THROUGH A DRAW.

A Montclair and Greenwood Lake Train Plunges Into the Hackensack.

ONE KILLED, THIRTEEN INJURED.

Perilous Position of Eighteen Passengers in a Floating Car.

THE ENGINEER'S LEAP TO DEATH.

Where Does the Responsibility for the Accident Rest?

An accident occurred early yesterday morning on the New York and Greenwood Lake Railroad, by which one man lost his life and a number of other persons escaped almost miraculously, although several were slightly and two severely wounded. It seems that the draw of the bridge which crosses the Hackensack River is kept open during the night for the convenience of passing vessels, and is not closed until within a short time of the arrival of the first morning train from Montclair. Yesterday morning it was still open when the train which leaves Montclair at 5:50 approached, and as the engineer failed to observe the signal of the open draw his engine plunged headlong into the river. Fortunately the train consisted of only one passenger car, or the loss of life would have been fearful. The locomotive was entirely submerged and the car went over with it. At the time of the accident the train was moving at the rate of thirty-five miles an hour. Some of the passengers on a train on the Newark and Paterson branch of the Erie road saw the train approach the bridge and suddenly disappear into the river, but the people on the ill-fated train were not aware of their danger until they were thrown from their seats with terrific force. The coach went over the draw at an angle of forty-five degrees and in consequence the seats, the stove and the occupants were all hurled to the lower end of it. Fortunately, as the car jumped the track the trucks were wrenched off and it is owing to this circumstance that the passengers escaped with their lives.

A TERRIBLE SITUATION.

At the bridge the river is said to be at least thirty feet deep at low water, and if the wheels had remained attached to the body of the coach their weight would certainly have dragged the car to the bottom before any of the passengers could have found their way out. As it was their release was difficult of accomplishment. When the car righted it floated on its bottom, but the water poured in through the doors and rose rapidly. The moment was one of intense excitement for the passengers, and their greatest danger consisted in their complete bewilderment resulting from the shock. One of them, however, Mr. William H. Dewar, of Belleville, had sufficient presence of mind to rush to the platform and spring on the eastern abutment of the bridge as the car righted. As he did so the car lurched and the door closed violently. The car floated up the stream, the water continuing to pour in at every crevice. Soon the front part began to sink. The bewildered and bruised passengers were imprisoned in a death trap, and for a few minutes there was danger that the car would go down, dragging its inmates with it. Only one or two managed to escape by the windows, and to one of these, Mr. Charles H. McIntyre, Mr. Dewar threw an axe, at the same time shouting to him to cut a hole in the roof. The injunction was obeyed, but before it was accomplished the car was half full of water and the people were compelled to stand on the seats to save themselves from drowning. Assistance was at hand, however, and all the passengers, of whom there were only eighteen, were rescued.

LEAPED TO HIS DEATH.

The train was in charge of William Starks, an experienced conductor, who went down with the coach and passengers into the water. Ira Dexter, an old employé of the Erie Railway, was the engineer and John Maskel the fireman. If there was a signal neither of them saw it, and Maskel was first to observe the open draw. Dexter saw the danger and reversed the engine, but it was too late. Both prepared to jump, the fireman calling to the engineer to come over to his side. "I can see for myself," cried Dexter, and one jumped to the right and the other to the left. The leap of each was simultaneous and was made just as the engine jumped the chasm. The fireman plunged into the river, and, almost without realizing what he was doing, swam ashore. Dexter was not so fortunate. Instead of jumping into the river he leaped upon the bridge. His head struck one of the beams and he rolled over on the bridge a corpse. His skull was fractured, his scalp frightfully lacerated and his brains oozed out from the wounds in his temples. Dexter's mutilated body was removed to his home in Seventh street, Jersey City, and notice was given to Coroner Wiggin, of Hoboken, to hold an inquest. The casualties were as follows:—

KILLED.

IRA DEXTER, aged thirty-five years, engineer.

WOUNDED.

WILLIAM HARRISON, Belleville, injured internally, perhaps fatally.

JONATHAN WOODS, Arlington, collar bone broken.

BENJAMIN F. TUTHILL, Montclair, nose broken and leg sprained.

JOHN MASKEL, fireman, contusion of the head and hips bruised.

JOHN W. BROOKS, Belleville, cut in the head and serious nervous shock.

PHILIP RIEVES, Verona, serious scalp wound; struck on head by the stove.

JOSEPH R. RUDLY, back and right thigh sprained.

WILLIAM C. BROOKS, Arlington, hands badly burned by steam from the engine.

WILLIAM V. ROOME, Arlington, hand cut and left side bruised.

HARRY FRENCH, Montclair, head cut and back seriously bruised.

WILLIAM H. DEWAR, Belleville, hands cut.

MILLARD AUSTIN, Belleville, hands cut.

JOHN WOOD, brakeman, slightly cut in arm.

Harrison vomited blood profusely, and it is not believed he can survive. The passengers, as soon as they were rescued, were conveyed to the Hudson County Penitentiary, where they were furnished with dry clothing by the warden, Joseph W. Bownes, and his assistant, Captain N. Pierce, and their wounds were promptly dressed. All except Harrison were then either sent or allowed to go to their homes.

INTERVIEW WITH THE FIREMAN.

John Maskel, fireman of local No. 2 on the Greenwood Lake division of the New York, Lake Erie and Western Railroad, was interviewed by a HERALD reporter last evening at his home in Montclair, N. J. On being questioned he said:—"I was firing on No. 2 yesterday morning when she went through the open draw of the Hackensack Bridge. Ira Dexter was running the engine; I was fireman. We swung around a slight bend in the track at this point. I saw the open draw first, and cried out, pointing with my hand, Dexter saw the danger and reversed the engine. We were going at a good head. I called to him to come over on my side to jump; at the same time I prepared to leap. I saw that we were going into the river and that this was our only chance. Dexter, in reply to my warning, said, 'I can see for myself.' At the same time he got down to jump and I saw him leave the tender. His body was thrown full length and he struck the switch, knocking his head against the iron. He was killed almost instantly, and when I found him his skull was crushed in. I left the tender, jumping to the left. It was too late, as the engine was then half way over the track into the Hackensack River. I fell on my side into the mud and water and struck the ground near the bank. In the excitement I did not notice that I had been hurt, and I succeeded in dragging myself ashore. I saw the car floating on the water. There was a man on top call, ing for an axe to cut out the passengers. The car left the trucks and wheels before it struck the water and this is why it floated. I was not able to do much after I reached the track, owing to the pain in my side and foot. My head is bruised, but not dangerously. My hip feels very strange, although I am able to walk about some. I cannot say who was to blame. I think we had over a dozen passengers on the train, but owing to the election the car was not as full as usual. I do not believe that the passengers were all saved. I could not find the 'Colonel,' who was acting baggage master, and believe he is lost. It was a close call for all of us, and I am thankful that my life was saved. The engineer, I believe, has a wife and two children living in Jersey City. He said he could see for himself, and made his last jump. I am sorry for the poor fellow. He was a good man."

WHO IS TO BLAME?

In regard to the responsibility there is a disposition to place it upon the dead engineer.

"He will never be negligent again," said one of the clerks at the office of the company yesterday afternoon, to a HERALD reporter.

"Poor fellow, he paid the penalty of his carelessness with his life," remarked another.

"The signal lights are so arranged," said Superintendent Douglass, "that when the draw is open the danger signal is displayed. This indicates that the engineer was not properly attending to his duty."

Subsequent inquiry showed, however, that the signal lights are not turned with the bridge, but must be reversed by the bridgeman. There were charges yesterday that the bridgeman, James Moore, and Michael Manning were derelict in their duty. Moore, on the other hand, says Manning signalled Dexter to stop his train when it was still 200 yards from the bridge, and it is claimed besides that the train was four minutes ahead of time. The company is also arraigned for providing an insufficient signal system for the road. It is understood that at the inquest Coroner Wiggins will endeavor to ascertain the truth in regard to this matter, so that the responsibility may be put where it properly belongs.

NAVAL INTELLIGENCE.

REPORT OF REAR ADMIRAL RODGERS, OF THE PACIFIC STATION—ORDERS.

WASHINGTON, Nov. 4, 1879.

Rear Admiral C. R. P. Rodgers, commanding the United States naval force on the Pacific station, in a communication to the Navy Department, dated September 21, reports his arrival at Coquimbo in his flagship, the Pensacola. On his way there he visited the ports of Mollendo, Arica, Iquique, Mejillones de Bolivia, Antofagasta and Caldera. Admiral Rodgers says it is his intention after giving the crew of the Pensacola liberty at Coquimbo to go to Valparaiso, arriving there early in October.

ORDERS.

Lieutenant Commander J. B. Coghlan is ordered to the receiving ship Independence at the Navy Yard, Mare Island, Cal., as executive; Passed Assistant Surgeon John C. Wise is ordered to the receiving ship Franklin, on the arrival at Norfolk of the Tallapoosa; Passed Assistant Surgeon John W. Ross is detached from special duty connected with the National Board of Health and ordered to the nautical schoolship St. Mary's, at New York; Passed Assistant Surgeon J. R. Waggoner is detached from the nautical schoolship St. Mary's, on the reporting of his relief, and ordered to the receiving ship Wabash, at Boston; Assistant Surgeon C. W. Deane is detached from the receiving ship Wabash, at Boston, and placed on waiting orders; Assistant Surgeon Charles J. Nourse is detached from the receiving ship Franklin and ordered to the Tallapoosa, on her arrival at Norfolk. Lieutenant George T. Wilkins, United States Navy, was placed on the retired list on the 3d inst., to take effect from October 31.

MEDAL OF HONOR.

The Secretary of the Navy yesterday transmitted a medal of honor to John Millmore, ordinary seaman, United States ship Essex, for his gallant and meritorious conduct in jumping overboard from the Essex and rescuing from drowning John W. Power, of the same ship, off Monrovia, Liberia, October 31, 1877. He also sent a medal of honor to Henry Simpson, first class fireman on board the Essex, for the same gallant act.

PATERSON'S WATER SUPPLY.

SERIOUS EFFECT OF THE EXISTING DROUGHT—SILK LOOMS IDLE AND WORKMEN OUT OF WORK.

Between three and four thousand operatives out of employment three days in the week, hundreds of looms inactive in the busiest days the silk industry has ever seen, manufacturers with plenty of hurried orders on hand and no way of satisfying the demands made upon them, a possibility of 45,000 people being deprived of their regular water supply—these are the partial results of the present drought as far as it affects the city of Paterson, N. J. Never before in the history of the city has the Passaic River been as low as it is at present and never have the evil results of a scarcity of water been as keenly felt as at present. All the water in the Passaic River is controlled by the Society for the Promotion of Useful Manufactures, founded by Alexander Hamilton. Its charter, giving it all the privileges and advantages which the fertile brain of its founder could imagine and his influence obtain, reads more like the grant of a monarch than the patent given by citizens of a republic to their fellow citizens. The society could at any time, it is said, destroy the largest part of the industries of Paterson and thus cripple the city itself. Of this, however, there is little danger. A state of affairs similar to the present, though not so serious, existed in the spring of the year. Several of the manufacturing firms then concluded to put in boilers, so as to make themselves comparatively independent of the society; but a high river during the summer made them negligent, so that they did not carry their projects into execution. Now they are again at work putting in the boilers, but before that can be accomplished it is feared the loss for want of motive power will have assumed immense proportions.

The Passaic Falls are altogether dry and present a novel aspect. For hundreds of feet above the chasms, through which at other times a rushing torrent sweeps to the Falls, there is now only a rocky desert interspersed with small ponds of stagnant water. Many visitors daily cross the river at this point and gaze down into the depths of the chasms. The latter present a dismal sight. One hundred feet from the surface, with sides of perpendicular rock, these immense fissures seem to extend into the bowels of the earth. Where the two chasms unite and the river pours forth its angry waters through a rock bound channel some thousand feet long and over a hundred deep is now a quiet lake, whose dark green surface is broken by crags and pointed rocks.

LIEUTENANT WEIR'S BODY.

The body of Lieutenant B. Weir, of the United States Army, who was shot and killed by the Utes at Milk River, Colorado, on the 20th ult., arrived at the Grand Central Depot yesterday morning. It will reach West Point this morning at nine o'clock under the escort of Lieutenant Frank Baker, appointed by the Ordnance Department, and Charles G. Weir, a brother of the deceased officer. The funeral will take place at three P. M. to-day, the sermon being preached by the Rev. W. H. Thomas, of Highland Falls. The customary military honors will be conferred upon the remains. The procession of the corps cadets and the officers of the post will form at the chapel and proceed to the burial ground, about a quarter of a mile above West Point. The following members of the class of 1870 will act as pallbearers:—Lieutenants Michler, Rockwell, Reed, Ives, Larnet, McClernand, Randolph, Schofield, Townsend and Wood. The remains will be interred in the Military Cemetery.

THE GIBSON BROTHERS DISCHARGED.

The inquest in the case of George Michael Fuchs was continued yesterday at Paterson, N. J. Several more witnesses testified to John and James Gibson and others being near the scene of the murder on the 28th ult., the night during which the murder was committed. The evidence was all through very contradictory, showing that most of the party were drunk. The jury returned a verdict that Fuchs came to his death from a shot fired by persons unknown. Coroner Hurd discharged the two Gibsons from custody. This will, it is believed, end the case, as the police have no clew or suspicion against anybody else.

UNITED STATES SUPREME COURT.

WASHINGTON, Nov. 4, 1879.

The following business was transacted in the Supreme Court of the United States to-day:—

No. 38. The Washington Market Company, appellant, vs. James A. Hoffman.—Argument continued by R. T. Merrick for appellee, and concluded by William Birney for appellant.

No. 36. George N. Miller, appellant, vs. Johnson Hagood, substituted.—Argument continued by James Lowndes for appellant, and continued by Leroy F. Youmans for appellee. On motion of H. E. Young, for appellant, dismissed with costs.

No. 41. Orlando North and N. P. Newman, Assignees, plaintiffs in error vs. William McDonald and H. Booth.—Submitted by W. W. Corlett for plaintiffs in error and E. P. Johnson for defendants in error.

No. 42. William T. Ayers, executor, &c., appellant, vs. The City of Chicago et al.—Submitted by M. W. Fuller for appellant and by F. H. Gondy for appellee.

No. 43. David H. Sweetzer, trustee, appellant, vs. Charles H. Helm et al.—On motion of C. Brown in behalf of counsel dismissed with costs under the sixteenth rule.

No. 44. The Glendale Elastic Fabric Company, appellant, vs. William Smith.—Argued by Benjamin Dean for appellant and by William R. P. Lowe for appellee.

Adjourned until to-morrow at twelve o'clock.

UTES AND APACHES.

GENERAL ADAMS' ACCOUNT OF HIS NEGOTIATION—SAPARANARO'S THREAT TO JOIN THE WHITES—MORROW'S SUCCESSFUL PURSUIT OF VICTORIA—SCOUTING IN MEXICO.

[BY TELEGRAPH TO THE HERALD.]

DENVER, Col., Nov. 4, 1879.

Special Agent Adams arrived in Denver at nine o'clock last night, having been absent on his mission since the 15th of October. I called upon him at his hotel and found him considerably fatigued by his journey. The purpose of his present trip to Denver is to take the testimony of the women who were lately captive among the Indians. He arrived here in time to learn that they had proceeded to Greeley, and he will go to that point in pursuit of his purpose, following them to-morrow.

"Did you make any pledges to the hostiles?" I asked.

"Not one, except that I would prevent the advance of the troops. The White River Utes have no reason to expect leniency. I told them in so many words that the government would make no treaty with them—no peace promises, except that I gave them my personal guarantee that I would check their further advance."

SAPARANARO'S SPEECH.

Reciting briefly the circumstances of the surrender of the captives, General Adams said that there were about fifty chiefs in the tent when he refused to smoke with the Indians until the captives were surrendered. Sapananaro and Cuirinos supported him in his demands for the surrender of the captives. Chief after chief spoke, nearly all of them at first declining to surrender the women and children. Finally Churino became angry and refused to take further part in the proceedings, as he considered it useless to parley; but at this juncture Sapananaro stepped forward and made a heated speech, more of a threat than an appeal, saying that if the Northern Utes did not surrender the captives he and Ouray would join the white soldiers and fight. The speech had a good effect, and the council yielded reluctantly to the surrender of the women and children. One chief made a genuine war speech, opposing the surrender, and saying that the Indians could reach the settlements on the Gunnison and Tomiche and slaughter the settlers before the troops could overtake them. After leaving the camp Adams proceeded to the main camp on Grand River, where they met Chief Sawanio, a young man whom he had protected while in a wounded condition in 1870. That night they held a council which lasted until four o'clock next morning. Jo Joe, an Uncompahgre Ute, who wore an officer's dress coat and sported a watch and chain, took part in the council. There were ten or twelve Uintahs in the camp. Adams thinks that there had been many more Uintahs there at first, but that they fled when the message from Ouray was received. There were still about two hundred and fifty warriors in the camp, but many of them, he thinks, did not participate in the ambush and massacre, but were compelled to flee with the hostiles or be killed.

OURAY'S EFFORTS FOR JUSTICE.

The soldiers who came so near firing upon the party were Merritt's advance guard, who, seeing twenty-five Indians approaching and being unaware of Adams' presence, were ready to fire, when a handkerchief was raised as a flag of truce. The Indians were convinced that Adams had betrayed and entrapped them, and ran off, very much frightened, except Sawanio. After conferring with General Merritt, who agreed to withdraw the troops to White River, General Adams returned to Grand River and to Los Pinos. Adams says the commission, composed of himself, Hatch and Ouray, was suggested by Ouray, who is determined that those who planned the Milk River ambush and took part in the massacre shall expiate their crimes. He has ordered the hostiles to report to him in ten days. The commission meet at Ouray's house on the 8th inst. Lafayette Head, late Lieutenant Governor of the State, has been appointed interpreter. Ouray says that if his summons is not obeyed he will assist in the war against the hostiles. Adams believes that about twenty-five head men will be convicted of having induced the young men to enter into war and massacre and that they will be executed.

THE PURSUIT OF THE APACHES.

A despatch received from Fort Bayard, New Mexico, states that Major Morrow and his command, who were sent out a month ago in pursuit of the Apache Chief Victoria and his followers, and who pursued them across the line to their hiding place in Mexico, returned to that place yesterday, a little the worse for wear, but full of life and spirits. Since leaving his retreat at the headwaters of the Rio Lasaimas and the Negro Cuchillo, from which positions he was forced by the troops, Victoria has tended toward Mexico, following a trail through the passes between the Guadalupe and the Alamos mountains and crossing the southwestern corner of Texas. Morrow struck Victoria on the 27th of October, and fought him and punished him severely, at a point about sixty miles south of the line, near Carobias River in Mexico. Morrow lost two men killed and had two wounded. Victoria's band scattered, and Morrow, being 200 miles from his supplies and two days' march from the line, was compelled to return. But for these untoward circumstances Major Morrow would have followed the Indians until they surrendered or were compelled to stand and fight.

Morrow reports that Victoria had been reinforced by Nicolabers, Apaches and Hal's band of Chihuahua Apaches. The command has undergone much hardship, at one time being seventy hours without water. It lost a great many animals on the chase after Victoria through thirst and other hardships. While Morrow was in old Mexico a part of the command under Captain Carroll, with two companies of the Ninth cavalry, thoroughly scoured the Membres, Floridas and Magillon mountains. The troops which made the expedition into Mexico behaved nobly under the most trying hardships, and are eager to take the field again and chase Victoria to his fate. Major Morrow thinks Victoria will return as soon as he gathers sufficient renegades, and as this is more than likely, the military authorities are already preparing to give him a warm reception. Since October 20 Morrow's command has marched over seven hundred miles over a hard, wild country, and most of the time going for twenty-four hours without water. His force numbered 554.

SECRETARY SCHURZ ON THE UTE OUTBREAK—COMPARATIVE ADVANTAGES OF THE PEACE OVER THE WAR POLICY—REPLY TO A LETTER OF CONGRATULATION.

PROVIDENCE, R. I., Nov. 4, 1879.

The following letter was received to-day in response to a letter of congratulation from Hon. A. C. Barstow, of the Indian Board:—

DEPARTMENT OF THE INTERIOR, WASHINGTON, Nov. 3, 1879.

MY DEAR SIR—Your letter of October 29 was handed to me by Mr. Hayt. I am glad to receive the assurance that the policy followed with regard to the Ute troubles has your hearty approval, and I thank you sincerely for your congratulatory remarks on the success so far achieved, although there is more to be done. It is now, I think, generally admitted, that had the war continued without the intervention of Special Agent Adams the captive women and children recently rescued would have been sacrificed. To save them was our first duty. The latest despatches received from General Adams, who had so far performed his mission with remarkable spirit and judgment, greatly encourage the hope that the whole trouble will be peacably composed, in accordance with the instructions given him.

I may add that there is now also a good prospect of making such arrangements with regard to the settlement of the Utes as will be just to them and at the same time obviate all future conflicts between them and the people of Colorado. This is the final object we have steadily in view. There are still many who clamor for war without considering that, although such a conflict would undoubtedly at last result in the destruction of the Utes, it would be also likely to drive into hostilities by an indiscriminate attack Indians who have so far been friendly to the whites and are entitled to our friendship; that therefore the war would not be confined to the White River band, but assume larger proportions; that a winter campaign in the mountains of Colorado, where the Indians have the advantage of greater familiarity with the country and of superior facility of movement, in other words on a fighting ground most favorable to them, would be most expensive, difficult and harrassing to our troops, and would, without doubt, lead to the devastation of the exposed border settlements and mining camps, and bring destruction and disaster upon a great many innocent people.

If we succeed in accomplishing all that justice and good policy require, without inflicting upon the whites as well as the Indians, the calamities which would inevitably follow a different line of action every sensible man will have reason to be satisfied. The hope you express that we adhere firmly to our present purposes as long as there is any chance for their realization will certainly not be disappointed; and I trust that the good sense and love of justice of the American people will finally sustain us in our endeavor. Very truly, yours, C. SCHURZ.

Hon. A. C. BARSTOW, Chairman Board of Indian Commissioners, Providence, R. I.

PACIFIC DISPOSITION OF THE SOUTHERN UTES.

WASHINGTON, Nov. 4, 1879.

Inspector Pollock telegraphs to the Commissioner of Indian Affairs from Pogosa Springs, November 2, that he had just arrived from the Southern Agency; that quiet prevailed, and that the Southern Utes declared in council on the 1st inst. that they "had not and would not have anything to do with the White River matters."

NOT A BANKRUPT.

Mr. James B. Miller, retail dealer in boots and shoes, denies that a receiver has been appointed to take charge of his affairs, as was reported quite recently.

AMERICAN JOCKEY CLUB.

An Extra Day's Racing at Jerome Park.

SIX CAPITAL CONTESTS.

Pomeroy, Lady Middleton, Pequot, Una, Vagrant and Lizzie D the Winners.

The attendance at Jerome Park yesterday afternoon was immense, the majority being gentlemen who had deposited their ballots in town for their favorites and then hastened away from the turmoil of the polls to seek enjoyment and recreation in the country, where horse racing of a superior order was to be witnessed, and where other favorites could be chosen. Trains ran at regular hours from the Grand Central Depot, filled with pleasure seekers, and vehicles of every description, from the trotting sulky to the four-in-hand drag of the Coaching Club, were out in great numbers. The roads presented a grand appearance between the hours of twelve and one o'clock. The number of people congregated within the gates of Jerome Park was greater than has been seen on any day previously this year, and the hills surrounding in every direction were covered with people anxious to see as much of the racing as was possible from their standpoint. There was more animation than usual about the club house, and notwithstanding the cold wind that was sweeping over the grounds during the afternoon many elegantly dressed ladies occupied the chairs on the lawn, witnessing the various contests and taking much interest in the exciting changes that were taking place during the running. Parked on the lawn were four drags, they being those of Messrs. Fritsch, Havemeyer, Bennett and Bodwoine, which came out and returned full of happy people. The valley on the south side of the grand stand was filled with vehicles of all kinds, as were the hills behind the stand and at the north end of it, the whole making up as large a gathering as has been seen there for a long time. And the racing gave satisfaction to all who witnessed it. There were six events on the card, and they were all run on their merits, and gave great satisfaction to the thousands of spectators. The first race was a mile and a quarter, over five hurdles a quarter of a mile apart, and it was won by the Daly Brothers' bay gelding Pomeroy, the latter beating his stable companion, Lizzie D, Disturbance and Bay Rum. The winner is a very fast horse and a good jumper, but he is inclined to bolt at times, and therefore is very unreliable, as was seen in the steeplechase at the close of the day, where he indulged in one of his freaks. The second race was a dash of three-quarters of a mile, which was won by Nelson & Co.'s bay filly Lady Middleton in grand style, beating Conrad, Pique, Una, Lulu, Jessie D and George McCullough in the order given. The third race was a mile and three-quarters, which was won by Mr. W. R. Babcock's brown colt Pequot after a very close struggle with Mr. Withers' brown filly Invermoor, the favorite, Fortuna, being badly beaten. The latter seemed dull, and had neither the spirit nor action that she is accustomed to show her backers in the finish of her races. Invermoor ran a capital race, and looked like a winner to the last few jumps. The fourth race fell to Mr. Kelly's chestnut filly Una, who beat the favorite, Jericho, very easily, and won a large amount of money for her owner. The fifth race was a good one, and the "talent" were heavy losers, as Mr. W. Astor's bay gelding Vagrant won the race in splendid style, beating Hattie F, Pique, Dan K, Charlie Gorham and the favorite, Milan. The racing closed with a steeplechase, which was won by Messrs. Daly Brothers' brown filly Lizzie D, the latter beating the bay filly Bertha by a head after a very exciting finish. The following were the

OFFICERS OF THE DAY.

JUDGES—Messrs. D. D. Withers, A. Belmont, A. C. Monson and T. W. Doswell.

TIMERS—Messrs. J. R. Coffin and L. L. Lorillard.

STARTER—Mr. C. Littlefield.

SECRETARY—Mr. Charles Wheatly.

The following are the details of the racing:—

THE FIRST RACE

was a handicap hurdle race for a purse of $500, of which $100 to the second horse. One mile and a quarter, over five hurdles. There were ten entries but only four of them faced the starter. These were Messrs. Daly Brothers' bay gelding Pomeroy, by Planet, dam Vandalia, 4 years old, carrying 141 lbs.; the same gentlemen's brown filly Lizzie D, by Enquirer, dam Leisure, 4 years old, 136 lbs.; Mr. C. Reed's chestnut gelding Disturbance, by Chillicothe, dam Mattie C, 5 years old, 145 lbs.; and Mr. W. W. Callahan's bay gelding Bay Rum, by Baywood, dam Goneril, aged, 135 lbs. Pomeroy was the favorite at 4 to 1 against him; 3 to 1 against Disturbance; 5 to 1 against Lizzie D; and 8 to 1 against Bay Rum. Pomeroy was very sulky at the post, being uninclined to get in line with the others for the start, and much time was wasted before the starter felt it safe to drop his flag for a send off. The flag dropped, however, to a good start, and the horses came up to the first hurdle in good style. This was stationed near the turlong pole. Lizzie D was first over by a head, Pomeroy second, Disturbance third, Bay Rum bringing up the rear. When the horses passed the judges' stand Pomeroy had his head in front of Lizzie D, the latter six lengths ahead of Disturbance, who was two lengths in advance of Bay Rum. Going over the second hurdle Pomeroy and Lizzie D struck it simultaneously and levelled it, so that Disturbance and Bay Rum jumped over it as it lay on the ground. The horses ran around the upper turn at a moderate pace, and when they passed the quarter pole Lizzie D was half a length in front of Pomeroy, the latter two lengths ahead of Disturbance, Bay Rum fourth, under the whip. The third hurdle was at the foot of the bluff, and Lizzie D led a length over this, Pomeroy second, Disturbance third, Bay Rum fourth. The fourth hurdle was on the lower turn, and Pomeroy was the first to top it, Lizzie D second, six lengths away from Disturbance, Bay Rum fourth. As the horses came into the homestretch Pomeroy led two lengths, Lizzie D second, the others as before. The fifth hurdle was the same that was jumped first, and when the horses passed over it Pomeroy was leading two lengths, Lizzie D second, Disturbance third, Bay Rum fourth. Pomeroy came on under a pull and won the race by four lengths, Lizzie D second, a dozen lengths ahead of Disturbance, the latter four lengths in front of Bay Rum. Time, 2:25.

THE SECOND RACE

was for a purse of $300; three-quarters of a mile; horses not having won a race of the value of $1,000 during the year allowed 5 lbs.; those not having won any race during the year, 14 lbs. There were seven starters, comprising Mr. J. McCullough's chestnut colt George McCullough, by Harry Bassett, dam Spotted Fawn, 3 years old, 105 lbs.; Mr. W. F. Bird's bay horse Conrad, by Rebel Morgan, dam Kate Jordan, 5 years old, 108 lbs.; Mr. W. C. Daly's chestnut filly Jessie D, by Chillicothe, dam Skipper, 2 years old, 76 lbs.; Mr. A. Taylor's chestnut filly Una, by War Dance, dam Georgie Woods, 3 years old, 102 lbs.; Mr. J. Martin's bay filly Pique, by Leamington, dam Lady Emmal, 4 years old, 110 lbs.; Mr. W. Astor's chestnut filly Lulu, by Harry Bassett, dam Sarah B, 3 years old, 93 lbs., and Nelson & Co.'s bay filly Lady Middleton, by Hurrah, dam Lady Lancaster, 4 years old, 110 lbs. Lady Middleton was the favorite at 1½ to 1; 3 to 1 against Una, 6 to 1 against Lulu, and 10 to 1 against each of the others. Pique was first away, Jessie D second and Lady Middleton third, the others close together. Lady Middleton soon ran to the front, and as they passed around the bluff she led one length, Jessie D second, Pique third, Conrad fourth, George McCullough fifth, Lulu sixth, Una seventh. There was a change in the positions of the horses as they passed out of sight around the hill; but when they appeared in view on the lower turn Lady Middleton was leading two lengths, Pique second, Lulu third, Conrad fourth, Una fifth, Josie D sixth, George McCullough seventh. The horses entered the homestretch in this order, and after a fine run up past the grand stand Lady Midleton won the race by two lenghts, Conrad second, two lengths in front of Pique, who had his head in advance of Una, Lulu fifth, Jessie D sixth, George McCullough seventh. Time, 1:19¾.

THE THIRD RACE

was a handicap sweepstakes of $50 each, or $20 if declared out; with $750 added; second to receive $100 out of the stakes. One mile and three-quarters. The following were the starters:—Messrs. Puryear & Co.'s bay filly Fortuna, by Enquirer, dam Falfaretta, 4 years old, carrying 114 lbs.; Mr. W. Astor's bay gelding Vagrant, by Virgil, dam Lazy, 6 years old, 110 lbs.; Mr. D. D. Withers' brown filly Invermoor, by Lexington, dam Invercauld, 4 years old, 100 lbs.; Mr. W. R. Babcock's brown gelding Pequot, by Lexington, dam Lulu Horton, 3 years old, 95 lbs.; Messrs. Cathcart & Cotton's chestnut filly Juanita, by Wanderer, dam Mat Eagless, 3 years old, 88 lbs., and Messrs. Hynes Brothers' bay colt Peter Hynes, by War Dance, dam Leisure, 3 years old, 85 lbs. Fortuna was the favorite at 1½ to 1 against her; 3 to 1 each against Invermoor and Pequot; 6 to 1 against Juanita; 7 to 1 against Vagrant, and 10 to 1 against Peter Hynes. Vagrant was first away, Pequot second, Invermoor third, Juanita fourth, Fortuna fifth and Peter Hynes sixth. Juanita quickly ran to the front and as she passed around the bluff she was leading two lengths, Vagrant second, Invermoor third, Pequot fourth, Fortuna fifth, Peter Hynes sixth. When the horses came in sight on the lower turn Juanita was showing the way by three lengths, Peter Hynes second, Invermoor third, Vagrant fourth, Pequot fifth, Fortuna sixth. There was no change of place on the lower turn, and the horses came into the quarter-stretch in the order given. When the horses passed the stand Juanita was leading sixth lengths, Peter Hynes second, a neck in advance of Invermoor, Pequot fourth, Vagrant fifth, Fortuna sixth. Going around the upper turn Invermoor closed up some of the daylight on Juanita, and as the latter passed the quarter pole she was leading three lengths, Invermoor second, four lengths in front of Vagrant, the latter two lengths ahead of Pequot, who was one length in advance of Fortuna, Peter Hynes sixth, he having fallen to the rear as rapidly as he ran to second place at the beginning. Coming down to the bluff Juanita led four lengths, Invermoor second, Vagrant third, Pequot fourth, Fortuna fifth, Peter Hynes sixth. The horses passed out of sight in the order given, and came in view on the lower turn without having changed places. Invermoor overtook Juanita on the lower turn, the latter having nearly shot her bolt, and had her head in front at the three-quarter pole, Fortuna second, Pequot third, Juanita fourth, Vagrant fifth, Peter Hynes sixth. Getting into the homestretch a splendid race ensued which only terminated at the stand by Pequot winning the race by half a length, Invermoor second, four lengths in front of Vagrant, the latter eight lengths in front of Juanita, Fortuna fifth, Peter Hynes sixth. Time 3:13¼.

THE FOURTH RACE

was for a purse of $500; horses not having won a race during the year allowed 12 lbs.; maidens allowed, if 4 years old or less, 15 lbs.; if 5 or upward, 20 lbs. One mile and a quarter. There were four entries for this event. These were Messrs. Dwyer Brothers' chestnut colt Jericho, by Revolver, dam Skylight, 3 years old, carrying 105 lbs.; Mr. Evelyn's chestnut gelding Harlequin, by Glenelg, dam Blunder, 3 years old, 102 lbs.; Mr. Taylor's chestnut filly Una, by War Dance, dam Georgie Woods, 3 years old, 102 lbs., and Mr. W. Astor's chestnut filly Lulu, by Harry Bassett, dam Sarah B, 3 years old, 87 lbs. Jericho was the favorite over the field at 4 to 6 against him, 4 to 1 against Harlequin, 3 to 1 against Una and 6 to 1 against Lulu. Una took the lead as soon as the flag fell, Lulu second, Jericho third, Harlequin fourth. When the horses passed in front of the judges' stand Una was leading two lengths, Jericho second, two lengths in front of Lulu, the latter three lengths ahead of Harlequin. Going around the turn Una showed the way, and as she passed the quarter pole she had a length and a half the best of it, Jericho second, Lulu third, Harlequin fourth. Coming down to the foot of the bluff Una was leading a length and a half, Jericho about the same distance ahead of Lulu, Harlequin close up. The horses passed out of sight around the hill in this order, and when they came in view on the lower turn Una was still leading two lengths, apparently running easily, while Jericho, who was second, was being forced, Lulu was third, Harlequin fourth. The horses came into the homestretch in this way, Una leading Jericho two lengths, the latter receiving a good allowance of persuasion; Lulu third, Harlequin fourth. Una came along apparently without extra exertion and won the race by four lengths, Jericho second, two lengths in front of Lulu, the latter a length ahead of Harlequin. Time, 2:16.

THE FIFTH RACE

was for a purse of $400, the winner to be sold at auction for $1,500. If entered to be sold for $1,000, allowed 5 lbs.; if for $750, 10 lbs.; for $500, 17 lbs.; for 300, 20 lbs. Any surplus on the sale of the winner to be divided between the second horse and the racing fund. Beaten horses not liable to be claimed. One mile. The starters for this event were Messrs. Dwyer Brothers' bay gelding Charlie Gorham, by Barneystone, dam Aurora Raby, 6 years old, carrying 101 lbs., to be sold for $300; Mr. J. W. Bell's bay gelding Dan K, by Bonnie Scotland, dam Jennie June, 5 years old, 104 lbs., $500; Mr. J. J. Bevins' chestnut mare Hattie F, by Leamington, dam Bonnie Doon, 6 years old, 104 lbs., $500; Mr. A. Taylor's bay horse Milan, by Melbourne, Jr., dam Alumina, 4 years old, 101 lbs., $500; Mr. J. Martin's bay filly Pique, by Leamington, dam Lady Emmal, 4 years old, 95 lbs., $300, and Mr. W. Astor's bay gelding Vagrant, by Vigil, dam Lazy, 6 years old, 104 lbs., $500. Milan was the favorite, at 1½ to 1 against him; 2½ to 1 against Charlie Gorham, 3 to 1 against Dan K, 8 to 1 each against Pique and Vagrant and 10 to 1 against Hattie F. The start was a very good one. Hattie F first away, Dan K second, Charlie Gorham third, Milan fourth, Pique fifth, Vagrant sixth. Charlie Gorham and Hattie F ran side and side around the upper turn, Dan K second, Hattie F third, Milan fourth, Pique fifth, Vagrant sixth. The horses passed the quarter pole in this order, and when they came down and passed around the bluff Charlie Gorham had his head in front until as they were going out of sight around the hill Hattie F appeared to have a neck the best of it, the latter a neck in advance of Dan K, Pique fifth, Vagrant sixth. When the horses came in view on the lower turn Hattie F had her head in front of Charlie Gorham, Vagrant third, Milan fourth, Pique fifth, Dan K sixth. Hattie F led into the homestretch, Charlie Gorham second, Vagrant third, Milan fourth, Dan K fifth, Pique sixth. A capital race ensued as soon as the horses got into straight work, and Vagrant, having the most speed, soon disposed of Charlie Gorham and next Hattie F, and coming on like a race-horse he won by five lengths, Hattie F second, half a length ahead of Pique, the latter half a length in advance of Dan K, Charlie Gorham fifth, Milan sixth. Time, 1:47.

THE SIXTH RACE

was a handicap steeplechase for a purse of $500, of which $100 to the second horse; entrance free. Any number of horses may be entered by the same owner. Three horses, the property of different owners, to start or no race. The full steeplechase course. For this there were six starters, comprising Messrs. Bennett & Co.'s bay gelding Deadhead, by Julius, dam Leisure, aged, carrying 158 lbs.; the Newport Stables' bay filly Bertha, by Glenelg, dam Stamps, 4 years old, 138 lbs.; Messrs. Daly Brothers' bay gelding Pomeroy, by Planet, dam Vandalia, 4 years old, 140 lbs.; the same gentlemen's brown filly Lizzie D, by Enquirer, dam Leisure, 4 years old, 136 lbs.; Mr. George H. Engeman's chestnut mare Katie P, by Colossus, dam Vanette, aged, 139 lbs., and Mr. A. Taylor's bay gelding Bencher,