RACING DOESN'T PAY UNDER EXISTING LAWS

State Commission's Report Recommends Certain Modifications.

The Permanency of the Sport and Breeding Will Then Be Established.

The Safeguards Thrown About It by the Percy-Gray Law Improves Its Standing.

GOOD WORK BY THE JOCKEY CLUB.

The Bulk of the Money Distributed Remains in the State—A Big Falling Off in the State's Revenue from the Various Associations.

Albany, Feb. 17.—The State Racing Commission, composed of August Belmont, Edwin D. Morgan and John Sanford, presented to the Legislature to-night their first annual report as expected. It is a lengthy document, and shows that every detail of their duties have been carefully discharged.

It presents in plain words and figures the results of a season's racing under the Percy-Gray law and recommends some changes, two of which will undoubtedly be the subject of legislation.

The first will be an amendment of section 18, so that it may be possible for the several racing associations to discriminate in the price of admission they may charge to certain portions of their ground, where certain privileges may be enjoyed, provided always, of course, that these privileges are not contrary to law and do not contemplate pool selling or bookmaking. The second amendment will be designed to make impossible in future any such attempt to violate the law as that which was designed by De Lacy and others in the Maspeth bogus fair of last Fall.

In accordance with a strong letter addressed them by the Coney Island Jockey Club, the Brooklyn Jockey Club and the Westchester Racing Association, the Commission recommends that the Legislature should lighten the burdens imposed by the State tax of 5 per cent on the gross receipts to the extent at least that such tax shall neither create nor increase a deficit.

The Commission suggests some alternative proposition on the subject, but it is understood that while it concedes the argument of the associations it does not feel called upon to introduce legislation in the matter.

A strong feature of the report is contained in the appended copy of the judgments of the several courts in which the constitutionality of the law was upheld.

The report says in part:

The enactment by the Legislature of chapter 570 of the laws of 1895, being the so-called Gray-Percy bill, was a new and radical departure for the conduct of racing within this State. For the first time in the history the attempt was made not only to remove racing from surroundings which were not conducive to its highest development, but, through the State Racing Commission, and the Jockey Club, to provide safeguards against the recurrence of which in the opinion of many of its supporters had become associated with the turf.

The commission is convinced that the experiment of racing under its new conditions is a decided success.

The men prominently identified with the Jockey Club had determined by legislation, if necessary, to regulate racing of horses under auspices and conditions where it could be controlled. The adoption of the constitutional amendment afforded the opportunity, and they were prominently identified with the advocacy of the passage of the Gray-Percy bill.

The safeguards thrown about racing by these provisions have been found to work as well in practice as in theory. The racing itself has been of the highest order, and many persons prominent in the community who have not of late been in sympathy with racing have returned to or have for the first time become identified with the turf. Unfortunately, however, the net returns to the racing associations have been very disappointing. In nearly every instance a financial loss has been sustained. Excessive or even large profits from racing are doubtless things of the past, but the associations must not only be self-supporting, but must secure reasonably liberal incomes in order to offer the premiums sufficient in importance to induce the maintenance of breeding establishments and racing stables, which are at best expensive luxuries.

During the year the commission issued licenses to the following associations: The Coney Island Jockey Club, Brooklyn Jockey Club, Saratoga Racing Association, New York Steeplechase Association, Westchester Racing Association, Queens County Jockey Club, and Brighton Beach Association. They have in all respects complied with the requirements of the law.

There were inall 847 races run last year under the auspices of these associations. To the owners of the winners of those races the several associations paid out $792,453. About eighty per cent of these premiums was won either by horses owned in this State, and in many prominent instances bred within a radius of one hundred miles of ew York city, while of the amount won by horse owners who are residents of other States, it is estimated that fully thirty per cent remained here in the form of money expended in the maintenance of horses and men, jockey fees, transportation and other incidental expenses necessary to the equipment and conduct of a stable.

The Commission calls the attention of the Legislature to the sweeping change in the earning power of the racing associations. They appended a comparative statement of the receipts of the Coney Island Jockey Club and of the Brooklyn Jockey Club for the years 1894 and 1895, as follows:

THE CONEY ISLAND JOCKEY CLUB.

	1894.	1895.
Number of days raced	27	26
Gross receipts	$552,147.80	$183,190.30
Receipts from bookmaking and pool selling privileges	151,713.38	—
Gate receipts	245,610.00	142,045.00
Amount of money raced for	400,000.00	308,540.00
State tax paid the Comptroller, and of which the agricultural fairs are the beneficiaries	27,607.89	9,159.00

THE BROOKLYN JOCKEY CLUB.

	1894.	1895.
Number of days raced	27	26
Gross receipts	$438,920.00	$148,709.50
Receipts from bookmaking and pool selling privileges	227,594.58	—
Gate receipts	184,521.50	124,336.00
Amount of money raced for	251,550.00	216,565.00
State tax paid the Comptroller, and of which the agricultural fairs are the beneficiaries	21,946.00	7,435.00

This letter the commission discusses at some length. To continue to impose too great a burden upon the associations would be to destroy racing, which the Legislature has taken too much pains to rehabilitate and continue under conditions which bid fair to accomplish all the good results anticipated.

In commenting on the breeding interests the report says:

'An examination of the sales at public auction of the yearlings of 1894 and 1895 brings out strongl ythe fact that the horse-giving evidence of only average merit has no longer a value at all equal to that which prevailed under the old order of things. His value is governed by the amount of money that he may be able to earn as a contestant for the reduced stakes and premiums now offered by the several racing associations. Any condition, therefore, which will tend toward a further reduction of stakes and premiums will have its effect upon the market value of the horse, and therefore upon the general breeding industry.

'In 1892 there were sold in public markets 1,515 thoroughbred yearlings. These realized the sum of $809,795. In 1895 there were 1,237 sold for $385,359. The average price realized by the breeders in 1894 was $534.51. In 1895 it was $311.52. In other words, there was a decrease of nearly forty-two per cent in the value of yearlings, and this depreciation in values fell entirely on the breeding industry. The prosperity of the breeding industry and of racing association are inter-dependent. The breeder depends for his returns upon his sales, and these are naturally governed by the earning capacity of the horse, which in turn is almost exclusively dependent upon the premiums which the association are able to offer."

On the subject of special entrance fees the commission says:

The la of 1895 punishes certain kinds of betting by a civil penalty, which is the exclusive penalty. It is, in the opinion of counsel to the commission, and to the several associations, doubtful whether the associations had any right to interfere with the interchange of money any more than ith such bettings itself. The request as made by the commission, and acquiesced in by the associations and by a large number of those who frequent the race tracks, that there should be no exchange of money, lest under cover of the payment of money the exchange of tokens, which is made a crime by other acts, might take place. Such prohibition, however, has made it necessary for the associations to provide a very large police force to compel the attendance at the race course to acquiesce in the decision of the commission—when a much smaller force ordinarily would have been sufficietn.

Many frequenters of the race track, it seems, having in view the benefit to the associations, have expressed themselves as willing to pay special entrance fees to certain parts of the grounds here there would be special privileges, such as the paddock, reserved seats, etc., but the associations, at the request of the commission, have, for the reasons explained, refrained from having such inclosure or accepting such special entrance fees.

The associations are of the opinion that they could get a very substantiol return from such an enclosure. During the past season there has been charged a general admission fee of $2, a sum in excess of the former charge for admission, and this has operated to cause reduced attendance. Many have been unwilling to pay this increased amount, while others who would have been willing to pay for special privileges, have not had the opportunity afforded them.

The commission is in sympathy with the views of the associations that any such interpretation as might be put upon section 18 should be made impossible by its amendment. It is suggested, therefore, that an amendment substantially as suggested in the communication from the associations, be passed by the Legislature applicable, not only to racing associations but to county fairs.

The provisions in regard to fairs should be amended so as to avoid the repetition of such a performance as was attempted last year at the Maspeth track, and the consequent expense attending its suppression. It will be remembered that trotting associations and fairs are not required to secure licenses from the commission, so that it is possible for unworthy persons, under the guise of a fair organization, to conduct a disreputable running race meeting. A simple amendment to the act to the effect that the grounds of no fair organization should be used for more than a five days' meeting would correct the evil. It might well have been, without the great diligence used by the commission—assisted by the co-operation of a fearless Judge—that the race meeting at Maspeth, with its attendant evils, could not have been suppressed.

Realizing that pool rooms by the so-called Wilds bill are dealt with as a menace an devil to the community and to the sport of racing, the commission feels it incumbent upon itself to expend a great deal of time and considerable money collecting convincing evidence to suppress them. This evidence was placed in the hands of the Police Department for the purpose of prosecution of the offenders. Though the result was not all it should have been ,still, the commission believes that with the co-operation of the Police Department in the future, it is possible wholly to eradicate the pool room evil.

"If, then, the Legislature will so amend the Gray-Percy bill in the particulars suggested, it is the view of the commission that the permanency of racing is re-established and its consequent incalculable benefit to the industry of horse-breeding—not on its old lines or with its former profits—but re-established as a great sport, affording a safe investment for large sums of money, employment to thousands of worthy persons, and, what should not be lost sight of, an innocent diversion to our citizens."

After the presentation of the report, Assemblyman Austin, of New York City, introduced a bill for the purpose of carrying out the recommendations made by the Commission. If adopted, it will end all chance of another attempt to evade the law, such as was made at Maspeth last Fall, and will give the racing associations the opportunity of increasing their revenue by exacting extra charges for the privileges of certain reserved portions of their grounds.

GOOD ROADS IN BROOKLYN

Local Cyclists Are Working Hard to Obtain the Passage of Senator Wieman's Bill.

The Good Roads Association of Brooklyn, an organiation composed of bicycle riders, held a largely attended meeting at No. 1217 Bedford avenue last night. The club has secured permanent headquarters at No. 1186 Bedford avenue and has now over nine hundred members.

After the routine business of the meeting had been disposed of President Angell stated that the association had been much encouraged by Mayor Wurster's promise that he favored the bill now being prepared at Albany by Senator Wieman, and which will be a substitute bill for the Scanlon act of 1895. This bill provides for the finishing of Glenmore avenue.

Mr. Schwalbach, the well-known bicycle dealer, was asked how Brooklyn stood in comparison to the other large city in regard to good bicycle roads.

Jump. Peytenia surprised every one by have given the matter their earnest attention and are disposed to treat us fairly. When we have the Glenmore avenue road finished and the fixing up of Bedford avenue, which the City Works Department have promised they will attend to, we shall be in good condition to handle all the hundreds of bicyclists that come over from New York in the Summer and show them that our roads are as good as any in the country."

Although the Good Roads Association has been in existence but a short while, they have accomplished much for the bicycle riders of Brooklyn and Long Island.

THREE FAST BOXING BOUTS.

Moore Gained the Decision in a Game Battle Before the Nonpareils.

Three hundred lovers of boxing filled the Nonpareil Athletic Club's rooms at No. 47 Oliver street last night, and witnessed three special boxing bouts. Johnny Reagan was the referee.

The opening contest was at catch weights between Mike Donnelly and Jim Wallace's "Black" Swan. The first fround opened with the Black Swan landing a right-hander on Donnelly's nose. The latter soon got the "Swan's" measure, and forced him to the ropes, where he sent him to the floor with a hard left, and, on his arising, caught him on the jaw with a terrific right, sending him down and out. Time of round, 2:57 seconds.

The second round was eight rounds, at 115 pounds, between Jim Williams and Jim Burns, of the Nonpareil A. C. Neither landed a good blow in the first round. Burns used his right with good effect in the second, and had his opponent very tired. The third round was full of slugging, both doing telling work. In the fifth Burns landed several good facers, and had the colored lad on the ropes when the bell sounded. The sixth and seventh were the poorest of the bout. In the last round both did heavy slugging. The colored boy landed a hard right that almost put Burns out. The bout was declared a draw.

The final event was a 10-round bout at 115 pounds, between Benny Levy, Hickory A. C., and Neil Moore, National A. C. Moore made a chopping block of Levy in the second round, but Levy surprised the crowd in the third round, and sailed into Moore hammer and tongs. Both were groggy when the round ended. No real work was done in the fourth. The fifth was tame, but the sixth was full of fighting, Moore doing the most work. During the rest between the sixth and seventh rounds Levy's seconds permitted some amounia to get into his eye, causing him to fight almost blind.

Moore landed several hard blows on the jaw, but received stiff body punches in return. Levy had the best of th eighth; the ninth was even. The tenth round was a rattling finish, both fighting fast. The referee decided ni favor of Moore.

In the World of Sport.

FLYNN WILL BE STARTER.

Slated to Wield the Flag on the Jockey Club's Tracks.

No Official Announcement Made, but It Is Generally Conceded That He Is the Lucky Candidate.

HIS RECORD ASSURES GOOD WORK.

The Fact That He Was a Member of the Outlaw Ranks Not Considered by Those Having the Appointments in Charge.

Although no official announcement has been made by the Jockey Club, it was conceded yesterday by those in a position to know, that Tom Flynn has been selected to wield the starter's flag during the coming season. His name has been mentioned frequently among those likely to receive the appointment, but this is the first confirmation of the rumors.

It is now known that he has appeared before the committee with whom rests the power of making the appointments, and all that remains to be done is the formal notification that he has been selected.

His appointment is sure to meet with general approval, for he has established a reputation as a flag wielder that will compare favorably with any of his craft. He learned the rudiments of the work at Gloucester, and despite the handicap of a narrow track and a bad lot of boys his starts were something remarkable. His only appearance on the big Eastern tracks was at Brighton during the season of 1894, where he had some troublesome fields to handle, but he managed to dispatch them in excellent order, and, better still, with promptness.

A year ago, when the St. Asaph track went into the outlaw ranks, he accepted a position with the management, and many believed the step a foolish one, but he was in need of employment at the time. That the connection was distasteful to him is an open secret. He was constantly at loggerheads with the management through his efforts to keep the racing straight. He repeatedly suspended jockeys whom he believed were parties to a steal, but it was a losing fight for him, and the racing showed no improvement.

When his application was first considered by the Jockey Club, the objection was made that he was "an outlaw," and some of the stewards were opposed to his appointment solely on this ground. On second thought, these objections were withdrawn, and in doing so a proper spirit has been displayed.

William Murray and Frank Bray will probably be the assistant starters. Both have had considerable experience, and no better choices could be made. Moreover both are pupils of Flynn. They are familiar with his methods and requirements, and the three together can give every assurance of satisfactory work.

WHEELMEN IN EARNEST.

Great Efforts Being Made to Advance the Bicycle Baggage Bill.

Thousands of Names Have Been Attached to the Petitions Submitted by the L. A. W.

ANENT THE HEARING AT ALBANY.

Chief Consul I. B. Potter Will Attend and Many Clubs Will Send Delegations to Work for the Measure.

Unless something unforeseen happens, the measure known as the Armstrong Baggage bill now before the Railroad Committee of the Assembly at Albany will become a law long before the adjournment of the present Legislature. An overwhelming sentiment in its favor is being aroused all over the State, and the pressure being brought to bear upon the representatives of the people is becoming so strong that even though many of them may have a secret antagonism to the bill ,they will hardly dare to disregard the wishes of their constituents and vote against it.

Chief Consul I. B. Potter, of the New York State Division, L. A. W., in speaking of the movement being made by the wheelmen, said:

"This bill will not be allowed to die in committee, and every day brings us encouraging news from representatives of both houses of the Legislature. These utterances, however, have not caused us to relinquish our efforts to obtain its passage. I believe that a bicycle, when accompanied by the owner, comes under the head of baggage, and I also believe that the representatives of the Commonwealth will take the same view."

Secretary-Treasurer W. S. Bull has received yards of petition blanks from wheelmen in all parts of the State containing thousands of names, and when the hearing takes place at Albany, on February 25, these will be submitted to the Railroad Committee. The Brooklyn Bicycle Club, the Cyclists' Federation of New York, the South Brooklyn Wheelmen, the Century Wheelmen and other organizations in this vicinity have adopted resolutions favoring the bill, and nearly all of them will send delegations to the State capital. Of course, Mr. Potter and other Division officials will be in attendance.

The Railroad Committee of the Assembly, before whom the hearing will take place, is composed of Mr. Nixon, of Chautauqua County, chairman; Eldridge, Warren; Smith, Monroe; Braun, Erie; Brownell, Broome; Ablett, Albany; Costello, Oswego; Sandors, Genesee; Budd, Schuyler; Graves, Oneida; Cain, Kings; Coughlin, Erie; Keene, Seneca.

Mr. Nixon comes from Westfield, and the Republican, in commenting on the measure, said:

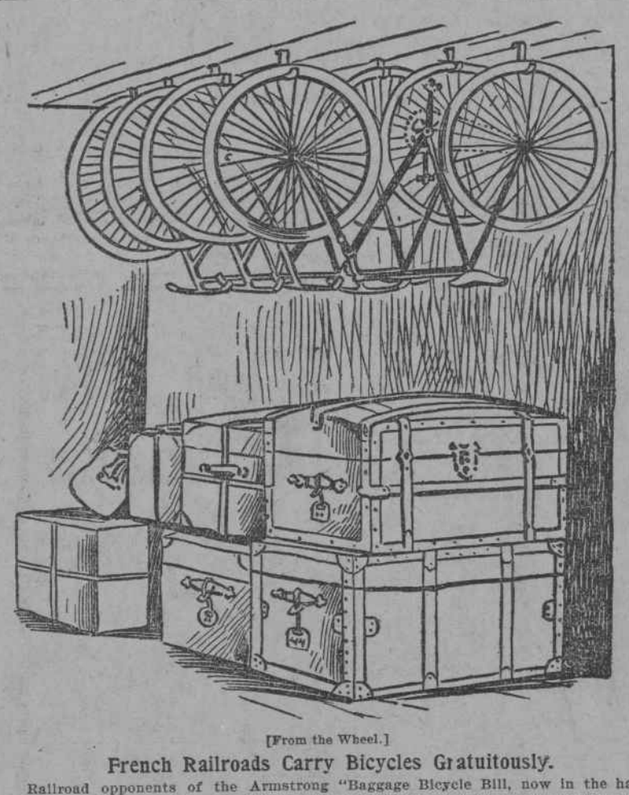
"It is but just that this bill should become a law. We hope our Assemblyman and Senator will push it along. It is a good thing."

This is regarded as an indication that the committee report is almost certain to be favorable, as Mr. Nixon is not likely to refuse to listen to the demand from his own district.

It is asserted that one large railroad corporation has given out orders to its friends in the Legislature that the bill must never leave the committee room's pigeon-holes. This state of affairs will not be allowed to prevail, as the agitation has become so general that any such action on the part of the committee would mean the political death of all its members.

An Assemblyman from Kings County yesterday sent word to Chief Consul Potter that he was in favor of the bill and would appear before the Railroad Committee if he were supplied with some ammunition in the way of direct evidence of overcharges. In consequence of this, any wheelman who has paid for the carrying of his wheel is requested to send the particulars to the office of the New York State Division, L. A. W., in the Vanderbilt Building, on Nassau street.

The accompanying cut illustrates how wheels are transported in the baggage cars on French railroads, which do not exact a charge.



[From the Wheel.]

French Railroads Carry Bicycles Gratuitously.

Railroad opponents of the Armstrong "Baggage Bicycle Bill, now in the hands of an Assembly committee, at Albany, have contended that bicycles are difficult to dispose within a car. The French method leaves them clear of other baggage and not liable to injury in transit.

CURLERS IN THEIR GLORY.

The Cold Weather Brought Joy to the Players in the Bonspiel.

The Big Tournament at Hoboken Opened Yesterday with the Annual Rink Match.

CANADIAN TEAMS WERE BOTH ABSENT.

Fifteen Rinks Competed in the First Round, and Many Close Games Were Played for the Handsome Trophies.

Zero weather, even though it broke the record, was welcomed by the thirteen clubs of New York and vicinity that joined in the grand curling bonspiel which began at the Thistle Rink, Hoboken, yesterday morning and ends on Thursday night. The only disappointment was the non-appearance of the two rinks of the Montreal Curling Club, the winners in the international match for the Gordon medal at Albany, on Saturday.

Two rinks from Wilkesbarre, Pa., however, appeared to play against the local teams.

Yesterday's event was the annual rink match, with prizes for the first four rinks, graded in value in the order of winning, and individual prizes for the players on the winning teams. The games to follow will be the consolation rink match and the point game match. The prizes are an array of gold and silver trophies, etc., and among the donors are Mayor Gleason, of Long Island City; James B. Gillie, Simpson, Crawford & Simpson; Alexander Halliday, of Yonkers; T. J. Brennan, of New York, and E. L. Thomas, of Yonkers.

The committee in charge was John Watt, chairman; James F. Conley and David Foulis.

Thirty teams competed in the opening round of yesterday's match. Although the first section was started promptly at 9 o'clock in the morning, the curlers were still hard at work at midnight.

Among the close contests were the bouts between the John o' Groat, George Oag, skip, and the Manhattan, D. G. Morrison, skip,on rink 6, the latter team just winning by a single point. Only a single point, too, settled the stubbornly fought out game on rink 9, between the Thistle No. 2, J. Gray, skip, and the St. Andrew's, Tom Nicholson, skip, the former team winning by sixteen points to fifteen.

The players on each rink were:

Rink No. 1.—John O'Groat—David Weir, John Mitchell, George Bain, Daniel McKessel, skip, 17. Thistle—Robert McBeth, Frank McKay, Joseph Thaw, Alexander Fraser, skip, 12.

Rink No. 2.—Caledonia—H. Archibald, W. Archibald, T. Archibald, David Foulis, skip, 14. Wilkesbarre—A. W. Mitchell, F. C. Parker, J. E. Dodd, Thomas M. Graham, skip, 6.

Rink No. 3.—St. Andrew's—J. L. McElven, John McMillan, Andrew Gillis, Frank Dyken, skip, 14. Wilkesbarre—Thomas Waddell, Robert Harvey, Henry Waddell, Alexander Dick, skip, 11.

Rink No. 4.—Empire City—J. Suffurne, A. Frazier, J. F. Donley, A. Manwell, skip, 14. St. Andrews's—W. Rennie, J. Russell, J. Leslie, George Telfer, skip, 11.

Rink No. 5.—Thistle—Alexander McKay, Thomas Porteous, Thomas Watson, Robert Loudon, skip, 15. Manhattan—John Jack, George McGregor, D. Ballentine, Thomas Wallace, skip, 10.

Rink No. 6.—John O'Groat—George Waters, Alexander Brown, George Manson, George Oag, skip, 14. Manhattan—Benjamin Jones, W. McKay, W. Stewart, D. G. Morrison, skip, 15.

Rink No. 7.—Empire City—W. Manwell, Ed Hughes, George Lothian, Joe Connell, skip, 8. Yonkers—T. Wigly, J. Brown, J. Stewart, G. Colquhoun, skip, 20.

Rink No. 8.—Long Island City—John McGregor, W. Steele, D. Gauld, A. Morris, skip. Montreal No. 2—Forfeited.

Rink No. 9.—St. Andrew's—J. D. McDonald, W. H. Smith, Robert Ellin, Tom Nicholson, skip, 15. Thistle—David Oag, George Turnbull, J. P. Muir, J. Gray, skip, 16.

Rink No. 10.—Thistle—John Watt, A. Dixon, T. Watt, Robert Lauder, skip, 17. Long Island City—D. Schultz, W. Mickeljohn, J. Rathjen, J. Bessett, skip, 10.

Rink No. 11.—Jersey City—J. Wright, R. A. McKnight, E. T. Edwards, John Stevens, skip, 17. John O'Groat—Alex Swanson, J. Southerland, J. Moorehead, J. Waters, skip, 9.

Rink No. 12.—Long Island City—W. Low, J. Morrison, W. Duncan, D. Wright, skip, 16. Yonkers—R. L. Stewart, E. L. Thomas, J. L. Kellett, Robert Kellett, skip, 12.

HEMPSTEAD IN GOOD FORM.

He Won the Idle Hour's Club Shoot Yesterday.

The Idle Hour Gun Club inaugurated at Dexter Park, L. I., yesterday afternoon what will certainly prove to be the busiest week's work at the traps known to that particular resort of wing shots this season.

A dozen entries appeared for the club shoot, which was won by G. Hempstead, who killed the entire number offered, leading Bamberger, who was second man, by one.

The only other event was a three-bird sweepstake. The scores:

Club Shoot—Bamberger, 6; F. Lakeman, 2; G. Hempstead, 7; E. Elfers, 3; R. Sandiford, 4; H. Hoffman, 3; H. Kronika, 4; H. Meyn, 3; H. Boemermann, 4; J. Mohrmann, 3; Gus Remeister, 4; W. Schroder, 4.			
Sweepstake, three birds—			
F. Elfer	2	0	2—2
H. Meyn	1	2	2—3
H. Kronike	1	1	1—3
G. Hempstead	1	1	1—3
H. Boemermann	1	0	1—2
Bamberger	1	2	2—3
J. Mohrman	1	2	0—2
R. Sandiford	1	0	0—1

The Winners at St. Louis.

The races at St. Louis yesterday resulted as follows:

First Race—Four and one-half furlongs.—Phil Pointer, 2 to 1 and 4 to 5, won; Ada B., 6 to 1 and 2 to 1, second; Red Buck, third. Time, 0:57¾.

Second Race—Five furlongs.—Shadrach, 8 to 1 and 3 to 1, won; Victor D., 3 to 1 and even, second; Fannie D. third. Time, 1:04½.

Third Race—Five and one-half furlongs.—Irene, 5 to 2 and even, won; Aleopathy, 3 to 1 and even, second; Extra third. Time, 1:10.

Fourth Race—Four and one-half furlongs.—Harry Warren, 1 to 3 and out, won; Rob Roy, 4 to 1 and 7 to 5, second; Ed Lahey third. Time, 0:58¼.

Fifth Race—Six and one-half furlongs.—Gloriana, 7 to 5 and 4 to 5, won; Abe Cohn, 12 to 1 and 5 to 1, second; Danton third. Time, 1:24½.

The Card at St. Louis.

First Race—Six furlongs.—Rose, 102 pounds; Miss Edwards, 116; Red Elm, 118; Free Trade, 118; Gendarme, 118; Virginia II., 118; Walter Riggs, 121; Arapahoe, 121.

Second Race—Four furlongs and a half.—Gabe Riley, 110 pounds; Abandon, 115; Postmaid, 115; Steve Jerome, 115; Little Dutchman, 115; Emperor Billett, 115; Green Prewitt, 115; R. Farrel, 115.

Third Race—Six furlongs.—Advent, 105 pounds; Palmyra, 105; Little Fellow, Jr., 105; Backwards, 105; Jayta, 105; Lakeview, 105; Importance, 105; Extra, 115.

Fourth Race—Seven furlongs.—Rosa Simpson, 105 pounds; Little Addie, 105; Jamestown, 107; Silver Bill, 107; Leigh, 107; Crab Cider, 107; Ivanhoe, 107; Dunlap, 110.

Fifth Race—Six furlongs.—Normie, 107 pounds; Tannhauser, 107; Elmo, 107; Mark Knight, 107; Tip, 107; Taffa, 107; La Grippe, 107; Tuckahoe, 107.

"Complete Manhood AND How to Attain It."

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BULLET FOR STONENELL.

Mike Dwyer's Old Horse Broke a Leg and Was Destroyed.

London, Feb. 17.—Stonenell, once the crack sprinter of M. F. Dwyer's stable, was killed to-day. He was being galloped on Sussex Downs, when a pack of foxhounds crossed a field near him. He was badly frightened, and getting the best of his rider, ran away, and falling, broke his leg. He was immediately destroyed.

Stonenell was one of the Dwyer string sent to England last Winter. He was claimed out of a selling race at Newmarket last May, the total sum paid for him being $2,500. F. Hoodlass, who claimed him, was thought to have secured a bargain, but in the two races that he carried his colors the horse was unplaced. He was a very difficult horse to train, and this probably explains his poor showing.

CHESSMEN DROPPING OUT.

Ranks Thinning in the Manhattan's Handicap Tournament.

The handicap tournament now in progress at the Manhattan Chess Club is still attracting the interest of a large number of members and their friends. Henchel resigned last night. Baird also retired. The following is the standing of the players taking part:

	Won.	Lost.		Won.	Lost.
mory	2½	12½	Jasnogrodsky	5	3
uxton	5½	2½	Paterson	0	8
oleman	5	2	Pendleton	2½	4½
ross	1½	4½	Rosenbaum	3	3
ewey	3½	½	Stark	3½	3½
itch	2	2	Taylor	2	1
edalia	6	2	Loeb	2	1
anham	3½	2½	Wood	1	2
odges	2	3	Yeaton	4	5

Wilmington's New Baseball Ground.

Wilmington, Del., Feb. 17.—Manager D. A. Long, of the Wilmington Baseball Club, of the Atlantic League, is here closing negotiations for the lease of grounds. The seating capacity will be four thousand. The grounds will be in readiness by April 1, when the first practice game will be played. More than twenty players have been signed by Manager Long.

MORE ART IN L. A. W. CARDS.

The Executive Committee of the League Orders Competitive Designs Submitted.

Boston, Feb. 17.—The first meeting of the newly-elected Executive Committee of the League of American Wheelmen was held at the Boston offices of the League to-day. There were present President Elliott, of Boston; Charles F. Cossum, of Poughkeepsie, and A. C. Morrison, of Milwaukee, Wis. Mr. Cossum was elected secretary.

The League membership ticket will be made of more artistic value, as the committee instructed Secretary Bassett to employ artists to submit competitive designs for the certificate of membership.

"ZIMMY" POORLY HANDLED

He Attributes His Failure in Australia to Poor Management and Not to Illness.

San Francisco, Cal., Feb. 17.—Arthur A. Zimmerman arrived on the Monowai from Australia. In speaking of his trip, Zimmerman said: "My trip to the colonies was comparatively a racing failure, and although my condition was never of the highest class while there, I blame my poor showing entirely to bad management.

"I found on visiting many places that I had to unravel business and social entanglements with which my manager, W. J. Walford, had involved me, and I was perpetually worried with these troubles.

"I contracted fever while there, but it was the least of my ills, and really had but little effect on my racing.

The doctor under whose care I was gave a certificate of my condition to the Sydney Club, at whose sports I was billed to ride, but they told me the public would destroy all the property about the grounds if I did not show myself, so I started in one race, but did not finish. After that I spent three weeks in the mountains, and when I left the colonies was in excellent condition and riding very fast, particularly for short distances.

"The track rules are almost identical with those of the League of Aemrican Wheelmen, except that they compel the use of silk jackets and caps, such as jockeys use."

When told of the recent changes in the American racing rules, doing away with Class B, Zimmerman said the future of professional racing rested entirely with the L. A. W. If it controlled that branch of the sport, the rules will work out all right.

TO-DAY'S PROBABCE WINNERS

At New Orleans.

First Race—Eye Witness, 1; War Song, 2.
Second Race—Masquerade, 1; Russella, 2.
Third Race—K. C., 1; Black Tiger, 2.
Fourth Race—Hibernia Queen, 1; Ether, 2.
Fifth Race—Hawthorne Belle, 1; Charley Daly, 2.
Sixth Race—La Gallienne, 1; Minerva, 2.

The Card at New Orleans.

First Race—Six furlongs; selling.

253 Gally West	105	378 Billy Kinney	107
— Trixie C.	105	344 Fiddler	107
370 Equinox	107	341 Don O'Donnell	110
346 Pert	107	324) War Song	111
370 Airlight	107	— Eye Witness	112
364 Ferryman II.	107		

Second Race—Half mile; two-year-olds.

335 Attie H.	97	347 Thomas Paine	100
365 Russella	97	365 Oxeye	102
335 Bonnie Belle	97	— Masquerade	102
347 Clematis	97	329 Fate	102
365 Boltaire	100	318 Ironstone	105
318 Sanguine	100	— Tom Brady	105

Third Race—Three-quarters of a mile.

311 Kitty Bell	97	375 Bart	104
375 Ada M.	97	(357) Momus	104
375 Trixie	97	251 Black Tiger	104
348 Ringmaster	99	345 Potsdam	107
352 Begue	99	381 King Elm	107
320 K. C.	102	381 Dutch Arrow	107

Fourth Race—One mile; handicap.

367 Hibernia Queen	99	360) Pulitzer	100
367 Clarus	103	356 Bagpipe	95
(367) George W.	108	368 Jaja	100
358 G. B. Cox	97	299 Jake Zimmerm'n	113
367 Queen Bess	99	367 La Belle France	99
(351) Rossmore	92	— Ether	100

Fifth Race—Seven and one-half furlongs.

370 Charley Daly	92	216 Willis	104
341 Hawth'e Belle	100	357 Cassa	105
356 Eva L.	102	351 Alto Juno	105
351 Princess Rose	102	357 The Sculptor	107
344 Fiddler	102	330 Play or Pay	110
381 Alamo	104	339 Masonic Home	110

Sixth Race—Three-quarters of a mile; selling.

371 Ethel Brown	105	339 Royal Nettie	107
— Corianda	105	363 Peanuts	107
— La Gallienne	105	— Loyal Princess	107
275 Patsy	105	346 John Stewart	107
334 Society	105	— Little Cliff	107
306 Minerva	105		

Yale's Victorious Hockey Team.

New Haven, Conn., Feb. 17.—Yale's hockey team arrived home to-day from a victorious Southern trip. On Friday they defeated the Johns Hopkins University team 2 to 1, and Saturday night beat the Baltimore Athletic team 3 to 1. The team was composed of Chase (captain), John Hall, Morris, Ryder and Amos Barnes.

Brake Ordinance Doomed.

The fate of the bicycle brake ordinance was practically settled yesterday afternoon, when the Law Committee of the Board of Aldermen talked over its provisions and expressed themselves against the measure. Only three of the five members of the committee were present, and they were opposed to the ordinance. Their report will be submitted this afternoon to the Board of Aldermen, and the result can be surmised.

WINTRY RACING WEATHER.

The Cold Snap at New Orleans Kept Away the Holiday Visitors.

Backers of Favorites Had a Bad Day, as None of the First Choices Won.

ROOSEVELT AN EASY WINNER.

Commissioner Frank Made His First Appearance and Outfooted the Other Three-Year-Olds from the Start.

New Orleans, Feb. 17.—There was a tinge of Winter in the air to-day that made wraps comfortable, and kept the crowd pretty well confined to the ring.

It was expected that some of Mardi Gras visitors would be on hand, but the weather brought a change of plans which was perhaps a lucky thing for their pockets, as favorites were bowled over in a most disastrous way.

In the opening race 4 to 1 and take your pick was the current price; it looked as if the lot were well matched, but the running proved that Dockstader was away the best at the weights, as he won well in hand by two lengths from B. F. Fly, Jr., who was a neck in front of Souvenir.

Billy Roller's Haeckel was the good thing for the second race. "Pate" Clay rushed him out at the start to make every post a winning one, but he failed to land at the final one, Rainmaker beating him a neck. With jockeys reversed, Haeckel would have won.

Lillian E. was next on the list of faithless ones, and again was Master Clay beaten out, Midstar passing her in the stretch and winning by a length and a half.

The fourth race proved a runaway for Roosevelt. He was an outsider in the betting, but outfooted his field from the first jump. Peytonia surprised every one by landing second money.

Commissioner Frank, a new comer, cautured the fifth race. It was generally known that he was "fit" for a killing, and the bookies were rather cautious in the price they offered against him. He was under a pull throughout.

The closing event went to Golddust. He looked to be winning easily turning into the homestretch, but Dutch Arrow's bid in the final strides compelled Caywood to do his best to get him home half a length in nfort.

Funeral of Jockey Murphy.

Lexington, Ky., Feb. 17.—The largest funeral ever seen here over the remains of a colored person took place yesterday afternoon, when Isaac Murphy, the famous jockey, was laid to rest. The body was escorted from the house to the cemetery by Betheny Commandery, Knights Templar, and the colored lodges of Masons. A number of prominent turf men were present, and many floral tributes were sent. The honorary pall bearers were R. S. Bell, John Johnson, Johnson Demus, Frank and William Perkins, George Russell and James Nelson.

Saratoga to Get the Four-Cornered Race?

Saratoga, N. Y., Feb. 17.—Fred R. Fortmeyer, secretary of the National Association of Amateur Oarsmen, and several members of the Alumni Committee representing the intercollegiate regatta of Harvard, Cornell, Columbia and University of Pennsylvania colleges, in company with a committee of citizens, visited Saratoga Lake to determine if it is a suitable place for holding the college regatta in June. The committee expressed themselves as being favorably impressed with the facilities here for the four-cornered contest. They would not say whether Saratoga would be selected for the regatta.

Death of a Prominent Athlete.

Amateur athletes have lost an enthusiastic associate through the untimely death of William J. Jefferson, who succumbed to pneumonia at his residence, No. 2782 Eighth avenue, on Saturday. He was a strong advocate of track and field sports since the early '80's, and built up a big reputation both as a cross-country runner and a walker. In the latter department he was especially conspicuous, having won the Irish championship and several other important events in the old country.

New Orleans, February 16, 1896.

Seventy-fourth day of the Crescent City Jockey Club's Winter meeting. Weather cool and bright. Track good.

376.—FIRST RACE—Purse $200; selling; for four-year-olds and upward. Seven furlongs. Time—1:30¾.

Index	Horses.	Wt.	St.	¼ M.	½ M.	⅝ M.	¾ M.	Fin.	Jockeys.	Betting. Open.	Closing.
337	Dockstader	104	5	2h	2½	1¹	1½	1²	Sherrer	5	3-2
354	B. F. Fly, Jr.	104	3	1n	1½	2²	3²	2n	Thorpe	4	6
348	Souvenir	104	1	6	7	7	6	3¹	Caywood	6	8
358	Little Billy	104	2	5	3	5	4¹	4½	Mathews	10	30
(338)	Mark S.	104	7	8	6	3²	2h	5²	J. Hill	5