HOWLETT THE BEST DRIVER

FRENCH WHIP GIVES A MARVELLOUS EXHIBITION WITH FOUR-IN-HANDS.

Easily Outpoints a Field of Expert Handlers of This Country—Village Farm's Dare Devil Wins the Trotting Stallion Championship and Two Other First Prizes—Fandango the Leading Hackney—The Reid Speedway Cup for Pacers Goes to Mr. Billings's Sunland Belle—Mrs. Donnelly Rides Downhill to Victory—Show Ends To-day.

Swinging along in full career to the end to-day—for which all our theatrical managers will offer thanks—that great carnival of the horses and fashion, the sixteenth annual Horse Show, was a gala place yesterday. The attendance was good in the morning, better in the afternoon and best at night, when every box and seat was filled, the top galleries crowded and people stood on the ring—walk and back of the balcony chairs so close together as the stalks in a field of growing corn. The galleries had been nearly empty all the week, for the folks would rather be crushed in the standing crowd, it seems, than climb up to the "Heaven." The judging of four-in-hands and a contest in four-in-hand driving were from the society point of view at least the great features of the morning and afternoon, while a parade of all the blue ribbon winners of the week opened the evening session in a spectacular way.

The costumes of the women as usual attracted almost as much attention as the horses. In the afternoon Miss Beatrice Mills looked very attractive, clad in a snuff brown cheviot tailor-made gown with black velvet hat trimmed with black plumes. Miss Jeanne Reid was dressed in a sapphire blue velvet dress trimmed with fur. Mrs. George B. de Forest was in a black cloth dress trimmed with panels of black silk. She wore a small black hat. In the evening Mrs. Stuyvesant Fish occupied a seat in an arena box. She was dressed in black velvet and wore an immense black hat with long plumes on each side. Mrs. Herman Oelrichs wore a costume of black and white with touches of blue and a pale blue knot on the hat to match. Mrs. Townsend Borden was dressed in black heavily jetted. She had a collar and necklace of pearls and a hat of shaded autumn leaves. Mrs. James Speyer wore a cream net dress slightly spangled with gold and appliquéd with cream lace. The bodice was of black velvet. Her hat was small, of shaded red. Mrs. De Forest Danielson of Boston wore a black velvet costume close fitting, relieved with a buckle and buttons of rhinestones. Mrs. Elisha Dyer, Jr., was dressed in white and black lace and wore a silk hat to match. Mrs. William F. Burden was dressed in black silk and wore a black hat.

Mrs. Joseph Stickney wore a costume of cream lace and a small hat of tan and cream. Mrs. Clarence Mackay wore a dress of black net jetted and a small hat of black lace spangled with gold. She had a corsage bouquet of mauve orchids. Mrs. Dodge with Miss Daisy Leiter were in William C. Whitney's box. Mrs. Dodge was dressed in white lace appliqué and wore a large black hat laden with plumes and worn off the face with pink roses under the brim. Miss Leiter was dressed in cream net covered with appliqué work in fawn pink. Her large hat was of almost transparent fawn, pink trimmed with plumes of the same hue. Mrs. William Everard Strong wore black lace over pale blue tulle. The bodice had a yoke of white point lace. Her small hat was black lace over white. Mrs. A. Kelly of Washington, D. C., wore black silk appliqué on black net, a picture hat with a black velvet pink panne velvet bow. Mrs. K. Russell had a black broadcloth and black silk appliqué dress, Persian lamb and chinchilla coat, chinchilla muff, black and white panne velvet hat, quite flat with an enormous blush rose and foliage.

Among others noticed were: A. J. Cassatt, Miss Cassatt, William C. Whitney, John G. Heckscher, President Cornelius Fellowes, Col. Delancey A. Kane, E. Burton Hart, Augustus W. Mott, E. D. Morgan, the Misses Morgan, Mr. and Mrs. F. K. Sturgis, J. H. Alexandre, David Bonner, J. H. Bradford, Hamilton W. Cary, Mr. and Mrs. Prescott W. Lawrence, Mr. and Mrs. Reginald W. Rives, Milton Young, Mrs. Griswold Gray, Lispenard Stewart, Mr. and Mrs. C. Oliver Iselin, Miss Nora Iselin, Mr. and Mrs. Pembroke Jones, Mr. and Mrs. Norman Whitehouse, J. Roosevelt Roosevelt, Miss Helen Roosevelt, Mr. and Mrs. Francis B. Stevens, Mr. and Mrs. Paul Gibert Thebaud, Mrs. Jules Reynal, Eugene Reynal, Mr. and Mrs. Van Rensselaer Kennedy, Mr. and Mrs. Cooper Hewitt, Mrs. Burke Roche, Senator George Peabody Wetmore, Mr. and Mrs. Clarence Mackay, Mrs. C. Albert Stevens, Mr. and Mrs. Richard Stevens, Mr. and Mrs. H. H. Hollister had as guests, in box 40 in the afternoon, Mr. and Mrs. H. Murray, Mr. and Mrs. Walter Suydam, Mr. and Mrs. L. Stanton, and Miss Hollister.

The test of skill in four-in-hand driving was held at noon and it was the magnet to attract the unusually large early attendance. There was a great gathering of noted whips along the rails and in the boxes, Mrs. J. E. Smith-Haddon, Miss Moresini, Miss Benedict, Miss Anna Sands and Miss May Bird representing the fair sex, who are at ease on the box seat, while F. T. Underhill, T. Suffern Tailer, Fred Ashenden, Samuel Willets, Charles Pfizer and a host of other drivers of renown, with hunting men and polo players galore, swelled the crowd. The presence of Morris E. Howlett of the noted family of Paris whips gave the contest an international air. Old timers recalled that it was the second international affair of the sort, although the other, held at the 1893 show, was for amateurs only for a cup presented by John G. Heckscher. It was won by the Hon. Wentworth Paul, of London, who had been "tooling" a public coach at the Chicago fair all that summer. The men he beat were Harrison K. Caner, Barclay Warburton, Capt. Adams, J. C. Groome and John H. Shultz, Jr. Then the feat was to cut figures of eight between posts set about the ring, each driving his own and another team in turn.

Yesterday the conditions were quite different. Style in handling the reins, holding and using whip, position of hands and body and similar details were what counted, as well as the skill in driving. A hurdle was placed on each side of the judges' stand, leaving a gap of ten feet, through which, after showing their skill in general evolutions, the whips had to drive their team. The leeway was about two feet on each side of the wheels if the coach went through in the exact centre of the gap. This was not much more difficult than to turn from a road into an ordinary carriage gate, but the way it was done was what told.

There was a bustle and buzz of expectation about the big amphitheatre when the eight contestants walked across the tanbark to the stand. The judges, Prescott Lawrence, H. K. Bloodgood and Harrison K. Caner, made them draw lots for the "honor of driving off," as they say in golf. Richard F. Carman drew No. 1. The vehicle all were to use, the Monmouth road coach, and the team, gray and bay wheelers and a bay and skewbald in the lead, stood ready. It was a tractable and handy team, but the off leader, the motley colored one, needed careful handling to be kept in line and free from showing skittishness. Carman rode with each driver in turn to direct him. By the way, three of the aspirants, Howlett, Sheldon and Pellew, wore frock coats and silk hats; the others black cutaways and derby hats. Only Carman, who had a small boutonnière of violets, Sheldon, who carried a red chrysanthemum and Howlett, who had a white carnation, sported flowers. The coachman's bouquet, it appears, is only obligatory on a road coach.

There was great applause when Carman mounted and started his team. A widely circulated announcement that he had wagered James H. Hyde $5,000 the morning that he would win whetted the interest in his performance. Carman, after a round to feel his team, went through the figure of eight nicely, and pointing for the obstacles gap took it in fine clever style. In stopping Carman was very good, but he did not use the whip brilliantly. As a whole there was nothing very impressive in his display. Walter Lee, a gentleman farmer of Black Rock, Conn., was next on the box. He caught the corner of the stand in going through the gap, which spoiled whatever chance he may have had. John L. Conoway, the Philadelphia polo player and amateur driver, then took command. Handling his team perfectly, all went well with him until he was told to use the whip. Conoway touched the near leader nicely, and then the off leader, but he failed to catch the lash in the orthodox double thing in the recovery, and it became entangled in the wheel, snapping off before the team was stopped. This settled Conoway before he got a try at the gap. But for this mishap he looked like a winner.

James Sheldon, noted at bench shows as a great amateur judge of bulldogs, next ran the gauntlet. He made the full stop better than Carman, but did not point as well. Next came Henry Pellew, an old-time whip, and as round and rosy as the elder Weller, the coachman of Pickwick. To the cheers of his friends he made a fine showing, especially in stopping and starting. He was the first to use the brake and to be discounting put it on, a detail in which Pellew scored a point over the others. Harry J. Thomas, also a professional driver, came next. He had his leaders straightened out before he thought of the brake, but afterward did well until he reached the gap, when he forgot the stand with the coach wheels. Everett R. Webster was the last to try. He is a professional driver, too, but also forgot the brake and he had started up, when, although he shaved the stand at the gap, his work was over.

Morris E. Howlett preceded Webster and as he won the $50 presented by James H. Hyde for the best showing, his work will be told of last and in detail. In black, only brightened by a white flower and the shimmer of silk hats to which they raised from the stand, while in tan, he jaunted up as a belle at her first ball. He is a short, active person, with a round, bright face, and in a general way appears to be a somewhat dwarfed edition of Congressman-elect W. H. P. Belmont. First he laid the whip over the backs of the wheelers and then looked over the team to see if the harness suited him. Howlett changed the biting of the wheelers slightly and then lifted the reins from under the tug buckle and adjusted them so that they would lie on the tugs, ready to go as the box seat.

All ready, Howlett held the reins in his right hand from the whip in the same hand, and then mounted. These details had been carefully noted by the judges, and, as a good driver can always be told by the way he gets up, they now watched Howlett ascend. His method was the same as the others, but with more ease. It was left foot on hub, right on roller bolt, left on step, right on foot board, meanwhile using the right hand to help himself and keeping the right arm straight down. Taking the seat, he passed the reins to the left hand, released the brake, then started prettily, letting the wheelers take the weight and leaving the leaders free. The team seemed to start as one to all except the experts, who were shouting approval from all parts of the building.

After a halt to fix the rein coupings, Howlett stepped and started as ordered, and then with the team at a smart trot he went through the various evolutions, including four trips through the gaps. The gap was easy to him as the open ring, and to show his skill with the whip once while going through it Howlett touched up the leaders and caught the double thong with the same motion to move the whip hand two inches. The reins were held rather higher than is usual here. It is said to be the Howlett mannerism—but the left hand was kept nearly still throughout, while the right hand never was on the reins a moment longer than was needed to make a body in turning. His motions were hardly visible, which is the ideal in driving, whether in single harness, a pair, tandem, or at four-in-hand work.

At the nod from the judges Howlett stopped, dismounted in the reverse way that he had climb d to the box, and, after looping the reins through above the traces and tugs, buckle in readiness for the next driver, he walked to the stand. The applause that followed his exhibition was amazing and must have done much to vanish any chagrin he might have felt over his experiences with Whirl of the Town on Monday. After the heartiest of hand-clappings, a group of dealers at the Fourth avenue end gave three cheers for him and then a balcony groan asked, with the usual reaching answer, "What's the matter with Howlett?"

Howlett, contrary to a somewhat general opinion, said yesterday that he never had been identified with road coaching in England. His father went to Paris from England many years ago and opened a livery stable. He taught his son to drive and he has been known for some years to visiting Americans as the most expert whip of Paris.

The four-in-hand work of the afternoon brought out six to compete in a class for the best road team. There were four drags in the ring and two brakes. One amateur, A. C. Bostwick, drove in superb style a black and bay team to a handsome red and green coach, but he had to be content with second ribbon. All the coaches had guards up in full livery, but not one made so brave a showing as Aurel Batonyi, who tooled the road coach Good Times. He had six passengers, Messrs. Hulme, Hoskier and Hilliard. As the team circled the ring the gorgeously uniformed guard made the air melodious with coaching tunes played on the yard of tin. No better playing has ever been heard here on the horn. The others with four in were George F. Gilman, John Bratton, Dr. Wendys, T. W. Lawson and the Fashion Coach Horse Company. The latter team, a chestnut and three bays looking up to any amount of work and well mannered, driven by Thomas, won the blue ribbon.

In the next class the sporty days of old-time road coaching were recalled, the prize being for the best coach and appointments and the quickest change of teams made in the ring. The Good Times was the only entry. There was again spirited music from the horn in the preliminary rounds of the ring and then Batonyi directed the change of horses. The new team was hooked up neatly and quickly, but the ring record made by C. F. Bates was not in jeopardy.

Fashion's extreme in park traps for formal driving is the phaeton, the dennemail, spider or Stanhope, and amateurs were out in the special driving event of the evening for this sort of vehicle. Appointments counted 70 and the horses only 30 per cent., and, as each whip had donned his best to live up to the gradeur of his turnout, the sight was worth paying a dollar to see. Ten drivers handled Joseph I. Widener, A. C. Bostwick, F. J. Gould, H. C. Hoskier, J. Robertson Beard, Dr. Wertz, and T. W. Lawson and Aurel Batonyi, the professional whip.

While the pole chains were tangling their loudest and Ted Sloan, the jockey, made what may be termed a triumphal round of the ring walk, for millionaires and society leaders gazed at him with an unconcealed curiosity, while the horsey folks who were acquainted with him bowed low before him. He was dressed in the most subdued of evening attire, the only touch of Sloan adorning his shirt front, which by his pie was a severe black. In all the little rider made a good impression.

An incident that vastly amused the part of the spectators that could see the action occurred while the phaeton class was in the ring. One of the supply vehicles at the Fourth avenue end, a body-break, became overcrowded with the dealers and grooms who use the empty traps as their grand stand. As all moved toward the front, the break tilted forward with a great noise. It would have looked very well indeed to the injury of the occupants, but that they all threw themselves backward, forcing the body of the break to drop on its frame again as rapidly as it had upset. The clatter drew the attention of 3,000 persons at least, who were just in time to catch the upward flight of the men, who jumped with alacrity, and to see the downward flop of the vehicle. Good luck had averted a possibly serious accident.

The field of pacers in competition for the Michael Reid cup was the first of the kind ever seen in the Garden. There were Sunland Belle, one of the handsomest little mares that ever wore harness and that pulled a wagon over the Cleveland track in 2:07¼; Hontas Crooke, 2:09, the stylish and fast chestnut stallion; Free Bond, the big gaited bay gelding that pulled Mr. Billings a mile over the Terre Haute track in 2:04¾, making an amateur record for pacers to wagon; Dariel, 2:07½, Dr. H. H. Kane's smooth-going little pacer and one of the stars of the Speedway; Harry C. King's stylish bay gelding Forest Wilkes, 2:14¼, shown by George Coleman; George Wallace, 2:17¼, the dusky bay gelding that Louis Kahn regularly sculls on the Harlem River drive and never refuses to brush with any of them, shown by Dr. H. D. Gill; Thomas L. Watt's black gelding Keeler Boy, 2:19, Koelsch brother's Ben H., a good looking bay gelding and Redinda, 2:07¾, the fast bay mare driven by Dr. J. H. Carmichael of Springfield, Mass.

They were well shown as a whole, although there was not a driver in the bunch who had experience to amount to anything in the Madison Square Garden arena. Mr. Billings caused many exclamations of surprise by his skill in tooling Hontas Crooke. Dr. Kane showed Dariel in good style and F. H. Hartwell handled the reins over Sunland Belle so well that the blue ribbon was awarded to her. She was well deserving of it, too. Hontas Crooke won the red ribbon, while Forest Wilkes, although showing a tendency to being heavy mouthed, was skilfully driven by George Coleman and was considered worthy to bear off the yellow ribbon. Dariel logged a trifle thin, but exhibited well and was decorated with the white ribbon of high commendation.

When the hackney mares competing for the championship were called into the ring in the morning, there was a good crowd present. F. C. Stevens won both the first prize and the reserve ribbon with the chestnut mare Victoria III., by Fairfax; Victoria, and the chestnut mare Kathleen II., by Polonius—Kathleen. The roan mare Laodamia exhibited by Eben Jordan of the Plymouth Hackney Stud, was the only other contestant. Three hackney stallions with four of their get, 4 years old or over, were in the ring three different hackney breeding establishments competed in one of the early morning classes. F. C. Stevens's well-known horse, Fandango, a handsome chestnut, got the blue ribbon, second prize going to Lord Denby, II of the Plymouth Hackney Stud. The aged four-year-old stallion Enthorpe Performer, exhibited by F. G. Bourne, received third.

The show of pony stallions, 12.1 hands, was a good one. Tenneyscroft Kelpie, 11.1 hands, by Montreal, shown by Thomas L. Watt, Jr., was considered the best, but William J. Sampson's Hazeldean Maxor, 11.2 hands, made a close contest for the honor. The third ribbon went to Charlie Burgess, jr., exhibited by W. F. Fotterall of Pleasant Valley Farm. In the Shetland pony stallion class there were only two competitors, Mrs. R. F. Carman's Eclipse taking first prize and Miss Martha Cameron's Count, second.

The great feature of the morning was the judging of four class for trotting stallions. The interest centred in the result of the competition between Dare Devil, 2:09, one of the best race horses of the Plymouth Hackney Stud, Prince Compton and in 1899 by F. C. Stevens's Fandango—Prize, $250. Fandango, ch., 15.2½ hands, 10 years, by Lord Rattler—Polly, F. C. Stevens. Reserve, Alarm, br., 14.3½ hands, by Wildfire—Carlon Pride, Chestnut Hill Stock Farm.

PONY STALLIONS AND BROOD MARES.

Class 85. Pony stallions, other than Shetland, not exceeding 14 hands 1 inch, shown with three of their get. First prize, $150, Eclipse, br., 12.3 hands, aged, by Inshmark—Mrs. H. J. Carman get, Jack, 3d and Little Bo Peep. Second prize, $75, Count, b., 14 hands, 10 years, by Little Wonder—Cosette, Miss Martha Cameron; get, Countess, Violet and Esther.

Class 86. Stallions, 3 years old or over, not exceeding 12 hands 1 inch. First prize, $100, Reliper, sr., 11 hands, 10 years, by Montreal, Thomas L. Watt, Jr. Second prize, $50, Hazeldean Maxor, b., 11.2 hands, 10 years, William J. Sampson. Third prize, $25, Charlie Burgess, jr., b., 11.2 hands, 7 years, Pleasant Valley Farm. Highly commended, imp. Mar. blk., 12.0½ hands, 13 years, Thomas L. Watt, Jr.

PONIES IN HARNESS.

Class 87. Pair of ponies, other than Shetlands, not exceeding 13 hands. First prize, $100, Jack, b. g., 12.3½ hands, and Jill, br. m., 12.3½ hands, George D. Widener, driven by Master Widener. Second prize, $50, Jennie, blk. m., 11.2 hands, aged, and Topsy, gr. m., 11.2 hands, 7 years, Gerkendale Stock Farm, driven by Mr. J. Gerken. Third prize, $25, Countess, br. m., 13 hands, 6 years, and Violet, br. m., 13 hands, 5 years, Miss Martha Cameron, driven by H. Hemsley. Highly commended, imp. Mar. blk. s., 12.3 hands, 13 years, and Cock Sparrow, gr. g., 13½ hands, 9 years, Thomas L. Watt, Jr., driven by McDonald.

SPECIAL PRIZES.

Class 125. Speedway cup, offered by Michael Reid, for the best pacer, must have been driven on the New York or another speedway, or be owned by a member of a recognized gentlemen's driving club, shown in light harness to a pneumatic tired, wired wheel, single speed wagon, not exceeding 75 pounds in weight, to be judged by their conformation, style of going, pedigree and appearance in the ring, gait to count 25 per cent., manners, 25 per cent., soundness, 15 per cent., conformation, 10 per cent., equipments, 25 per cent. Prize value, $200. Sunland Belle, 2:07¼, b. m., 16 hands, 8 years, by Bourbon Wilkes—Demima, by Norwood. C. G. K. Billings, driven by Hartwell. Second prize, ribbon, Hontas Crooke, 2:09, ch. s., 15.2 hands, 8 years, by Budd Crooke—Polka by Pocahontas Boy. C. K. G. Billings, driven by owner. Third prize, ribbon, Forest Wilkes, 2:14¼, b. g., 15.3 hands, 12 years, by Bourbon Wilkes—Florence C., Harry C. King, driven by Coleman. Highly commended, Dariel, 2:07¾, b. m., 15 hands, 7 years, by Alcander—Topsy, Dr. H. H. Kane, driven by owner.

Class 123. For the best driving of teams, four-in-hand, open to all; the following were required of competitors: 1. Only competitors and judges allowed on the coach. 2. Pace not to exceed eight miles an hour. 3. Each competitor to arrange his own coup. Rig. 4. To start and stop at word. 5. To stop at a given point. 6. Driving through obstacles, turning and any other evolutions the judges may require. 7. In judging, the manner of holding and using whip, and the position of hands and body will be considered. 8. Competitors will draw lots for the order in which they shall drive. Prize, $300, in plate or money, offered by James H. Hyde. Won by Morris E. Howlett.

HORSES, CARRIAGES AND APPOINTMENTS.

Class 49.—Pair of horses, shown before a brougham; the horses to count 50 per cent.; brougham, 25 per cent.; harness, 15 per cent.; liveries, 10 per cent.; horses should have good manners, stand quietly and back well. First prize, $250, Lord Chesterfield, b. g., 15.3 hands, 9 years, and Busnel, b. g., 15.3 hands, aged, Albert C. Bostwick, driven by Pollard. Second prize, $100, Kitchenor, b. g., 14.3¾ hands, 7 years, and Kopelin, b. m., 14.3¾ hands, 7 years, William Howard Barnard, driven by Matson. Third ribbon withheld.

FOUR-IN-HANDS.

Class 61.—For the best road team, 4 years old or over. First prize, $200, bay team unnamed, Fashion Coach Horse Company, driven by Thomas. Second prize, $125, Landsacre, Landslide, Landsendand Landlubber, Albert C. Bostwick, driven by owner. Third prize, $60, Caprice, Byron, Shelby and Pernciffe John S. Bratton, driven by owner. Highly commended, Pontico, Pasmala, Misht, Anyplace, Gedney Farm, driven by Williams.

Class 62.—For the best coach and appointments, and the quickest change of teams made in the ring; appointments to count 50 per cent.; the completeness and speed of change, 50 per cent.; shown before a coach; the horses should have substance, pace and good manners, and not be under 15 hands. Prize, $100, won by Good Times Coach, driven by A. Batonyi.

SADDLE HORSES.

Class 75.—Woman's saddle horse, not under 15 hands, 3 years old or over; this class to be ridden by women. First prize, $150, Manager, b. g., 15 2½ hands, 7 years, Lemuel Hitchcock, ridden by Mrs. Donnelly. Second prize, $75, Lady Leona, blk. m., 15.1½ hands, 7 years, Harry T. Peters, ridden by Mrs. Thompson. Third prize, $50, Iris, blk. m., 15.2 hands, 7 years, Burke Roche, ridden by Miss Beach. Highly commended, Brushwood Boy, blk. g., 15.1½ hands, 7 years, Mrs. Frank W. Duryea, ridden by Mrs. Patten.

PONIES UNDER SADDLE.

Class 81.—Ponies exceeding 13 hands 1 inch and not exceeding 14 hands 1 inch; 3 years old or over.—First prize, $100, Imp. Woman in Black, blk. m., 15.0½ hands, 5 years, Miss Marion Holloway, ridden by owner. Second prize, $50, Babble, br. m., 14 hands, 7 years, Miss Hilda Fisk, ridden by owner. Third prize, $25, Imp. Lady Boss, b. m., 13.2¼ hands, 4 years, Miss Hilda Holloway, ridden by Master Hewitt. Highly commended, Black Beauty, blk. m., 13 hands, 5 years, Arthur R. Norcott, ridden by A. Kenny.

SPECIAL PRIZES.

Class 117.—For pair of horses to be shown before a demi-mail, sulky or Stanhope phaeton, for park use; horses to count 50 per cent. and to be practically sound with good manners; carriages to count 30 per cent.; harness, 20 per cent.; servant's liveries, &c., 20 per cent.; if in the opinion of the judges an exhibit is deficient in any one of these qualifications, such exhibit shall not be considered. All must be the property of the exhibitor.

Prize, $200, offered by Brewster & Co., in money or plate, won by Lord Chesterfield, b. g., 15.3 hands, 9 years, and Busnel, b. g., 15.3 hands, aged, Albert C. Bostwick, driven by owner.

HUNTERS.

Class 95.—Women's qualified hunters; must be up to carrying 165 pounds to the hounds; conformation and quality to count 25 per cent.; performance over fences and manners, 75 per cent.—First prize, $200, Hornpipe, ro. g., 16.1 hands, 5 years, Miss Marion Murchison; get, Hurkamp. Second prize, My Fellow, ch. g., 16 hands, 6 years, Adam Beck, ridden by Reynal. Third prize, $50, Suzette, gr. m., 15.3 hands, 7 years, Samuel Willets, ridden by W. Davy. Highly commended, Grey Cap, gr. g., 15.2 hands, 4 years, Mrs. H. C. Groome, ridden by Maddox.

HIGH JUMP.

Class 105.—High jump, open to all, for the first trial the bars to be placed at a height of 5 feet; they will then be raised to 5 feet 6 inches, to 6 feet, to 6 feet 3 inches and 6 feet 6 inches, which height, when reached, shall be the maximum; only three trials will be allowed each horse at the different heights. In the event of two or more horses clearing 6 feet 6 inches, the judges in making their awards will consider the form in which the horses have taken their jumps.—First prize, $200, Chappie, b. g., 16 hands, aged, Nino B. Hayes, Miss Marion Holloway. Second prize, $100, Pearl, b. m., George Pepper, ridden by H. Wilson. Third prize, $50, Heatherbloom, b. g., 16 hands, 5 years, Gedney Farm, ridden by D. Donnelly. Highly commended, Lady Plume, br. g., George Pepper, ridden by H. Wilson.

The programme for to-day follows:

9.30 A. M.—Judging three stallions and their get (half breeds), class 34.

9.45 A. M.—Judging twelve Shetland ponies in harness, class 63.

10 A. M.—Judging nine horses suitable for cavalry, class 109.

10.20 A. M.—Judging twenty-six horses, trotting or partly trotting bred, for road purposes, class 121.

10.40 A. M.—Judging seven ponies in harness driven by children, class 116.

11.25 A. M.—Judging twenty-six horses suitable for hunters, class 106.

12 M.—Judging six polo ponies, class 83, and five polo ponies, class 84.

12.30 P. M.—Judging one omnibus and appointments, class 115.

1 P. M.—Recess.

2 P. M.—Judging sixteen horses suitable for chargers, class 108.

2.30 P. M.—Judging thirteen roadsters and best appointed road rigs, class 14.

3 P. M.—Judging saddle horses (first prize winners), not exceeding 15.2 hands, for the championship, class 77.

3.25 P. M.—Judging saddle horses (first prize winners), exceeding 15.2 hands, for the championship, class 78.

3.40 P. M.—Judging single roadsters for the championship, class 16.

3.55 P. M.—Judging thirteen pairs of horses driven by ladies, class 114.

4.25 P. M.—Judging pairs of roadsters for the championship, class 17.

4.55 P. M.—Judging twenty hunters or jumpers over fences at five feet, five feet six inches and six feet, class 103.

5.15 P. M.—Judging twenty-eight pairs of harness horses, class 40.

6 P. M.—Recess.

8.30 P. M.—Judging twenty-six harness horses, class 37.

9 P. M.—Judging single harness horses not exceeding 15.2 hands for the championship, class 51.

9.15 P. M.—Judging single harness horses exceeding 15.2 hands for the championship, class 52.

9.30 P. M.—Judging pairs of harness horses not exceeding 15.2 hands for the championship, class 53.

9.45 P. M.—Judging pairs of harness horses exceeding 15.2 hands for the championship, class 54.

10 P. M.—Judging hunters and jumpers for the heavy, medium and lightweight championships, class 106.

Basketball Notes.

PHILADELPHIA, Nov. 23.—The New York National League basketball team defeated the Pennsylvania Bicycle Club in a championship game last night by 25 to 18.

The basket ball team of the Bay Ridge A. C. has two open dates in the early part of December and also several in January which they desire to fill with first-class teams having their own courts. Address E. Turner, 345 Bond-av., New York city.

After spending every thing before them the champion Cyclones have at last been beaten to the tune of 27 points to 10. Millville did the trick on Wednesday night at Millville and they did it in such a way as to leave no doubt in the minds of the 2,000 persons who were present that the champions are not altogether invincible.

The Burlington and New York teams of the National League met in Burlington on Tuesday night in one of the regular league games. The Jersey men started strong and quickly took the lead, which they held until near the end of the half, when the New Yorkers spurted, and the half ended in their favor by 14 points to 12. A slight change in the make-up of the New York team worked to advantage and during the last half they played a much faster and better game all around. The final score was: New York, 31; Burlington, 23 by winning the game the New Yorks are now tied with Bristol and the Penn Bicycle Club for third place.

The last games were contested on Wednesday evening at the court of the Newark National Turn Verein teams. The Manhattans of this city played the Turn Verein's second team. The score at the end of the first half was 13 to 6 in favor of Manhattans, but the Turners took a strong grip and pulled the game out at the last moment. The final score was 18 to 17 in the Turn Verein's favor. The Vigilants of this city then lined up against the Nationals, first team, and for the first few moments it seemed as if there was nothing to it but the Nationals. The visiting team, however, soon got into its stride and gave a clever exhibition of fast passing and blocking. The final score was: Vigilants, 34; Nationals, 13.

Brooklyn Advertisements.

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TOD SLOAN TALKS.

Has Made No Engagements for Next Year, and May Not Ride in England.

Jockey James Todhunter Sloan, who arrived from England on the Kaiser Wilhelm der Grosse on Thursday night had a little to say yesterday about his experiences in England in spite of his signed statement made before leaving the other side that he would not reply to interviewers. He replied in the negative when asked if there was any chance of his riding for the Prince of Wales next year. Tod said that the reported interview between the Prince and himself did not take place and that they had no words whatever over the decision of the Prince not to carry out the contract to engage him as jockey. Sloan was asked as to the real cause of the falling through of the contract with the Prince, and whether it was not due to the jealousy and prejudice in England against American jockeys. He replied:

"Well, now, you cannot expect me to answer that. I am in plenty of trouble as it is, and any statement to that effect would put me in a worse light than ever. The public knows the cause as well as I do."

Sloan was asked if he expected to be retained by any other Englishman and if he had signed any contracts, to which he replied:

"I have not signed any contracts and what is right I do not intend to do. I go to England at all, and there is some doubt of it, I shall ride as a free lance, the same as I have done this year. I have made no plans whatever and it is possible that I may stay in the United States. I am going to the Pacific coast now and shall be there for a month or six weeks. After that I shall return to New York."

Tod said that he was perfectly satisfied with his season's work, and that he hoped Lester Reiff would come out of the investigation as to his riding all right. He also confirmed the statements that the English riders were changing their style and copying the Americans. "Even the stable boys," he said, "are being broken in to ride our way."

$2,320 for the Six-Year-Old Trotting Mare Louise Patchen.

CHICAGO, Nov. 23.—The closing day of the Chicago horse sale at the Union Stock Yards was in many respects the banner day of the sale. Prices for good animals were higher and the demand brisk. Following brought $300 and over:

Louise Patchen, 2:21½, trotting, b. m., 6 years, by Joe Patchen—Belle Edgewood, by Marmaduke; Peter Bredenberg, Springfield, Ill.	$2,320
Ed. Hooker, b. g., 5 years, by Harry Holly, dam by Darkright; Oscar Ames, Wheaton, Ill.	1,800
Normeda, 2:13¼, b. m., 7 years, by Nutwood—Lief Mandolin, by Capitol; Mr. Clemmons, Chicago	1,000
Rebecca H., 2:29¼, br. m.; Dr. Lovell, Chicago	450
Edward, b. g., 6 years; Remi De Jonckheere, Antwerp, Belgium	470
Adleman, ch. g., 4 years; J. Brown, Detroit	450
Dr. McKellar, b. g., 3 years; Tom Walsh, Chicago	525
Royal King, b. g., 4 years; A. A. Turner, Chicago	350
Jay, 2:36, b. g., 6 years; D. Riley, St. Joseph	350
Sam, b. g., 8 years; Remi De Jonckheere	410
Rud Maceo, blk. c., 3 years; D. W. Mills	325
Witch Hazel, 2:35, b. m., 8 years, Conley & Westwell, Philadelphia	430
Reno M., 2:19¼, blk. g., 9 years; J. L. McCarthy, Kansas City	375
Edith Wilkes, 2:12¼, b. m., 7 years; A. McChattie, Glasgow, Scotland	355

Trap Shooting.

RUTHERFORD, Nov. 23.—Fine scores were the rule in the final competition for the Inter-club Team trophy on John Hen Outwater's grounds to-day. The event was open to all, teams to consist of three men from any gun club in the United States, each team to shoot at twenty birds per man.

The Moonachie Gun Club of Rutherford, represented by a trio of crack trap shots, met the East Side Gun Club of Newark in the final race for the trophy. The East Side shooters won and they take the trophy for good that was offered for the event. Two extra sweepstake races were contested. Dr. Louis H. O'Connell and John B. Hopkins of Aqueduct won the "high gun" prizes for the best individual average. The summaries:

Inter-club Team Shoot, Sixth Contest—Twenty five birds per man; scratch rises; even distances—East Side Gun Club, Newark, N. J., J. H. Fischer, 28 yards, 15, Dr. Louis H. O'Connell, 30 yards, 17; Henry G. Koegel, 28 yards, 20; total, 52. Moonachie Gun Club, Rutherford, Count Lenone, 28 yards, 12, Frank A. Hall, 30 yards, 17, John H. Rolphs, 14; total, 43.

Sweepstakes—Eight live birds per man—Dr. Louis H. O'Connell, 30 yards, 7; Henry G. Koegel, 28 yards, 7, George Schoemaker, 28 yards, 7, John H. Rolphs, 28 yards, 6, Count Lenone, 28 yards, 4, Frank A. Hall, 28 yards, 4.

Ten Live Birds per Man—Fischer, 9, Dr. O'Connell, 9, Hoegel, 8, Schoemaker, 8, Count Lenone, 8, Rolphs, 8.

Sweepstakes Race—Twenty five birds per man—Koegel, 20, Hall, 17, Dr. O'Connell, 17, Fischer, 15, Rolphs, 14, Count Lenone, 12.

QUEENS, L. I., Nov. 23.—In the Medicus Gun Club events at the Interstate Park traps the Medicus Gun Club trophy was captured by Dr. William Wynne of Brooklyn. The doctor also tied with Dr. Ashley A. Webber of Brooklyn in the Invitation Handicap Sweepstakes, grassing fourteen out of fifteen pigeons. The summaries:

Medicus Gun Club Trophy Contest—Ten live birds per man; handicap rises—Dr. William Wynne, Brooklyn, 28 yards, 9; B. F. Stewart, Newark, 26 yards, 8; J. W. Williams, Brooklyn, 28 yards, 9; Dr. Ashley A. Webber, Brooklyn, 30 yards, 9.

Shoot-off of Tie, Miss and Out—Dr. Webber, 6; Dr. Wynne, 7; Stewart, 4; Williams, 2.

Invitation Sweepstakes Contest—Fifteen live birds per man; handicap rises—Dr. William Wynne, 28 yards, 14; Dr. Ashley A. Webber, 30 yards, 14; B. Stewart, 26 yards, 13; J. George, 28 yards, 12.

New Cup Defender May Be Ready for a Trial the Middle of May.

Work on the new yacht at the Herreshoffs' yard for the defence of the America's Cup is to be rushed along and the boat will be ready early in the spring. It is said that the mould for the frames has been started and that preparations are being made to cast the lead keel. Herreshoff has plenty of material on hand and the contracts for what will be required have been placed. Every one identified with the new boat realizes that there is no time to waste and everything that can be done to get the boat out early in order that she may be properly lined up before meeting the Shamrock will be done.

W. Butler Duncan, Jr., the manager of the new defender, has set about his work with a vim that bids fair for the boats that he will go against. Talking yesterday he said:

"I expect the new yacht will be out early, how early I do not care to say just now, but if we can have a trial against the Columbia by the middle of May I shall be satisfied. That will leave three full months in which to get the new boat in proper shape which is about the time the Columbia had. Nothing has been done about a certain crew yet. I have hardly given the matter thought yet. We may have a crew of Deer Islanders and we may have the regular yacht sailors. The Deer Islanders are good men, but they have not the experience of the others and have to be trained. Still we might be able to get some men who sailed on the Columbia last year and they would not require much training."

Vardon at Van Cortlandt.

Illustrations of his plays, diagrams of every shot, with detailed account, *Commercial Advertiser* to-day. 20 pages and 16 page Pictorial Review 3 cts.—Ads.

RACING.

Controlling Bodies Clash Over Extended Bennings Meeting—Results.

WASHINGTON, Nov. 23.—There is liable to be trouble between the Jockey Club and the Western Turf Congress over the latter body's intention to protect the interest of the Crescent City Jockey Club for its meeting at New Orleans. The congress tried to bluff the management here into shutting down the meeting on Nov. 30, instead of continuing until Dec. 8, as sanctioned by the Jockey Club, and sent word to the effect that all owners, trainers, jockeys and horses which took part in the meeting at the Bennings track after Dec. 1 would be considered outlaws in the eyes of the Western Turf Congress. This statement was backed up by President Howard of the Western Turf Congress.

Horsemen who have been in the habit of running their horses in the West in the summer and also those who had intended to campaign during the winter at New Or