, trot, and canter. E. C. Myrick's bay gelding Emperor, ridden by Louis Parisette, was second; Miss C. Adelaide Doremus's black gelding, ridden by ladies' horse Chester, the champion of the recent Orange Horse Show, was third, and W. A. McGibbon's chestnut mare Adelaide fourth.

AMONG THE JUMPERS.

Neither the afternoon nor the evening jumping class was above the ordinary, a fact which was perhaps partly due to the nervousness of the horses in their strange surroundings under the glare of the electric lights. Better work over the sticks is expected later in the week. Warren Mansfield Healey's chestnut gelding Kensington fenced rather better than any of the thirty-odd jumpers shown in class 104, and won the prize. Miss Hirl's noted horse Merryboy, now ten years old, but as agile and courageous as ever, was placed second. Sweetbriar, a chestnut mare, owned by Harry W. Smith of Worcester, got the yellow rosette, the white going to Adam Beck's Huntsman, a good green horse that, like many of the others, was not seen at his best yesterday.

Such well-known jumpers as Lady Bird, Punch, Perfection, Majestic, and Tycho Brahe were among the competitors in class 105 at the evening show, but the exhibition proved to be a sorry failure, every animal in the lot sending the rails a-flying when asked to clear the six-foot fences. The performance was so poor that the judges finally sent the whole lot out of the ring and withheld all prizes. The full list of awards follows:

HORSES IN HARNESS.

Class 47—Horses over 15 hands and under 15 hands and 3 inches. Should have conformation, quality, style, all-around action, and be able to go a good pace. To be shown to a twoin-four wheel vehicle. First prize, $150, Coxey, br. g., 15.1½ hands, 8 years, New York Coach Horse and Cob Company, driven by C. F. Bates. Second prize, $75, Great Scott, ch. g., 15.1½ hands, 6 years, George B. Heime, driven by J. H. Shults, Jr. Third prize, $35, Amazon, b. g., 15.1½ hands, 7 years, New York Coach Horse and Cob Co., driven by Henry Graham. Fourth prize, Flash, b. g., 15.3 hands, 6 years, Thomas M. Hilliard, driven by Mr. Miller.

FRENCH COACHING HORSES.

Class 38—Stallions four years old or over, kept for service. To be shown to hand. First prize, $200, Indre, ch. s., 16 hands, 10 years, by Phaeton—Betina, M. W. Dunham. Second prize, $100, Perfection, b. s., 16.1 hands, 9 years, by Banyuls—Charotte, M. W. Dunham. Third prize, $50, Urbin, ch. s., 16.1 hands, 6 years, by Saint Rigomer—Urbine, M. W. Dunham. Fourth prize, Parthian, b. s., 16 hands, 4 years, by Perfection—Germaine, E. M. Barton.

ROADSTERS.

A roadster, when mature for driving, should not be under 15 hands high. Conformation, color, style of going, manners, back, knee action, whether driven with ordinary or heavy shoes to force action, also whether strained with checking or severe bits, and as they are or appear at the time of showing in the ring, will be considered in judging.

Class 15—Horses four years old or over. To be shown to harness or wagon. First prize, $150, Alice Leyburn, br. m., 15.2½ hands, 5 years, by Baron Wilkes—Mamie, Charles M. Reed, driven by Barnard. Second prize, $75, Holmesdale, b. g., 15.2 hands, 7 years, by Arcadie, dam by Daniel Lambert, William Pollock, driven by P. Hoy. Third prize, $35, King Bird, b. m., 4 years, by Mambrino King—Mary Watson, Village Farm, C. J. and Harry Hamlin, driven by C. J. Hamlin. Fourth prize, Altomont, b. m., 15.2½ hands, 7 years, by Almont Star—Dolly Richards, James W. Cooke.

SADDLE HORSES.

To be judged by their quality, manners, paces, conformation and ability to carry the weight specified in their respective classes. The gaits required to be shown, except in class 91, will be a walk, trot, and canter. The right is reserved for the judges, if they consider it necessary, to ride any of the horses shown in the classes, and they may be required, when practicable, to ride such of the horses as they may deem worthy to receive ribbons in the final awards.

Class 75—Saddle horses over 14 hands 3 inches and under 15 hands 2 inches up, to carrying 200 pounds. Horses entered in this class cannot be entered in classes 77 or 79. First prize, $150, Spark, ch. g., 15.1½ hands, 6 years, E. H. Weatherbee, ridden by Capt. Turner. Second prize, $75, Rienzi, ch. g., 15.1 hands, 8 years, H. T. Peters, ridden by E. Antony. Third prize, $35, Pennant, ch. g., 15½ hands, 5 years, John S. Bratton, ridden by Judge. Fourth prize, Adventurer, b. g., 8 years, New York Coach Horse and Cob Company, ridden by Graham.

Class 77—Horses fifteen hands and under fifteen hands two inches, three years old or over, up to carrying 160 pounds. First prize, $150, Pats, McCord, ch. m., 15.1 hands two inches, C. L. Bailey, ridden by owner. Second prize, $75, Emperor, b. g., 15.1½ hands, 5 years, C. E. Myrick, ridden by L. Parisette. Third prize, $35, Adelaide, ch. m., 15.1 hands, 5 years, Miss C. Adelaide Doremus, ridden by Mrs. Beach. Fourth prize, Adelaide, ch. m., 15.1½ hands, 6 years, W. A. McGibbon, ridden by Charles Geyer.

CARRIAGE HORSES.

Class 54—Pair of horses not under 15 hands 3 inches and not exceeding 16 hands 1 inch, suitable for a Stanhope, Victoria, or similar vehicle, should have conformation, quality, style, and a-la-round action. To be shown to a Victoria or four-wheel vehicle. First prize, $200, Rockingham, b. g., 15.3¾ hands, aged, and Walsingham, b. g., 15.3½ hands, aged, Oliver H. P. Belmont, driven by J. Fitzpatrick. Second prize, $100, Monarch, br. g., 15.3 hands, aged, and Performer, br. g., 15.3 hands, aged, W. S. Hobart, driven by J. H. Shults, Jr. Third prize, $50, Aspiration, b. g., 15.3½ hands two inches, and Ambition, b. g., 15.3¾ hands, 7 years, New York Coach Horse and Cob Company, driven by Charles F. Bates. Fourth prize, Last Boy, b. g., 15.3 hands, aged, Roy, br. g., 15.3½ hands, E. D. Morgan, driven by Smith.

THOROUGHBREDS.

Class 1—Stallions three years old or over. To be shown in hand. First prize, $300, Faverdale, br. s., 10 years, by Sensation—Imp. Faverdale, Brookdale Stable. Second prize, $150, Judge Morrow, b. s., 10 hands, aged, by Vagabond—Moonlight, Bellwood Stud, N. S. Howland. Third prize, $75, Lazzarone, ch. s., 16.1 hands, 10 years, by Spendthrift—Spinaway, F. D. Beach. Fourth prize, Imp. Potentate, ch. s., 8 years, by Peter—Cutty Sark, Adolph Nelson, agent.

FOUR-IN-HANDS.

Exhibitors in these classes need not describe their teams when making their entries, but all horses exhibited must be owned by the exhibitor at the time of the closing of entries.

Class 64—Teams not under 14 and under 15 hands; this class to be shown to a drag, or coach, or dog-cart break. First prize, $200, Don Wilkes, Rosemary, His Excellency, and Lady Adel, Louis W. Wormser, driven by Donnelly. Second prize, $100, John Arthur's team of bays, driven by owner. Third prize, $50, Lillian, Tom, Jeff, and Hilda, J. Dickman Brown, driven by Miller. Fourth prize, Mrs. Perry Tiffany's team of bays, driven by Richard F. Carman.

JUMPING CLASSES.

Class 104—Jumping class, open to all, performance over fences only to count. First prize, $150, Kensington, ch. g., 15.3 hands, 7 years, Warren Mansfield Healey, ridden by Stanton Hoit. Second prize, $75, Merryboy, blk. g., 16 hands, 10 years, Miss Hirl, ridden by Tom English. Third prize, $35, Sweetbriar, ch. m., 15.3 hands, 6 years, Harry W. Smith, ridden by owner. Fourth prize, Huntsman, br. g., 16.1 hands, 4 years, Adam Beck, ridden by owner.

HIGH STEPPERS.

Class 49—High stepper not under 14 hands 2 inches and under 15 hands 2 inches; all around action only to be considered; to be shown to an appropriate two-wheeled vehicle. First prize, $150, Aladdin, b. g., 15.1½ hands, 8 years, New York Coach Horse and Cob Company, driven by Smith. Second prize, $75, Surprise, b. m., 15.1½ hands, 6 years, Louis W. Wormser, driven by Donelly. Third prize, $75, Coxey, br. g., 15.1½ hands, 8 years, New York Coach Horse and Cob Company, driven by C. F. Bates. Fourth prize, Meteor, ch. g., 15.1½ hands, 8 years, W. Gould Brokaw, driven by Ashenden.

To-day's programme follows:

9 A. M. to 9:30 A. M.—Horses driven may be exercised in the ring.

9:30 A. M. to 10 A. M.—Horses ridden may be exercised in the ring.

10 A. M.—Preliminary trial over the jumps of all horses entered in Class 101, and only those then selected will be allowed to compete in that class.

10:45 A. M.—Judging Shetland stallions, Class 92.

11 A. M.—Judging 17 Shetland brood mares, class 93.

11:30 A. M.—Judging 11 yearling hackney stallions, Class 112.

12 M.—Judging fourteen hackney yearling fillies, class 113.

12:30 P. M.—Judging six two-year-old hackney stallions, class 98.

12:35 P. M.—Judging nine two-year-old hackney fillies, class 99.

1 P. M.—Recess.

2 P. M.—Judging seventeen pairs of harness horses, class 46.

2:30 P. M.—Judging eight pairs of roadsters in harness, class 71.

3 P. M.—Judging ten standard-bred trotting stallions, kept for service, class 4.

3:30 P. M.—Judging eleven saddle horses, class 75.

4 P. M.—Judging twelve brougham horses, broughams and appointments, class 30.

4:30 P. M.—Judging nine ponies in harness, class 71.

4:45 P. M.—Judging nine hackney stallions, four years old or over, class 24.

5:15 P. M.—Judging six park teams, owners or members of a coaching club to drive, class 66.

5:40 P. M.—Judging eight green hunters (heavy weight), class 109.

6 P. M.—Recess.

8 P. M.—Judging eighteen saddle horses, class 79.

8:30 P. M.—Judging twenty-seven mounted park police, class 110.

9 P. M.—Judging (class 101) those hunters previously selected to compete in this class.

9:30 P. M.—Judging twenty-two pairs of high steppers, class 50.

The Weather.

The cold weather from the west spread yesterday over all the country east of the Mississippi River. The line of freezing extended from western New York southward over the Ohio and Tennessee valleys to Montgomery, Ala., where the temperature was 32°. At Atlanta it was 28°. Killing frost was reported from these places.

Fair weather prevailed in the Atlantic and Southern States, except a light fall of rain at Hatteras and Key West. In the central States, lake regions, and northwest it was cloudy, with light snow in northern Ohio, Wisconsin, Iowa, North Dakota, Montana, Wyoming, and Utah.

The pressure was highest over the Tennessee and Ohio valleys, and lowest in the States of Colorado, Kansas, and Wyoming.

In this city the day was fair; lowest official temperature 36°, highest 56°; average humidity, 72 per cent.; wind northwest to southwest, average velocity 10 miles an hour; barometer, corrected to read to sea level, at 8 A. M. 29.98, 3 P. M. 30.01.

The thermometer at the United States Weather Bureau registered the temperature yesterday as follows:

	1895.	1896.		1895.	1896.
9 A. M.	55°	64°	6 P. M.	46°	65°
12 M.	44°	66°	9 P. M.	41°	65°
3 P. M.	49°	70°	12 M.	40°	69°

WASHINGTON FORECAST FOR TUESDAY.

For Maine, New Hampshire, and Vermont, fair; westerly winds.

For eastern New York, fair; northwesterly winds, becoming southwesterly.

For the District of Columbia, Delaware, Maryland, eastern Pennsylvania, and New Jersey, fair; slowly rising temperature; variable winds, becoming southerly.

For western Pennsylvania, western New York, and Ohio, partly cloudy weather; warmer; variable winds, becoming fresh southerly.

COLUMBIA ART ROOMS.

SPECIAL EXHIBIT

DURING THE

HORSE SHOW WEEK.

Battle of Austerlitz
ON PORCELAIN,
By Meissonier.

Bric-a-Brac, Artistic Furniture, Oriental Rugs, at specially tempting prices.

306 FIFTH AV.,
Near 31st Street.

The Only Institution That Paid All Demands IN GOLD and did not for a single moment suspend gold payments.

THE CASS REALTY CORPORATION

through all the election troubles, when every other financial institution in the United States suspended gold payments, when people were hoarding gold, and it brought a premium, paid every demand of its investors in gold equal to the money they put in the company, and that as a matter of course, and without question, in the ordinary transaction of business.

It proved its solidity when others could not face the ordeal. It is

The Single Exception of a Million in Trade.

The Cass Realty Corporation, 209, 211, 213 East Twenty-third street, pays six per cent. per annum to investors quarterly; invests the money in the choicest improved rent-bearing real estate on Manhattan Island only. Receives $1 or $100 or more and as often as investors desire. And its guarantee fund provides for the return to the investor his or her money any time when needed, and it does NOT suspend gold payments.

CALL AND TALK IT OVER,
ANY TIME BETWEEN 8 A. M. AND 7 P. M.

CASS REALTY CORPORATION,
CHARLES W. CASS, President,
209, 211, 213 EAST 23D STREET,
NEW YORK CITY.

OUR ATTITUDE TO CUBA.

NO INDICATION OF A CHANGE IN THE ADMINISTRATION'S POLICY.

It Will Remain Firm in Its Attitude of Neutrality Unless Compelled to Change It by Some Overt Act of Spain—Chase of the Three Friends by a Revenue Cutter.

WASHINGTON, Nov. 9.—President Cleveland and the members of his Cabinet are very carefully guarding the facts connected with the recent visit to Washington of Consul-General Lee, and the many circumstantial accounts of what he told the President and Secretaries Olney and Herbert are mere guesswork. It is generally believed, however, that the Consul-General's report of the situation on the island of Cuba has not caused the Administration to change its attitude toward the Spanish Government or the Cuban insurgents. There is a general feeling in Washington that a crisis is approaching in Cuban affairs, and that the Administration will soon be compelled to announce its policy. The situation is complicated to-day by the report, made on apparently trustworthy authority, that Señor Dupuy De Lome, the Spanish Minister to this country, has been recalled. The report, however, is accompanied by the assurance that if the Minister returns to Spain the change will not in any way be connected with the Cuban question.

President Cleveland and Secretary Olney have all along held that, as the rights of American citizens in Cuba have not been infringed upon or jeoparded, it is incumbent on this Government to maintain a policy of strict neutrality, which they have done, even to the extent of issuing repeated warnings to the public against giving aid and comfort to the insurgents. The opinion of the Administration as to the justice and wisdom of that policy has not, it is understood, been changed as the result of Consul-General Lee's visit. He orally reported to the President that while American interests on the island of Cuba have undoubtedly been menaced by the rebellion, the Spanish troops have thus far refrained from committing any act against American citizens that would warrant the interference of the United States. The murders and outrages that have been committed have been confined to insurgents, and Gen. Lee claims that upon investigation it is learned that in every case where violence has been charged against an American citizen it has been found that there is a grave question of his citizenship. The President and Secretary Olney, therefore, are inclined to remain firm in their attitude of neutrality, and to take no step whatever toward Cuba unless compelled to by some overt act of Spain against the United States. In Administration circles it is firmly believed that Spanish officials are convinced of her inability to put down the rebellion, and will then endeavor to force the United States to take action that will relieve Spain of the possession of Cuba.

The records of the State Department and also of the Revenue Marine Bureau of the Treasury Department show that the United States has been more effective in stopping filibustering expeditions than the Spanish gunboats off the Cuban coast. Up to date the Spanish have stopped but one hostile expedition, while the revenue cutters of the United States have intercepted six expeditions. In spite of the vigilance of the revenue cutters and the Spanish gunboats the insurgents manage to obtain supplies of men, ammunition, and money from American sources. The seizure of the famous tug Three Friends at Jacksonville yesterday by the revenue cutters Boutwell, Colfax, and Windom, on the charge of violating the neutrality laws, recalls an incident that occurred three weeks ago, in which this filibustering craft was the central figure.

Just following the recent storm that swept the Atlantic Coast, one of the Clyde line of steamers from New York was making her regular trip to Charleston and Jacksonville. Off the coast of Wilmington, N. C., the captain of the Clyde liner sighted two steamers, one evidently in pursuit of the other. Upon closer inspection through the glasses, it was ascertained that the leading vessel was the Three Friends, and her pursuer was the revenue cutter Morrill. All of the coastwise seamen are familiar with the circumstances surrounding the Cuban war, and they are all ardent sympathizers with the insurgents. The chase was watched with interest by the Clyde liner, and the officers of the latter vessel surmised that the Three Friends was trying to get away from the Morrill, possibly with the intention of communicating with a vessel laden with supplies for Cuba, but she to have left a northern port several days before.

The sea was smooth and the weather bright and calm, so it was not possible for the Three Friends to elude the revenue cutter. Finally the alleged filibuster put about and steamed over to speak the Clyde liner. The revenue cutter followed. When close alongside of the Clyde liner, the Captain of the Three