BRYAN TALKS OF TRUSTS.

THEIR MENACE TO YOUNG MEN THE TEXT OF HIS ST. LOUIS SPEECH.

All Monopolies Bad, He Says—Denies That All Lines of Trade Are Prosperous, and Offers an Explanation of Advances in Wages—Suggests Some Remedies of the Trust Evil.

ST. LOUIS, Mo., Sept. 15.—Mr. Bryan arrived in this city at 4:20 o'clock this afternoon to deliver his much heralded address on trusts at the Coliseum, under the auspices of the Commercial Travellers' Association. Before crossing the big bridge he addressed an audience of 4,000 persons in East St. Louis. At 7:30 o'clock Mr. Bryan addressed 3,000 persons in Concordia Park. It was 8:50 o'clock when he entered the Coliseum and he received quite an ovation.

The building, which has a seating capacity of 7,000, was crowded. Three thousand chairs had been placed in the arena and these were filled. Some estimates are that 15,000 persons were jammed in the place.

While the meeting was held under the auspices of the commercial travelers, the State Democratic Committee had taken advantage of the occasion to make it a grand rally.

Webster Davis held the attention of the audience while waiting for the speaker of the evening. Mr. Bryan spoke in part as follows:

"The lament of David over Absalom is one of the most pathetic passages of the Old Testament. The fact that the son was in rebellion against civil as well as parental authority did not shake the father's affection, and the anxious query, 'Is the young man, Absalom, safe?' lingers in the memory of all who study the life of the great Hebrew king. And, yet, the interest which David felt in his son Absalom has its parallel in the more than 10,000,000 families which make up the American people.

"No language can describe a mother's love, or overstate the abiding interest which the father feels in the welfare of his child. From the time when the mother's life hangs in the balance at the boy's birth until the death of the parents there is scarcely a waking hour when the son is not present in their thoughts and plans. It is to this parental devotion, so universally recognized, that I desire to appeal on this occasion.

"I would call the attention of every father and mother to present political and industrial conditions. I would ask them to analyze these conditions, investigate their causes and their tendencies. I would press upon them this question: 'Is the young man, Absalom, safe?' Are you satisfied with the possibilities and the probabilities which now open before your son?

"Is he safe when foreign or domestic financiers are allowed to determine the monetary system under which he lives?

"Is he safe when national banks control the volume of money with which he does business?

"Is he safe when the bond-holding class determines the size of the national debt upon which he must help to pay interest?

"Is he safe when by means of taxes laid almost entirely upon consumption he is compelled to contribute according to his wants rather than according to his possessions?

"Is he safe when corporate interests influence, as they do to-day, the selection of those who are to represent him in the Senate of the United States?

"If he is a wage-earner, and you do not know how soon he may be even if he is not now, is he safe when he is liable to be deprived of trial by jury, through the system known as government by injunction?

"Is he safe, if a laboring man, when he is denied the protection of arbitration and compelled to submit to such hours and terms as a corporate employer may propose?

"Charles R. Flint of the Rubber Goods Manufacturing Company in a speech delivered in Boston on the 25th of May, 1899, outlined the trust programme with great frankness. In speaking of the advantages to be derived from the trust system he said:

"'Raw material bought in large quantities is secured at lower prices. When, for instance, one man buys all the wool, the price of wool will be lowered and all who produce wool will sell at the price fixed by the trust. A large proportion of our people are engaged in the production of various kinds of raw material, and they are thus placed at the mercy of the combinations.

"'The second advantage is that those plants which are best equipped and most advantageously situated are run continuously and in preference to those less favored.

"'This means that factories can be closed in the smaller towns and business concentrated in the large centres. It means, also, that whenever there is a surplus on hand, part of the factories can be closed, and the burden of maintaining prices thrown upon the wage workers. There are already scattered throughout the land idle plants, which stand as silent monuments to the evils of the trust system.

"'The next advantage mentioned is that 'In case of local strikes and fires the work goes on elsewhere, thus reducing the serious loss.'

"This means that a monopoly can absolutely control its workingmen, for if a strike occurs in a factory in one State the factory can be closed down indefinitely while the employees are starved into submission, and, as the trust can do the work in some other factory without serious loss, it is quite independent of the employees, and can absolutely prescribe the terms and conditions upon which they shall live. The more complete the monopoly the more opposed the managers will be to arbitration, because, in case of any contest between the trust and its employees, the trust will have every advantage and the employees will be perfectly powerless.

Mr. Bryan expressed the belief that as the trust system grows there will be less need for the travelling salesman. He then referred to a number of large corporations recently organized, and went on:

"During the present Administration no honest effort has been made to protect the people from these monopolies. The Republican party controls the executive and legislative departments of the Federal Government. It can enforce the laws which now exist; it can propose and enact new laws, but it does neither. No person can watch the conduct of the Republican party and read the speeches of Republican leaders and still believe the Republican party sincere in its declarations against the trusts.

"Let us note briefly the effect of the trusts upon various classes. Reference has already been made to the commercial traveller, the hotel keeper, the railroad, the liveryman and the newspaper.

"The lawyers are finding that with the growth of trusts the business is gravitating toward the offices of the big corporation attorneys, while less fortunate practitioners are becoming law clerks.

"The actors suffer from the theatrical trust.

"The small manufacturer is constantly menaced by the trusts. He does not know at what moment some large corporation will attempt to monopolize the business in which he is engaged and give him his choice between bankruptcy and participation in an industrial conspiracy against the rest of the country. If he suppresses his moral objections and takes stock in a monopoly he does not know how soon those in charge may attempt to 'freeze out' the smaller stockholders.

"The merchant is losing his independence. The trust fixes the terms upon which he shall sell, and often binds him by contract not to sell a competing article. When the monopoly is complete credit will be shortened, and the merchant will be compelled to bear all the risks of trade. When the trust raises prices, the merchant usually has to divide the advance with his customers, so far as stock on hand is concerned, but when the trust overstocks the market and then lets the price fall, the merchant must bear the loss on accumulated stock.

"There is already overproduction in many lines. The supply of common chairs is now considerably in excess of the demand, but lest the Republicans may try to explain this upon the theory that the people are too busy to sit down, I may add that there is also dullness in the shoe trade. The *Iron Age* in a recent issue pointed out that the production of iron was falling off, the decrease then amounting to more than 50,000 tons per month. Dun's report of July 21 stated that the woollen mills were running at less than half their capacity, and even recently the cotton manufacturers have been threatening to either reduce wages or shut down temporarily. According to Dun's report, the business failures have been greater during each month of 1900 than they were during the same months of last year, and this occurs in the midst of good crops, and when two wars are in progress.

Turning to the effect on farmers, who, Mr. Bryan said, had no stock in trusts, but felt their exactions, he spoke of his own experience in farming and the reported profits on his oat crops as follows:

"The facts are, first: That I had five acres of oats instead of 120 acres; second, that the oats have not yet been threshed, so that the yield is not known; third, that oats are selling for less than 22 cents in Chicago, instead of 30 cents in Nebraska, and fourth, that the land upon which the oats were raised cost me over $100 an acre instead of $6. If, when threshed, my oats yield forty bushels to the acre and I sell them in Nebraska for 20 cents per bushel the total income from the five acres will be $40, or less than 8 per cent on the investment. After taking out the cost of plowing, sowing, harvesting and threshing the net income from that five-acre tract will not exceed 4 per cent on the money invested. I do not mean to judge others by my own experience, but I mention the facts in this case to show how the Republican papers exaggerate the farmers' prosperity and credit a Republican Administration with good crops, making no allowance for the crop failures which occur from time to time."

Reviewing the prices of oats, corn, cotton and wheat during recent years Mr. Bryan said:

"Taking these four staples of agriculture it will be seen that three out of four have not on the average brought as much return to the farmer, under the present Administration, as under the previous Administration; and the fourth product, wheat, is more influenced than any other farm product by foreign conditions.

"When, however, the farmer attempts to use his income in the purchase of the necessaries of life he finds that the trusts have raised prices. He must pay more for lumber, nails, wire, harness, hardware, stoves and agricultural implements. More, also, for oil, sugar, clothing, furniture, &c., and in addition to these drains upon his income he must meet an increase in Federal taxation.

"Next to the farmer in point of numbers and importance come the wage-earners. What is the trust doing to increase the wages, shorten the hours, improve the condition, or protect the rights of the laboring man? * * *

"The question is not whether the laboring man is able to exist under present conditions, but whether he is enjoying his share of the blessings of the country and of the protection of the Government. Compare the laboring man with the trust magnate and see which fares the best at the hands of the Republican party. Enquire also whether the laboring man's income has increased as rapidly as his living expenses.

"But even if every laboring man was prosperous, and even if that prosperity could be traced to Republican legislation, still the laboring man is a citizen, and must look at political questions from the citizen's standpoint. He cannot afford to barter away future security; he cannot afford to sleep while his industrial independence is being destroyed. Neither can he be enticed into an imperialistic trap, no matter how well the trap may be baited with food.

"During the last campaign laboring men were threatened with idleness by employers who desired to coerce them into the support of the Republican ticket. Many of them were told not to return to work unless the Republicans were successful at the polls. After the election some of these employers closed down their shops and others reduced wages. If advances have been made in any branch of industry since 1896 remember that some advance was necessary to compensate for the reductions which occurred after the last election."

Speaking of the anthracite coal miners, Mr. Bryan read a recent despatch which said: "It is merely a question whether the men would starve to death at work or starve in idleness." He went on:

"The despatch also contains the following figures in regard to wages, said to have been furnished by a member of the national board of the United Mine Workers of America, viz: Average daily wages received by miners, $1.35; average wages of day men at mines, 90 cents. Let the parent calculate the annual income of a miner, and figure out, if he can, how the miner is going to keep himself, and support his family under present conditions; and then let the parent ask himself whether he is willing to have his son take his chances with the miners. Is it due to natural or to human laws that the producer of wealth fares so poorly, while the man at the head of a monopoly secures so much?

"Those who attempt to divide private monopolies into good monopolies and bad monopolies will never make any progress toward the overthrow of the trusts. There is no good monopoly in private hands; there never was, and never will be. With all the advancement in civilization man is still too selfish to be trusted with the absolute control with that which his fellows must have.

"The Republican party has no remedy for the trusts. Publicity is good, but publicity alone is not sufficient. The practices of the trusts must not only be made known, they must be prevented. The Democratic platform contains a demand for legislation which will place trust made articles on the free list. There is no doubt that such a law would protect the people from much of the extortion which is practised under cover of high tariff laws. If a tariff duty excludes the foreign product, while domestic manufacturers combine to raise the price of the home product the American citizen may be plundered here, while the trust sells abroad in competition with the world. It may not be out of place to suggest that I introduced a bill eight years ago providing for this remedy, but we are not willing to stop at one remedy. We desire to apply every remedy within the power of the State and Federal governments.

"Congressional action is not necessary to destroy a trust which confines its operations to a single city, or a single State. Such a trust can be exterminated by State legislation. It is within the power of the State to prescribe the conditions upon which corporations shall be organized, and these conditions should be such as to make a private monopoly place limitations upon outside corporations doing business within the State.

"This, however, is not sufficient. Congress must cooperate with the State in preventing the organization of any interstate monopoly. Without altering the present authority of the States, Congress can provide that corporations organized in any State shall not do business outside of the State until certain necessary conditions are complied with. If the people of any State are willing to create and continue a monopoly, the people of other States need feel no concern, so long as the monopoly is confined to the State in which the corporation originates. But the moment a monopoly crosses the State line and invades other States, Congress has a right to, and must, interfere for the protection of the public at large. If a corporation organized in New Jersey, or any other State, were prohibited from engaging in interstate commerce until it produced evidence to show that there was no water in its stock, and that it had not attempted, and was not attempting to monopolize any branch of industry, its power to do harm would at once be destroyed. An honest corporation engaged in legitimate business, ought to join in the enactment of laws, which will protect them and the public from the industrial highwaymen who commit larceny upon a grand scale.

"Those who desire the annihilation of the trusts are not hostile to property rights, but they protest against allowing the fictitious person, created by law and called a corporation, to trample upon the rights of the natural man of flesh and blood. If the man-made corporation supports the Republican party, we ought to be able to appeal for support to the God-made man."

Mr. Bryan closed with a discussion of imperialism.

KINGSBRIDGE SHORT OF WATER.

The Long Spell of Dry Weather Has Seriously Affected the Suburb's Supply.

The citizens of Kingsbridge are suffering from a lack of water, and they complain that besides the danger from fire that this gives rise to the health of the neighborhood is threatened and that many cases of illness are already traceable to this source. They say that for the last two months the water has been turned off at 6 o'clock each morning and turned on again from 7 until 9 o'clock at night. The persons who suffer most are those residing on Marble Hill, Boston and Sedgwick avenues, and all the streets on elevated ground. The stores and places of business on the low lands have water, but at very low pressure.

A committee called upon Chief Engineer Birdsall of the Water Supply Department a few days ago and made a vigorous protest, but the members say they obtained little satisfaction. They were told that the water in the Williamsbridge reservoir, which gives them their supply, was sixteen feet lower than it should be owing to the drought this summer and the rapid growth of the Bronx district. Residents of Marble Hill are compelled to get up at 3 and 4 o'clock in the morning to fill barrels, buckets and kettles so as to have a supply for household purposes that will last through the day.

Public School No. 66 is without water, and if there is not some relief it will have to be closed.

AN EXECUTOR TO BE ARRESTED.

David Lee of Yorktown Has Failed to Settle With a Legatee.

WHITE PLAINS, N. Y., Sept. 15.—An order of arrest has been issued for David Lee of Yorktown, the executor of the estate of Jane C. Lee of Yorktown, Westchester county, N. Y., who was ordered by Surrogate Silkman to pay to Elizabeth L. Underhill, a legatee of the estate, $942.45, her share under the will. On Nov. 18, 1899, a decree was made directing the payment of the legacy to Elizabeth L. Underhill by the executor.

Although demands were frequently made for the payment of the legacy in accordance with the Surrogate's order all demands were ignored by the executor. The Surrogate then signed an order directed to the executor, David Lee, to show cause why he should not be punished for failing to pay the legacy. The order was made returnable to-day and Executor Lee failed to appear. Surrogate Silkman disposed of the proceedings by issuing an order of arrest, directing Sheriff Mullay to take the body of David Lee and commit him to the County Jail, there to remain until said legacy and the Sheriff's costs in the action are paid.

WAS WALKING ON THE TRACK.

Francis Morris of Stapleton, S. I., Struck by an Engine and Killed.

Francis Morris, aged 40, of 40 Osgood avenue, Stapleton, Staten Island, was struck by Engine No. 22 of the Amboy division of the Staten Island Rapid Transit road at Vanderbilt avenue, Clifton, yesterday afternoon. He was walking on the track and the engine struck him in the right side, crushing in his ribs and inflicting injuries which resulted in his death shortly after he was taken to the Smith Infirmary. He leaves a wife and family.

RAINBOW WINS AGAIN:

CORNELIUS VANDERBILT'S YACHT SECURES ANOTHER TROPHY.

Mineola Beaten 51 Seconds in the Contest for the Frederick T. Adams Cup—Yachts Sailed in a Strong Easterly Wind and High Sea—Isolde Wins the Prize From the Astrild.

Cornelius Vanderbilt yesterday won the Adams cup for 70-footers. The race was sailed under the auspices of the Atlantic Yacht Club and was a part of the Fall Regatta of that club. Owing to an important engagement H. B. Duryea was unable to sail the Yankee and H. P. Whitney did not care to assume the responsibility of racing that yacht, so the Yankee was towed to Newport. The Virginia did not start because her owner, W. K. Vanderbilt, Jr., wished to get to Newport, and so the Rainbow and the Mineola fought it out for the handsome cup. The wind was strong from the east, and outside there was a big sea running and the race proved to be one of the best witnessed this season.

The cup for which the yachts raced was offered by ex-Commodore Frederick T. Adams. It was offered early in the season and is a fine specimen of the silversmith's art. It was hoped that the four 70-footers would compete for this trophy and if they had done so the second yacht would have won a cup offered by Bartow S. Weeks. This cup will be the prize in another class.

The Mineola and Rainbow were on hand early. Vice-Commodore R. P. Doremus was on board the Mineola with August Belmont, and on the Rainbow were Newberry D. Lawton and Mrs. Vanderbilt. There were women, too, on board the Mineola. It was anything but a pleasant day for a sail. The sea knocked the boats about and often splashed over their decks making things uncomfortable. Mrs. Vanderbilt seemed rather to enjoy the fun. She has been the mascot of the Rainbow in all her races, and a right good mascot, too.

Promptly at noon the Regatta Committee gave the preparatory signal. The committee boat Unity was anchored off the starting line near the Craven Shoal buoy. The yachts had five minutes in which to manœuvre for position and they sailed about under mainsail. No. 2 club topsail and jibs. When three minutes had elapsed fore-staysails were broken out and soon afterward the baby jib topsails were broken. They were on the port tack and bowling through the water at a great rate of speed. The Rainbow had the weather position, and Capt. Wringe seeing that he could not get to windward of her tried to get to the line with a good full and so pull through the Rainbow's lee. Capt. Parker was not to be caught napping, and approaching the line at the windward end, he sailed along the line and luffing up sharp just ahead of the Mineola, checked that yacht's headway and crossed, with the gun, in the weather position. Both yachts were on the line with the signal and were off in beautiful style. The Rainbow had the better position and Capt. Parker was determined to keep in front if he could. It was a reach to the southwest spit buoy, and under the influence of the strong wind the two graceful yachts fairly flew through the water. Capt. Wringe tried to work under the Rainbow's stern and so take the weather position, but Capt. Parker luffed his boat and the two kept off their course until they were forced to give way to clear the east bank. Then they sailed straight for the spit buoy and the Rainbow passed this mark at 12:4 o'clock, still in the lead. It was a dead beat to windward to the bell buoy off the point of the Hook and the Rainbow gained still further. The two yachts worked along the Sandy Hook beach in short tacks near shore of the bell buoy and when able to lay their course to the Scotland lightship they tacked to port. No jib topsails were carried on the windward work and when outside quite a heavy sea was running. The yachts pitched and rolled and the water was thrown up in big columns on each bow. On they went in spite of the weather, and flagging tenders—the Mirage and Scout—were keeping close attendance. The Rainbow drew further away, in spite of all that could be done on the Mineola to cut down the lead. At 1:30 o'clock the Mineola, which had been sagging to leeward, had to make a short hitch to windward, while the Rainbow was able to lay her course to the lightship. The Rainbow turned the outer mark at 1:48:20 and the Mineola at 1:45:54, so for the Vanderbilt boat had gained 1 minute and 45 seconds, and, barring accidents, it seemed as if the cup was hers.

As soon as she turned the mark a baby jib topsail was set on the Rainbow, but when the Mineola passed the mark she set a lug jib topsail and the Rainbow's baby was doused and a big jib topsail set up in its place. It was a broad reach with booms to port in to the bell buoy off the Hook, and the two racing yachts travelled faster than the steamers outside. The seas made the steering hard and occasionally the headsails were filled one way and the mainsail drawing another. The Rainbow improved her position on the reach to the Hook and she passed the bell buoy at 2:07:20, the Mineola was timed at 2:09:55. As soon as the Mineola passed she gybed her boom to starboard and the Rainbow followed her example at once. It was dead before the wind to the spit buoy and the Mineola set her spinnaker to port, breaking it out at 2:14:00. The Rainbow again followed her example. She was the leading boat and she was not allowing the Mineola to gain on her any more than could be helped. When near the spit buoy the spinnakers were taken in, and at 2:24:30 the Rainbow gybed her boom back to port. The Mineola followed her example at 2:25:50. The Rainbow passed the buoy at 2:25:07 and the Mineola at 2:26:30, so that on the run in from the lightship the Mineola had made a slight gain. Then it was a reach with booms to port up the bay to the finishing line. The wind was abeam and blew stronger than it had been all day. Both yachts laid over well under its pressure and the boats seemed to fly through the water. The waves were running high and the wind catching their crests threw the spindrift to leeward, drenching everything that came in its way. The Mineola gained a little on the reach in, but could not get near enough to make the result doubtful at any time. The Rainbow crossed the finishing line at 3:00:00 and the Mineola was just 51 seconds behind her. As soon as they had finished they luffed up into the wind and the club topsails were taken down. The Mineola then sailed up to her anchorage off Stapleton. The Rainbow lowered all her sails and when made snug was taken in tow by the Mirage.

The Astrild and Isolde made a race that but for the contest between the 70-footers would have been an exciting one. They were started over the same course at 12:15 o'clock. The Isolde was too soon at the line and had to keep off while the Astrild got the weather position. They reached down to the Southwest Spit and the Isolde gradually overhauled the Astrild and soon took the lead. The Isolde passed the Southwest Spit buoy at 1:57:00 and the Astrild at 1:58:20. They followed the 70-footers, beating out to the bell buoy in short tacks, and the Isolde pulled still further ahead. At the Scotland Lightship the Isolde was timed at 2:06:00 and the Astrild at 2:08:30. Then they had a broad reach back to the bell buoy and a run into the spit. After this it was a reach to the finishing line. The Isolde improved her position on every part of the course and she crossed the finishing line at 3:30:49. The Astrild finished at 3:35:02. Compared with the work of the 70-footers these yachts did remarkably well. They are about fifteen feet smaller than the Herreshoff boats and were beaten only twenty minutes over the course.

Vice-Commodore Doremus entered his yacht Uvira in the 51-foot class and agreed to give the Ondawa five minutes time allowance. These boats were started at 12:20 o'clock and raced to the Orchard Shoal Light and South West Spit, a 19-mile course. The Uvira made a good start and soon drew away from the Ondawa, winning the race by 20 minutes 24 seconds. In the next class the Akista, owned by George Hill, took the lead at the start and at the end easily beat the Flossie and Narika. The Flossie is a new yacht, but was no match for the Akista under the weather conditions of yesterday. The Narika did not finish. Her rigging was all slack and F. T. Cornell thought it unwise to continue over the course. The Rhuhama won in the 30-foot class. Her only competitor withdrew before the race was half over.

The small boats sailed a 16-mile course. J. R. Brophy's Ojibway led in the 25-foot class from start to finish, beating the Kittywake and Song and Dance. The Kittywake won the second prize. Three small knockabouts started over a 13-mile course, in spite of the heavy sea. The Wraith, owned by Calvin Tomkins, beat the Sports, owned by D. D. Allerton, by 54 seconds. The Bronco did not finish. In the 18-foot class the Pebble beat the Venture. The prizes for the yachts in all the classes except the 70-foot class were offered by ex-Rear Commodore Edward Weston. The table follows:

SLOOPS—CLASS H, 70 TO 80 FEET—START, 12:05.

Yacht and Owner.	Racing Length. FT.	Finish. H. M. S.	Elapsed Time. H. M. S.
Rainbow, Cornelius Vanderbilt	....	3 00 09	2 55 09
Mineola, August Belmont	....	3 01 00	2 56 00

SLOOPS—CLASS I, 60 TO 70 FEET—START, 12:15.

Isolde, F. M. Hoyt	60.45	3 30 49	3 15 49
Astrild, Hanan Brothers	61.29	3 35 02	3 20 02

Corrected time—Isolde, 3:15:03.

SLOOPS—CLASS K, 43 TO 51 FEET—START, 12:20.

Uvira, R. P. Doremus	47.13	3 11 20	2 51 20
Ondawa, H. J. Robert	46.93	3 36 44	3 16 44

Corrected time—Ondawa, 3:11:44.

SLOOPS—CLASS M, 30 TO 36 FEET—START, 12:25.

Akista, George Hill	36.00	3 33 08	3 08 08
Flossie, G. S. King	36.00	3 39 49	3 14 09
Narika, F. T. Cornell	30.47	Did not finish.	

SLOOPS—CLASS N, 25 TO 30 FEET—START, 12:25.

Rhuhama, W. T. Bernard	30.00	4 08 52	3 43 52
Sea Flower, C. E. Schuyler	30.00	Not timed.	

SLOOPS—CLASS P, 21 TO 25 FEET—START, 12:30.

Kittywake, Palmer Brothers	25.00	3 21 07	2 51 07
Ojibway, J. R. Brophy	25.00	3 15 33	2 45 33
Song and Dance, E. Luckenbach	25.75	3 25 23	2 55 23

SLOOPS—CLASS Q, 18 TO 21 FEET—START, 12:35.

Bronco, F. A. C. Moore	21.00	Did not finish.	
Sports, D. D. Allerton	21.00	3 03 56	2 28 56
Wraith, Calvin Tomkins	21.00	3 03 04	2 28 04

SLOOPS—CLASS R, UNDER 18 FEET—START, 12:35.

Venture, E. S. Ives	18.00	Did not finish.	
Pebble, R. W. Speir	18.00	3 22 35	2 47 35

The winners were:

Sloops—Class H, Rainbow beat Mineola 51 seconds; Class I, Isolde beat Astrild 4 minutes 59 seconds; Class K, Uvira beat Ondawa 20 minutes 24 seconds; Class M, Akista beat Flossie 6 minutes 1 second and Narika; Class N, Rhuhama beat Sea Flower; Class P, Ojibway beat Kittywake 5 minutes 34 seconds; Song and Dance 12 minutes 52 seconds; Class Q, Wraith beat Sports 54 seconds and Bronco; Class R, Pebble beat Venture.

CONEY SHOWS HIS SPEED.

Paces to Wagon in 2:03 1-4 and Equals the World's Record.

In point of racing, the Grand Circuit meeting which closed yesterday at the Empire City track was in line with the best meetings of the season. In fact, no Grand Circuit meeting ever had more stubbornly contested events throughout an entire week. The track was fast and the time made in almost every race was one of the astonishing features of the meeting. In the twenty-two regular events decided there was no suspicion of "jobbery," except in two or three races and with slight foundation. Several complaints were made to the judges yesterday that "Knap" McCarthy was not trying to win with Indiana and the officials took him out in the sixth heat, substituting McKenny of Brooklyn. Not that the judges believed that McCarthy was trying to lose the race, but they had a suspicion that there was some sort of a combination to beat Dumont W., and that he was not driving his best.

It was apparent that Indiana was pretty well pump d out and had no chance to win after the fourth heat. He was a close second to Choral in the first heat in 2:06½, and won the second and third heats in 2:07½ and 2:07¾. He followed this up by landing a close second in the fourth and fifth heats in 2:08¾ and 2:11½. Down the stretch in the fifth heat, McCarthy seemed to stop driving, which had a suspicious look to the judges. McKenny was then put up and he could do no better in the next two heats than get in last, one time saving his distance by a slight margin. Driver McCarthy was angry at being taken out of his sulky, and under the impression that D. Lamar was instrumental in having him removed, he started on a hunt for the latter. Wiser counsels prevailed, however, and trouble was avoided.

In the first heat Indiana held an easy lead all the way until they were in the middle of the homestretch, when Kinny began to drive Choral for all the mare was worth. She got her nose in front of Indiana right under the wire. McCarthy a bay gelding showed the way from wire to wire in the second heat, and although Choral tried hard she finished a length behind him. Dumont W. was the contesting horse in the third heat, Indiana beating him under the wire by half a length, with Choral third. Choral came fast down the stretch in the fourth heat and gradually closed up on Indiana. At the gate the mare was by his wheel, and Kinney lifted her under the wire half a length to the good. Choral led to the turn in the fifth heat, but Indiana was at her throat latch passing the quarter, and they went through the back stretch neck and neck. On the upper turn the mare drew away and led by more than a length down the stretch, but went in the air before reaching the gate and dropped back. Dumont W. made a drive for it and beat Indiana out by about two lengths. Dumont W. had very little trouble in winning the sixth and seventh heats.

Arden Farm's bay mare Elsie S. captured the money in the 2:16 trot after an interesting race. In the pools before the first heat Elsie S. sold for $25; Lady Norvetta, $15; Roster, $10 and the field, with Swift and Queen Eleanor, for $25. John P. Cockerill's Speedway crack, Swift, made a good race in the first heat down the stretch, but the favorite won by a length. Swift piloted the field to the quarter in the second heat, but Elsie S. was neck and neck with him at the half, getting the lead on the upper turn. Lady Norvetta took a hand in the play down the stretch and finished at Elsie's wheel. In the third heat Elsie S. left her stride going to the turn and dropped to last place, finishing in that position. The bay gelding Roster nipped Queen Eleanor at the wire and won by a nose. Andrews had little trouble winning with Elsie S. in the fourth heat, beating Roster down the stretch by an open length.

James Butler's black gelding Coney made a noble effort to beat the world's pacing record to wagon held by himself and Bumps, 2:03¼. Coney made his record last fall at Louisville. McHenry sent him to the quarter yesterday in 0:31¼ and the half in 1:02, the second quarter in 0:30¾. He flashed by the three-quarter pole in 1:32¼, the third quarter in 0:30¾. The steady-going son of Monkbreton came down the stretch with a rush of speed that was a treat to see. The crowd cheered enthusiastically. McHenry lifted him along and finished the last quarter in 30½ seconds, and the mile in 2:03¼. A great deal of argument was caused by the assertion of some horsemen that Coney's pacemaker was the same as a dead heat and he, therefore, was not a loser, but the fact that he was sent to beat the record and only tied it, gives the record the advantage.

Jack Curry, driving L. Whitehead's team, Marion Wilkes and Saratoga Belle, attempted to beat 2:20. On the first trial the handsome mares trotted in 2:21¾. On the second trial the official time was hung out as 2:20¼, but a dozen watches on the ground caught it at 2:19¾. They were sent a third mile, which they trotted in 2:20½.

C. K. G. Billings of Chicago made a wonderful drive with his recent purchase, Free Bond, to beat the world's amateur pacing record to wagon, 2:06¼, made by C. F. Emery's brown horse Ananias of Cleveland. Free Bond was paced by a runner, driven by "Doc" Tanner of Cleveland, and without a suspicion of a mistake, he clipped two seconds from the record, lowering it to 2:04¾. Summaries:

Road wagon pace, for 1,000 bushels of oats; third heat, race finished:

Hontas Crooke, ch. s., by Bud Crooke, dam by Pocahontas Boy (Billings)	1	1	2			
Quadriga, ch. g. (Perren)	2	2	1			
Silvermaker, r. g. (Wright)	3	3	3			
Time—2:12, 2:10, 2:14¾.						

2:07 class, pacing; purse $1,200:

Dument W., b. g., by Dupignac, dam by Lowell's Golddust (Ernst)	3	4	2	3	1	1
Choral, b. m. (Kinney)	1	2	3	1	3	2
Indiana, b. g. (McCarthy and McKenny)	2	1	1	2	2	3
Bellewood A., b. m. (Thomas)	4	3	4	4	dr.	
Time—2:06¼, 2:07¼, 2:07¾, 2:08¾, 2:11¼, 2:10¾.						

2:16 class, trotting; purse $1,200:

Elsie S., b. m., by Stamboul—Elysia (Andrews)	1	1	5	1		
Roster, b. g. (Carpenter)	4	3	1	2		
Queen Eleanor, b. m. (Highight)	5	2	2	3		
Swift, b. g. (Tilebhurst)	2	4	4	4		
Lady Norvetta, b. m. (Bowne)	3	2	3	dis		
Time—2:14¾, 2:11¾, 2:14, 2:14.						

Special to beat 2:03¼, world's pacing record to wagon:

Time	1
Coney, blk. g., by McKinney—Grace Kaiser (McHenry)	2
Time—0:31¼, 1:02, 1:32¾, 2:03¼.	

Special team race to road wagon to beat 2:20; trotting:

Time	1	1	1
Marion Wilkes, b. m., and Saratoga Belle, b. m. (Curry)	2	2	2
Time—2:21¾, 2:20¼, 2:20¼.			

Special to beat world's amateur pacing record to wagon:

Free Bond, b. g. by Simmons—Princess Alice (Billing)	1
Time (2:06¼)	1
Time—0:33¼, 1:02¾, 1:33¾, 2:04¾.	

BIG HANDICAP AT TUXEDO.

GOLFERS OUT IN FORCE FOR THE STOKES' TROPHY.

Kellogg Gets the Cup, the Last Act in a Brilliant Tournament—Vardon Makes a New Record at Richmond County—Deal Team Captures the Championship—Other Events.

Tuxedo's week of open golf ended yesterday with one of the best-contested handicaps of the season. The allotment of penalty strokes had been fixed by Walter Breeze Smith and he scored a distinct success as an arbiter of golf form. The first prize in the handicap, which was at thirty-six holes, medal play, was a cup presented by Thomas Stokes, the Tuxedoites offering the usual minor prize for the best gross and the second net score. Walter J. Trains, the amateur champion, who was seemingly well content with his record round and the Tuxedo cup victory, did not play but occupied the place of a "looker on in Vienna." The defeated finalist, Louis Livingston, was also an absentee. But all the others who have played during the week were out again and some new faces, among them C. M. Hamilton of Baltusrol. The latter won the prize for the best gross score, with this card:

Out	5	4	4	5	5	3	6	4—42	
In	5	4	3	4	5	5	5	5—39—	81
Out	4	4	4	5	6	4	5	5—40	
In	4	4	4	4	6	4	2	4—36—	76—157

Oliver Perin of Misquamicut was within two strokes of Hamilton. His card was:

Out	5	4	3	6	5	6	4	6	4—43
In	4	4	4	4	6	5	3	6	4—40— 83
Out	4	5	3	3	6	5	3	5	4—35
In	3	4	4	4	5	5	3	5	5—38— 76—159

The net score cup went to a home player, L. L. Kellogg of Tuxedo, with an allowance of twenty strokes. His gross score was:

Out	5	5	3	6	5	5	4	5	3—41
In	4	4	4	4	7	4	3	5	5—41— 82
Out	5	7	4	4	5	5	4	5	3—42
In	5	4	3	4	6	4	4	5	6—43— 85—167

In all there were 67 entries, 52 starters and 33 to finish. The tournament, as every player said, has been one of the best managed on record. The committee to which this compliment was paid was made up of W. B. Smith, F. F. Carey, W. Pierson Hamilton, E. C. Rushmore, Bruce Price and George R. Preston, Jr. The summary:

	Gross.	H'cap	Net.
L. L. Kellogg, Tuxedo	167	20	147
O. Perin, Misquamicut	159	10	149
J. Otis Post, Morris Co	171	22	149
C. F. Wetson, Morris and Essex	170	16	154
DeLancey Nicoll, Ardsley	174	20	154
G. C. Trask, Powelton	174	20	154
Bruce Price, Tuxedo	176	22	154
C. F. Watson, Jr., Essex Co	175	20	155
C. M. Hamilton, Baltusrol	157	0	157
J. Chadwick, Jr., Powelton	167	10	157
L. E. Baldwin, Powelton	171	14	157
W. P. Hamilton, Tuxedo	180	24	156
W. H. Patterson, Ardsley	178	20	158
W. Pulsifer, Oxford	178	20	158
N. S. Dike, Dyke Meadow	175	16	159
George C. Armstrong, Fox Hills	174	14	160
W. C. Carnegie, Pittsburg	172	12	160
C. B. Kell, Englewood	181	22	159
E. M. Byers, Pittsburg	161	0	161
N. Holmes, Jr., Tuxedo	177	16	161
G. P. Tiffany, Powelton	184	10	164
G. H. Hull, Jr., Tuxedo	174	12	162
J. C. Lord, Tuxedo	183	20	163
F. S. Bacon, Tuxedo	175	10	165
F. B. Barrett, Englewood	185	20	165
A. DeWitt Cochrane, Ardsley