...tures closed 1c. to 1⅛c. lower. Sales, 3,225,000 ...h. Prices as follows:

	Opening.	Highest.	Lowest.	Closing.	Last Night.
...y	76¾@¾	76⅝	75⅞	76⅛	77¼
...	77½@⅝	77⅝	77⅛	77½	78⅛

...were steady. Sales, 40,000 bush. No. 2 mixed, ...elevator, 26½c.; No. 3 mixed, 26c.; No. 2 white, in ...ator, 28½c.; No. 3 white, 28c.; track and un...ed white, 28@34c.; track and ungraded mixed, ...@27½c. Rye was dull. No. 2 Western, 57½c. ...f Buffalo. Car lots Jersey and State, 57@58c. ...nal c. i. f. track. Corn was weak. Sales, 135,... ...o bush., including 120,000 for export here and ...the outports. No. 2 in elevator, 44⅞c.; No. 2 ...Te over July in Chicago: No. 2 yellow, 70... Futures closed ⅝c. lower. Sales, 175,000 ... Prices as follows:

	Opening.	Highest.	Lowest.	Closing.	Last Night.
...y	44½	44⅝	44½	44⅝	45¼
...	45⅛	45¼	45	45⅛	45⅝

This shows the grain movement:

	Wheat.	Corn.	Oats.	Rye.	Barley.
New York:					
Receipts	74,925	93,600	89,600	.....	4,400
Exports	56,026	53,768	133,902	16,994	89,587
Chicago:					
Receipts	65,170	270,650	195,450	4,500	11,050
Shipments	14,600	223,525	197,046	.....	9,000
Buffalo:					
Receipts	90,000	88,447	.....	.....	.....
Shipments	106,560	25,600	.....	.....	.....

...had got a set-back to-day owing to some relief to ...drought in the Northwest, predictions of general ...showers in that section within thirty-six hours, disap...ointing cables, foreign selling and heavy profit tak...ing together with some short selling. Fargo reported ...avy showers; Battleford general rains and Winni...peg, Grand Forks and other Northwestern points ...scattered showers. Liverpool responded to the sky...high advance here yesterday by marking up prices ...½d and even most of this was lost before ...close the final quotations being ¼d. ...ber, while Paris was up only 10 cen...mes, Berlin one mark and Antwerp ¼f. ...ever there was some recovery owing to covering ...shorts and some new buying on the theory that ...if rains are had between now and Monday they ...do little good. McIntyre & Wardwell had this ...C H Canby of Chicago: "A very conservative ...timate of all the reliable reports from three great ...wheat-producing States and the Northwest shows that ...no event will the crop be anything more than a ...moderate one and, unless a large section of the spring ...wheat territory receives immediate relief by heavy ...rains, it is impossible to say how great the ...damage will be. The situation is extremely ...critical. Present prices are low, considering ...the outlook. Pay no attention to reports from rail...road sources." The world's shipments for the week ...are not expected to exceed 7,000,000 bush., and a de...crease on passage is looked for. Primary markets re...ceived 780,000 bush. less than a year ago. But it ...was a day of realizing and the rally was slight. ...Northwestern markets were lower. The Government ...report will be issued on Monday at 4 o'clock. It is ...expected by many to be pretty favorable, but will ...give the condition up to only June 1, and since that ...time the crop has undoubtedly deteriorated. Corn ...and oats sympathized with wheat. Country offerings ...of corn were large and elevator people and receivers ...bid.

FLOUR—Dull, with little change, though the tone ...was somewhat easier. Sales, 8,000 bbls. Receipts ...were 7,982 bbls and 12,841 sacks. Exports, 16,013 ...bbls and 12,002 sacks. Winter in bbls.: Superfine, ...$2.40@$2.50; No. 2 extra, $2.50@$2.60; clears, ...$3.20@$3.30; straights, $3.35@$3.50; patents, ...$3.60@$3.85. Spring in bbls.: Clears, $2.65@$2.90; ...straights, $3.15@$3.35; patents, $3.60@$3.80.

COTTON—Spot prices here advanced 3-16c. Sales ...of 127 bales for spinning. Middling uplands, 9c., against 8 5-16c. last year; New Orleans and Gulf, 9¼, against 8 9-16c. Galveston advanced 1-16c. and New Orleans and Augusta ⅛c. The movement to-day was as follows:

	To-day.	Last Week.	Last Year.
Net receipts	1,042	1,070	3,510
Augusta	1	8	169
Memphis	31	85	96
St. Louis	.....	.....	150
Houston	19	13	246

...Augusta shipped to-day 15 bales; Memphis, 638; St. Louis, 50, and Houston 3. New Orleans closed 5 to 24 points higher. Here futures closed firm at a net rise of 40 to 50 points. Estimated sales 200,000 bales. Prices as follows:

	Highest.	Lowest.	Closing.
June	.....	.....	8.77@8.79
July	8.80	8.57	8.79@8.80
August	8.38	8.18	8.37@8.38
September	7.90	7.84	7.89@7.90
October	7.74	7.68	7.73@7.74
November	7.59	7.55	7.59@7.60
December	7.59	7.54	7.57@7.58
January	7.60	7.56	7.59@7.60
March	7.66	7.62	7.65@7.66

There was a very sharp rise in July cotton owing to the continuation of the corner in New Orleans, where there was an advance of 41 points owing partly, it is supposed, to the covering of large bucketshops in the South. But this is it may somebody has heavily overold July in New Orleans and apparently also in New York and there is no doubt that the statistical position at both points is very strong whatever may be said about the outlook for the crop. And this, judging from the *Chronicle* reports and numerous private advices to various houses, is none too good, for everywhere the plant seems to be late and there are complaints of grass and weeds and also in some sections of the scarcity of labor. Local and Southern operators covered freely and Philadelphia interests were the buying. There are those who believe that there may yet be interesting experiences in August as a result of the strong statistical position.

COFFEE—Rio on the spot was easier at 8½@8⅝c. for No. 7. Sales, 2,000 bags. No. 4 at 9c.; 700 bags Mocaibo; 500 bags Bogota. Futures declined 10 to 25 points and closed steady. Sales, 39,750 bags. There declined 15f. and Hamburg ¼ pfg. American warehouse deliveries, 23,097 bags. Rio was steady and unchanged. Receipts, 2,000. Stock, 146,000. Exchanges, 9,13,324, an advance of 1,164. There was a holiday at Santos. Receipts, 6,000. Prices here are as follows:

	Highest.	Lowest.	Closing.
June	.....	.....	7.20@7.30
July	7.35	7.30	7.30@7.35
August	7.25	7.25	7.25@7.30
September	7.25	7.20	7.20@7.25
October	7.25	7.15	7.15@7.20
November	7.25	7.15	7.15@7.20
December	7.40	7.35	7.30@7.35
January	7.50	7.45	7.35@7.40
February	7.45	7.40	7.40@7.45
March	7.55	7.45	7.45@7.50

Lower European cables, accompanied by foreign selling, local profit taking and some short selling, caused a decline in coffee. Eighty-six cases of plague have been officially reported at Rio since the first appearance of the disease of which twenty-three fatal; but plague talk, owing to the apathy of Europe, is losing its effect. The rains at Rio have passed and increased receipts are expected.

NAVAL STORES—Spirits of turpentine, 46@46½c. Common to good strained rosin, $1.55@$1.57½.

PROVISIONS—Pork was dull; mess, $12@$12.50. Lard was quiet; South American, $8; refined continent, $7.45; Western choice, $7.20; Brazil, kegs, $8½. Meats were easy; pickled hams, 10@10½c.; pickled bellies, 7½@8½c; do. shoulders, 6⅝@7c. Tallow, ...lb. Dressed hogs, 6⅞@7½c. Butter, creamery, ...Western extras, 19c.; do. firsts, 18½c.; State, dairy ...firsts, 18@c. Cheese—State, f.c. colored or white, dairy, ...large, fancy, 9¼@9⅝c.; small, 8½@8¾c. Eggs—State, Pennsylvania and Western, 14½@15½c.

CHICAGO, June 9.—Provisions felt the weakness in grain, ruled lower and closed rather easy at the decline. Selling of lard by leading longs was a prominent feature. There was some selling by the smaller packers also. The buying was mainly by commission houses.

SUGAR—Raw was firm but quiet at 4⅝c. for 96 test and 4⅜c. for 89 test. Refined was in fair demand and firm.

CHICAGO, June 9.—These were to-day's prices:

	Opening.	Highest.	Lowest.	Closing.	Last Night.
Wheat:					
June	.....	.....	.....	70⅝	71⅝
July	72⅛@½	72⅛	71	70⅛	72⅝@¾
Sept	72½	73	71⅞	71⅞	73⅝
Corn:					
June	.....	.....	.....	39	40
July	40-39⅛	40	39½	39	40¼
Sept	40⅛-39⅝	40⅛	39½	39½	40⅝
Oats:					
June	.....	.....	.....	21⅞	22¼
July	22½	22⅝	22	22¼	22⅛
Sept	21¾	21¾	21¼	21⅝	22
Pork:					
July	.....	.....	.....	55½	55½
Flax:					
Cash	.....	.....	.....	1.30	1.30
Sept	1.29	1.30	1.29	1.30	1.35
Oct	1.26	1.26	1.25¼	1.25¼	1.30
Timothy:					
Cash	.....	.....	.....	2.50	2.50
Lard:					
June	.....	.....	.....	6.87½	6.97½
July	6.95-97½	6.97½	6.85	6.87½	6.97½
Sept	6.92½-7½	6.97½	6.87½	6.87½	7.00
Oct	.....	.....	.....	6.87½	6.97½
Jan:					
June	.....	.....	.....	6.87½	6.97½
Ribs:					
June	.....	.....	.....	6.85	6.90
July	6.85-7½	6.87½	6.82½	6.85	6.90
Sept	6.85-7½	6.87½	6.82½	6.85	6.90
Pork:					
June	.....	.....	.....	11.75	11.87½
July	11.50-5	11.85	11.72½	11.75	11.87½
Sept	11.82½	11.87½	11.50	11.60	11.90

OTHER MARKETS.

	Opening.	Highest.	Lowest.	Closing.	Last Night.
Wheat.					
Minneapolis July	69½	69½	68¼	68⅜	.....
Sept	70¼	70¾	69¼	69¼	70⅞
Duluth July	72½	72⅝	70⅞	70⅝	72⅝
Sept	72	72¼	71¼	71¼	73⅛
Duluth (Flax) Oct	1.26	1.26	1.24¼	1.26	1.29⅝
Toledo July	77¼	77¼	76⅝	76⅝	78⅝
Sept	77	77¼	76⅝	76⅝	78
Toledo (Clover) Oct	5.95	5.95	5.65	5.65	5.80
Detroit July	76½	76½	75¾	75¾	77¼
Kansas City July	.....	.....	.....	.....	64⅞
St. Louis July	72⅛	72⅛	71¼	71¼	72⅝
Sept	72⅛	72⅛	71⅞	71⅞	73⅝

Live Stock Market.

SATURDAY, June 9.

Receipts of beeves were 953 head, all for the market, none for sale. The feeling was rated steady. Dressed meat in light demand but steady. No change in cable quotations. Exports to-day, 759 beeves, 75 sheep and 2,254 quarters of beef.

Receipts of calves none, and there were none on sale. The feeling was firm. City dressed veals in moderate supply and full steady at 8@10½c. per ℔.

Receipts of sheep and lambs were 5,765 head, including half a car for a slaughterer and 22½ cars for the market. Sheep in fair demand for handy weights and all grades steady; yearlings not desired by slaughterers, but good stock just about the same as Friday; lambs still further declined 10 to 25c., selling 25@50c. off from Friday's opening prices; the market was active at the reduction and nearly all the stock was closed out. Common to prime sheep sold at $3.50@$5.00 per 100 ℔s.; yearlings at $5.00@$6.50; one lot at $6.50@$6.35, but mainly at $5.00@$6.25; one lot late Friday sold at $4.87½. Dressed mutton sold at 7@9½c. per ℔.; dressed yearlings at 9@12c.; dressed lambs at 10@13½c.

Receipts of hogs were 2,110 head, all for slaughterers. None for sale on live weight. Nominally easier.

HOMING PIGEONS.

They Are Very Popular Nowadays and More People Than Ever Keep Them.

In the suburban districts about New York there are now hundreds if not thousands of persons who keep carrier pigeons, not for racing, but as they would any other fancy stock, simply for pleasure. The demand for homing pigeons from such purchasers has increased greatly within very recent years, and many more of the birds are sold now than ever before.

As an incidental illustration of the increased demand for homing pigeons might be mentioned the fact that carrier pigeon baskets heretofore commonly made only to order are now kept in stock by dealers in poultry supplies. These baskets, which are made in half a dozen or more sizes, to carry from five to thirty-five birds each, have the upper half, sides and ends all around in open work to give the birds plenty of air. There is an opening in the cover through which single birds can be put in or taken out. The baskets are provided with locks. These baskets are used for the transportation of homing pigeons anywhere and more particularly for carrying them to points from which they are to be flown for purposes of business or pleasure or for racing or for training the birds.

There are now hereabouts many breeders of homing pigeons, some raising these birds exclusively, but the greater number raising them in connection with the breeding of other fancy fowls. Carrier pigeons cost from $3 to $25 a pair, according to age and breeding and training, $3 being the price of a pair of young untrained birds.

Part of the pleasure that the amateur finds in owning homing pigeons is found in training them. The dovecote established on the premises and the pigeons installed, the owner takes the birds out for a little distance, for a sixteenth or an eighth of a mile and from that point liberates them to fly home. Then they are taken half a mile away, perhaps to a neighbor's, and sent home with a message. Gradually the distances are increased to four or five miles or more—to whatever distance, in fact, may suit the owner's convenience and pleasure.

People doing business in the city and living in the suburbs and keeping pigeons sometimes use carriers to send messages from the city to their homes; taking a bird in with them in the morning to be used as a messenger, and sending the bird home from the city. As an example of this kind of flying one pigeon owner, living in Astoria and engaged in business downtown in Manhattan brought over a bird and flew it from the street, at the door of his place of business, and it rose and circled about and sailed away and went straight to its cote in Astoria. Another pigeon owner brought a bird from Jersey City Heights and sent it home, this bird being started from the window of an office in a tall downtown building. The bird found its way home all right.

It is probable that the mutual pleasure derived, by sender and receiver from the use of such carrier pigeon service has more or less to do with its employment; though theoretically, and in fact, for that matter, by the use of the homing pigeons the cost of telegraph and messenger service would be saved. A bird fancier said that as soon as he moved into the country for the summer he would use birds for communicating with his home from the city, simply as a matter of business that his business hours were uncertain and irregular, and he could bring in with him in the morning a single bird, and he should adopt that means of communication as the most convenient means.

In some localities in the past two or three years physicians have made use of carrier pigeons for bringing to them reports of the condition of patients under their care. The dove cote would be on the physician's stable, where it would be under observation. A pigeon from this cote would be taken to the house of the patient and there kept ready for use in carrying notes that it might be desirable to send concerning the patient's condition.

SUMMER HOMES ON LONG ISLAND.

Minute and Interesting Information Compiled for the Long Island Railroad.

The traffic department of the Long Island Railroad has just issued an interesting book on summer homes on Long Island, displaying the attractions of the three sections of the island, the seashore, middle and north shore divisions, in illustrations of more than usual merit.

The book is well writen and is designed to give information about Long Island and its attractions as a place of resort in the summer. Persons in doubt as to where to spend the hot weeks that are due in a very short time will find a great mass of information in this book, much of it useful as well as interesting. Long Island apparently has something in the way of a summer resort for every taste: the Sound with its fishing, bathing and yachting facilities; the seashore with its surf, which near the Hamptons is as wild and beautiful as anywhere about New York; and the great middle strip with its farms and country life. The compilers of the volume just issued have evidently ransacked the island for information and they have come forth with a wealth of it. The different resorts are described down to the minutest details, and one has but to read the book to learn just how much it will cost him to spend a week in any one place. There is a historical side to this little book that the railroad has just issued. Long Island has some spots that were once the scenes of great events in our American history, and much that is interesting and instructive about these places is given to the general public for the first time in this volume. Down in the Hamptons there are many old places that ought to have a particular attraction for Americans. There is the old home of Gen. John A. Dix, the man who gave the patriotic order: "If any man attempts to haul down the American flag, shoot him on the spot." This place is now the summer home of the General's son, the Rev. Dr. Morgan Dix. Throughout all this section, in the Shinnecock Hills and around Good Ground and Canoe Place, there are hundred of such interesting places. There is the old English inn on the shores of Shinnecock Bay, the wooden Hercules from the old warship Ohio, which has been a roadside ornament for years, the quaint old church near by, where now is the grave of the last of the Indian missionaries, Paul Cuffee. And not the least interesting of all are the old windmills and the dunes of Southampton.

The book pays particular attention to the facilities offered those interested in field sports in every section of the island. There is scarcely a place of the least pretension on the whole island which has not its golf links, its tennis courts and its country clubs. What appears to be the best thing of all about the island is the ease with which every section of it is reached from New York city. The most remote places on the island are only a few hours from the city, while the great majority of the interesting places are within so short a distance of New York's business centres that it is possible for business men to go to and from them every day.

DAMAGE FOR LUNACY PROCEDURE.

Mrs. Sheley Says the Law Was Violated in Denying Her Any Hearing.

Mrs. Abbie D. Sheley has brought an action in the Supreme Court to recover $10,000 damages from Supt. William B. O'Rourke of Bellevue Hospital and Drs. H. Valentine Wildman and Allen Fitch, examiners in lunacy, on allegations that through their negligence she was illegally held as an insane person for ten months. She was arrested at the entrance to the Masonic Temple on July 13 last and after remaining five days in Bellevue was put on Ward's Island, where she was kept until she was discharged as cured on May 18 last.

The plaintiff, who says she is a writer over the name "Lawrenstrone Yorke," avers that she was residing at the Stuart House, now the Criterion Hotel, at Forty-second street and Broadway, when after being up all the preceding night writing at a novel she went out to find a friend to go as security for the rent of a house she intended to take at Newport. She had lost his address and knowing he was a prominent Mason, she went to the Masonic Temple to inquire for him. Through the extreme heat and want of rest she became ill there and was arrested.

While at Bellevue, she avers, she was served with a notice of a hearing in the Supreme Court to pass upon her sanity, but the defendants would not permit her to go to court to show that she was not insane. On the certificate of the defendant physicians, she states she was removed at the expiration of five days to Ward's Island. She says she never was insane.

William Henry Forman, her counsel, said yesterday that most of the commitments at Bellevue are made in the same way, without giving the person whose sanity is questioned the right given under the statutes to appear in court.

Armed Men Searching for a Child's Assailant.

WILKES-BARRE, Pa., June 9.—Twenty-five armed men searched the woods about Glen-Lyon to-day for the man who assaulted Hester Bolinsky, a child of 10 years, on Thursday night. They are determined to lynch him if he is found. The girl has recovered sufficiently to give an accurate description of the tramp and he has been recognized and his name is known. He lived in Nanticoke, near Glen-Lyon, all winter.

ROUTES FOR WHEELMEN.

PLACES ON THE LINE OF GOOD ROADS AND HOW TO REACH THEM.

A Glorious Ride to Port Jervis—From New York to Long Branch—Shortest Route From Broadway Ferry, Brooklyn, to Whitestone—To Go From This City to New Haven.

J. A. Mackie—To go from New York to Port Jervis you had better take a train to Newark, as the ride from Jersey City there would take the edge off one of the most glorious rides in the world. At Newark go up Market street to Halsey street, one block the other side of Broad street; turn right and ride to Bloomfield avenue, to reach which you turn left at Fourth avenue and follow Bloomfield avenue three and a half miles to Bloomfield; the road lies straight ahead all the way. Continue through Bloomfield, crossing the D. L. & W. tracks at grade one mile beyond and ride to Montclair. From there you go on through Verona to Caldwell, which is nine and three-quarters miles from Newark. One mile from the Montclair railroad station you meet a road branching to the left, but you must keep to the right. Immediately beyond the road forks and there you take the left fork. After leaving Verona you pass several forks that lead to the right. At Caldwell go by the church, taking the right-hand fork and ride past Franklin, crossing first the Passaic and then the Rockaway River; continue to Parsippany, eight miles from Caldwell. From Parsippany you ride straight ahead past Denville, not quite four miles beyond, and crossing the D. L. & W. tracks twice, go over a branch line and then the Rockaway River, five and a half miles from Parsippany. Beyond the river the road leads along by the Morris canal until it crosses it and turns back toward the river. Do not do any coasting at this stage. At the shore you turn to the right and follow the road, with the river on the left and the canal and railroad to the right, into Dover, nine miles from Parsippany. At Dover cross the canal and the river and ride to the first street beyond the station on the other side of the Rockaway. Turn to the left there and follow the road alongside of the railroad, bearing to the right when you seem about to cross the tracks. Go straight ahead, crossing Green Pond brook and keep to the right at the forks just beyond. Then the road follows the brook and leads across the railroad crossings at grade into Berkshire Valley, four miles from Dover. The road then lies straight ahead through Hurdtown three miles and to Woodport, eight and a half miles from Dover. From Woodport you have a direct road for a little over four miles, where a turn to the right brings you to a church. Pass this, bear to the right again, cross a brook and then turn to the left past another church and you are on the way to Lafayette, six and a half miles from Sparta, passing Woodruff's Gap and Ackerson Station. Beyond Ackerson Station you go by a schoolhouse at a cross roads and beyond that a church at a forks; there you take the right-hand fork. Just out of Lafayette you come to another church at a forks and there you ride on the left fork. This brings you to Augusta, three miles from Lafayette. Go straight through Agusta and following the line of the railroad continue to where the road turns to the left and leads across the tracks and past the terminal station. Beyond the station you ride to Branchville, which is eleven and a half miles from Sparta. At Branchville ride past the church, take the left fork beyond and go to Mount Pisgah, beyond which the road turns sharply to the right and leads across two small bridges to Culver's Gap. Keep to the right beyond the second bridge. From Culver's Gap it is a direct ride to Tuttle's Corners, where you turn to the left past the hotel. Beyond Tuttle's Corners you cross a small stream and take the left fork on the other side. You now have a hilly time of it over poor roads for five miles to Dingman's Ferry. Cross the Delaware River by the ferry and ride one mile to Dingman's Pa., eleven miles from Branchville. From Dingman's you follow the road for five miles right along the Delaware River, through Milford to Port Jervis, seventy-six miles from Newark. This is the most picturesque way to go. An easier way is to train or ride to Rondout and ride along the D. & H. Canal direct to Port Jervis. Probably the finest trip would be to ride from Fort Lee to Rondout by way of Hackensack, Ridgefield, Hohokus, Allendale, Suffern, Tuxedo, Newburgh Junction, Newburgh and then cross the river and go up the east side to Rhinebeck, ferry back to Rondout, then follow the canal to Port Jervis and return by the route given.

R. O. K.—In THE SUN of May 18 there was published in an answer to F. L. Hawthorne a route from New York to New Haven. The route from New Haven to Springfield and Boston was published the same day in an answer to H. Lawson.

R. E. Jacobs—To reach Whitestone from the ferry at the foot of Broadway, Brooklyn, the shortest way is to go first to Long Island City. But unless you know how to pick your way through the asphalted streets this is a painful ride. It would be easier to cross the Twenty-third street ferry to New York and ride up First avenue to Thirty-fourth street and then again take the ferry to Hunters Point. From there you ride straight up Jackson avenue on the asphalt strips. After going a mile and passing the Court House you come to a stretch of cobblestone pavement that extends for one and three-quarter miles, but the sidewalk there is not paved and riders use it, as policemen are few and not officious. At the end of the cobblestones you reach good riding again and continue to the Flushing Bridge, seven miles from the Hunters Point ferry. Cross the bridge and keep straight ahead past the fountain at Flushing, until you come to Whitestone avenue, a quarter of a mile from the bridge. Whitestone avenue runs direct to Whitestone, which is two miles from Flushing. If you want to vary the trip by a longer route, seventeen miles, coming back ride from Flushing straight over Flushing avenue to Jamaica, then in on Jamaica avenue to Bushwick, to Hancock street, to Lewis avenue, to Greene avenue, to Bedford avenue, to Division avenue, to Berry street, to Broadway and the ferry.

James Beck—The best way to wheel to Long Branch is to take the Staten Island ferry to St. George, ride over the shore road to Fort Wadsworth, turn up there over the Fingerboard road to the Amboy road, turn left and ride to Tottenville. From there ferry over to Perth Amboy and then take a train for a fourteen-minute ride to Matawan. From Matawan you ride by way of Mechanicsville, Middletown and Fair Haven to Red Bank. The road is a direct turnpike and you make no sharp turns. Beyond Red Bank you have a straightaway spin over the noted Rumson road to Seabright. Crossing the river you go from Seabright straight along the shore over Ocean avenue, past Monmouth Beach to your destination. This is the quickest way and will give you about thirty-nine miles of riding. If you are particular about wheeling the entire distance you must go by way of Newark, Elizabeth, Rahway, Metuchen and New Brunswick to Matawan and then as described. It is about sixty-one miles this way.

S. W. M.—A detailed route from New York to New Haven was published in THE SUN on May 13 in reply to F. L. Hawthorne. That route carries you through Stratford. To reach Litchfield from Stratford go straight up along the river to Derby, then on to Waterbury and o Litchfield. It is a direct ride over fair roads.

Ten Eyck Wants to Row Hanlan.

BOSTON, June 8.—Several weeks ago Ned Hanlan, the ex-champion single sculler of the world, announced that he was ready to row any oarsman for the championship and a purse, at Boston or vicinity, at any time up to Sept. 1. The challenge was particularly directed at Jake Gaudaur, but nothing has been heard from the latter. In the meantime Jim Ten Eyck saw the announcement in the newspapers and has written that he is quite willing to take on Hanlan for the championship of New England, which title is now held by the Worcester oarsman. Ten Eyck says:

"I read that my old friend, Ned Hanlan, wants a race with Champion Jake Gaudaur, but that he is willing to take on any one else. Among Hanlan's many good qualities was his gameness, and his willingness to row any one just now shows that he has not lost any of this. The championships that he has won during his long rowing career are too numerous to mention, but there is one that remains for him to add to his list. It is the championship of New England. At present I am holder of that title, and have always been willing to defend it. If Ned does not succeed in getting a race with any of the other cracks, and cares to add the championship of New England to his list, he can have it by defeating me. I am willing to row for a purse, winner to take all."

Sheep Dulness Exemplified.

From the Punxsutawney Spirit.

"The stupidest animal in the world," said Herny Rudolph yesterday, "is just a plain, everyday sheep. About two weeks ago a sheep belonging to G. W. Painter, who lives about three miles south of town, turned up missing. Mr. Painter concluded that it had been killed by dogs; but a few days ago, while looking under the barn floor for some purpose, he saw the missing animal in a salt barrel. The barrel was lying on its side, and the sheep had gone in to lick up the salt which adhered to the sides of the barrel. Finding that it could not go on through, it stopped, and had been there nine days, when discovered, without food or drink. And it would have stayed there until it perished. All it had to do was to back out of the barrel, but it hadn't sense enough to do it.

THE STORY OF LUCILLE.

Crack Trotter That Defeated Cobwebs an Accident of Breeding.

WATERTOWN, June 9.—The horsemen of northern New York, who have followed with closest attention the career of C. K. G. Billings's trotting mare Lucille, 2:09¾, were delighted to read of her good showing on the New York Speedway and her defeat of the great Cobwebs on Thursday last. Excepting only Mascot 2:04, the ex-champion pacer, and old General Benton, whose worth was conspicuous only in the stud, Lucille is the most noted harness horse, and is without exception the greatest trotter ever produced in Jefferson county. Like Mascot, who was foaled on a farm near Evans' Mills and was sold as a two-year-old for $75, Lucille is in one sense an accident; for as Mascot was the only remarkable one of the get of Deceive, so is Lucille the only performer in the 2:30 list got by Brummell. Her record of 2:09¾ in her first season is something that has never been equalled by any horse bred in this section.

Lucille's history is peculiar. Her breeder, R. W. Harris, a farmer who resides near Sacket's Harbor, owned a speedy bay mare, Fanny K., 2:21½, by Major Benton, dam by Jefferson Prince. He drove her to Sacket's Harbor one day seven years ago to breed her to Red Wing, but found the horse had left the village temporarily. In a small, mean-looking stable in the village Mr. Harris saw Brummell, as sorry looking a brute as one often sees at a county fair. He had suffered an injury of one gambrel and was practically a cripple, with but three good legs. But Mr. Harris fancied his pedigree with his direct descent through Auditor and Epaulet, 2:19, from Rysdyk's Hambletonian, and before he returned home he bred Fanny K. to the crippled stallion, notwithstanding the ridicule of the wise horsemen of Sacket's Harbor.

The following year Fanny K. foaled an undersized filly that soon showed its ability to trot in the pasture as fast as the other colts could run. The filly was not broken until she was 3 years old, and with only a month's amateur training, she showed a 2:40 gait to a heavy cart. She raised a colt by Red Wing as a three-year-old and another in 1898 as a four-year-old. A year ago last winter she was worked on the ice, and in June, 1899, she trotted a mile at Riverside Park in this city in 2:30, the last furlong in 16 seconds.

Then Mr. Harris sent the mare to Trainer Amos Rathbun of Glens Falls, an old friend that he had known in Kansas before Rathbun ever mounted a sulky, and Lucille's success was instantaneous.

She trotted her first race at the Rochester meeting on Aug. 29, winning in five heats and gaining a record of 2:20¾. Three days later she was trotting at Providence, where the little bay mare Alice Barnes, 2:13¾, beat her on a muddy track in 2:18¼ and 2:16½. Trainer Rathbun then shipped her to New York, where she finished second to John Shepard's fast horse Senator L. in 2:12 on Sept. 6. From there she went back to the Providence Grand Circuit meeting and won the 2:27 race from a field of ten starters, cutting her record down to 2:10¼ and then to 2:15½. Her next start was at Louisville. There she won the 2:17 race on Sept. 26, lowering her record to 2:13, and three days later, on the same track, she won the 2:20 race, trotting the last heat in 2:11¾. At Lexington, just thirty-five days after she first heard the bell ring on a racetrack, Lucille trotted three winning heats in 2:10¼, 2:09¾, 2:10¼. She made one more start at Lexington in the 2:10 race, but the track was very bad and both Lucille and Charley Herr, 2:10, were distanced.

After her last race at Lexington she was sold to Mr. Billings and was sent to New York to be driven on the Speedway. That Farmer Harris received $7,000 for Lucille is due to the existence of the New York driveway, which, horsemen say, has made a new market for well-bred trotters in Jefferson county.

INTERSCHOLASTIC SPORT.

Cutler Will Lose Many of Its Star Athletes by Graduation.

The closing exercises in all the schools of the Interscholastic A. A. last week kept the young athletes pretty busy. As a result there was hardly any discussion over the proposed new organization. It is apparent that the promoters of the scheme are keeping quiet, which makes those against it think that the matter has been dropped.

Of the schools which will be handicapped by the loss of athletes through graduation, Cutler, the present champion, will suffer the most. Practically the whole team that won honors this season will go. T. L. Manson, the champion sprinter and middle-distance runner, will enter Harvard. As a schoolboy runner he is in a class by himself and has a record of 10 1-5 seconds in the 100-yard dash and 22 2-5 seconds in the 220-yard run. It can safely be said that Manson will do 10 flat in the 100-yard next season.

Cutler School will lose another good performer in G. Victor, the high jumper. He will probably enter Columbia. He has shown such a marked improvement in his work recently that he is expected to clear the bar at six feet next season. Bell, the hurdler, and Douglas, the pole vaulter, will also take their departure this season.

At the Columbia Grammar School, with the exception of one or two boys who leave, all the star performers will return next fall. This gives the school an advantage over its rivals, which will have to develop new material. The school made an excellent showing on the cinder path during the season just closed. Strange, McDonnell and Flammer won honors at the various athletic meetings, and as they will probably be in better shape next season, much is expected of them. These boys practically include the strength of the school, but there are others who should blossom out as champions next season.

The De La Salle Institute boys have done good work. The football team won the championship, as did the baseball team. H. Connolly was the mainstay of the track team and he single handed scored mostly all the points credited to the school. His clever performance in the weight events has been far above the standard and he should be heard from in intercollegiate sport next season.

Berkeley School will lose several of its cracks, but as the school has considerable promising material on hand for next season, it is thought that the loss of a few boys will not affect their standing to any extent. Le Roy See, the champion bicycle rider, will be back and should uphold the school colors in as good a style as he did this season. He did not use a race in which he started and also won the skating championship.

The Wilson-Vail School held its first annual track meet at the grounds of the New West Side Y. M. C. A. last Wednesday. Arkell, the all-around athlete of the school, proved to be a flying wonder in the 50-yard dash, and with good training should prove a comer next season. The summary:

50-Yard Dash, Junior—Won by Arkell, Jr.; Allers, second. Time, 5 1-5 seconds.

50-Yard Dash, Junior—Won by Bartown; Muttenberg, second. Time, 6 3-5 seconds.

Running Broad Jump—Won by Arkell, Jr.; Putmann, second. Distance, 19 feet.

Putting the 12-Pound Shot—Won by Muttenberg; Allers, second. Distance, 38 feet.

THIS WEEK'S REGATTAS.

Four Races That Will Keep Many Yachtsmen Busy.

Three of the big spring regattas will be sailed this week and yachtsmen will be busy. Several of the new boats that have been built during the winter will sail their first races and all the contests promise to be interesting. The thirty-fourth annual regatta of the Atlantic Yacht Club will be sailed on Tuesday and there will be a large fleet of starters in the many classes for which prizes have been offered. The start will be made at 10 o'clock from a line near Craven Shoal Buoy and all the boats will sail over courses down the Bay, the larger ones going as far as the Scotland and Sandy Hook lightships.

The race committee of this club has worked hard to make the regatta a success, and as there has always been trouble in getting the owners of small boats that sail on the Sound to bring their boats through Hell Gate the club has this year decided to tow these boats down. A tugboat flying the Atlantic Yacht Club flag and with a member of the race committee on board, will be at Whitestone to-morrow afternoon to tow the boats to Sea Gate any boat whose owner wants to go. The tug will leave Whitestone at 5 o'clock. On regatta day, Tuesday, the iron steamboat Taurus will have on board the members of the club and their guests, and will follow the yachts over the course. The Taurus will leave the foot of West Twenty-second street at 8:45 o'clock and the clubhouse dock at Sea Gate at 9:45.

The annual regatta of the New York Yacht Club will be sailed on Thursday, starting from buoy 13, Lower Bay, at 11 o'clock. Prizes are offered for races in all classes, both for yachts in racing and cruising trim and for 30-footers owned by members of the club. In addition to the regular class prizes the Bennett Challenge cups will be raced for. One cup is for schooners and one for sloops. In this regatta it is expected that the new 70-footers will make their first appearance. Three of these boats, Vice-Commodore August Belmont's Mineola, W. K. Vanderbilt, Jr.'s, Virginia, and Cornelius Vanderbilt's Rainbow are ready for racing and they will probably start. For the use of club members the iron steamboat Cepheus has been chartered. This boat will leave the foot of West Twenty-second street at 10 o'clock.

The Larchmont Spring Regatta will be sailed on Saturday and the yachts will race over the usual triangular courses off the clubhouse. The start in this regatta will be made at 11:30 o'clock. There will be races for all classes in this regatta and the 70-footers, 51, 43, 36 and raceabout classes are sure to furnish rare sport.

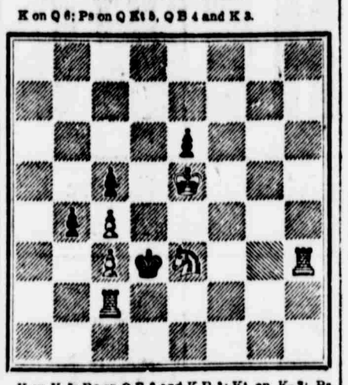
The annual regatta of the Brooklyn Yacht Club will be sailed to-morrow. The yachts will start at 11 o'clock from off the clubhouse at Bath Beach and the races will be over the regular courses.

OUR CHESS CORNER.

PROBLEM NO. 921—BY A. VON SPONER, GREAT LOSSNITZ, BOHEMIA.

BLACK—FOUR PIECES.

K on Q 6; Ps on Q Kt 5, Q B 4 and K 3.



K on K 5; Rs on Q B 2 and K R 3; Kt on K 3; Ps on Q B 3 and Q B 4.

WHITE—SIX PIECES.

White to play and mate in three moves.

PROBLEM NO. 922—BY H. J. DEN HERTOG, AMSTERDAM, HOLLAND.

BLACK—THREE PIECES.

K on K 4; R on Q 4; P on K B 4