

WHEELMEN PLAN REFORMS

Many Members of the Century Road Club of America Favor a Reorganization.

SIX-DAY CYCLERS TRAINING

This Season's Performances of the Leaders in Last Winter's Race Show Them to be Apparently Uninjured by Their Riding.

Suggestions of reform in the State Division of the Century Road Club of America have been generally discussed by wheelmen with a great amount of interest, especially during last week, when it was expected the element desirous of a change would take its first step. At a meeting that was held, however, the holders of radical views took no action, apparently having determined to wait until the sentiment crystallized into definite propositions. It is expected that another meeting will be held Wednesday, at which the question of reorganization will be broached.

Late last season the Century Road Club of America loomed up as a possible weighty factor in cycle matters for the approaching year. Among other things it was suggested that the club assume control of road racing, which the League of American Wheelmen had attempted to govern only in certain broad features. This suggestion did not seem to bear much fruit, and the club has done little the past Summer outside of its mileage contest and several organized century runs.

In the New York division the faction that has expressed dissatisfaction at the existing order has not been a small minority, although it was greater than the number of members who out and out demanded a reorganization. The extreme radicals now claim that the State division is somewhat of a one-man affair, that the members do not know one another, even when residents of the same sections, and that the present system of winning century bars makes it altogether too easy for the first comer, and the feat one of little distinction.

If the reformers meet with complete success and carry out the measures they have advocated, riding centuries will be a matter of more accuracy. A meeting of the State Division will be held at least once a year, and in the principal cities meetings will be held at certain periods, or even monthly. It is proposed to have a local organization in each large centre, and if possible to arrange a headquarters for each local aggregation. Then if funds can be procured country clubhouses will be established, where the weary centurion may take comfort at the end of his ride. All in all, the plans of the new element on completion would infuse an entirely new spirit of life into the organization, and provide for many features of much popularity.

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In connection with the draft of an ordinance presented to the City Fathers asking for the prohibition of six-day cycle races the records made last Summer by the men prominent in the last six days' cycling at Madison Square Garden are of interest to many. One of the gamest riders last Winter in the week's grind was Harry Elkes. Since his long ride he has taken part in races against the finest of short sprint men and middle distance pluggers, and has acquitted himself with credit against both classes. At one time he created new world's records for several miles. He is even now the holder of the world's records for the one hour, and for from thirteen to thirty-four miles.

Charles W. Miller, the winner of the last six days' cycling in this city, and one who rode fiercely the whole time of the race, has been adding new laurels ever since. Early in the Spring he appeared in short races, and won enough to show he was still very much alive. Then he went to Europe and won the seventy-two-hour race in Paris. He is now in this country, and his opinion upon the effects of six days' racing is shown by the fact that he is training for a six days' race that he believes will be run off in this city in December.

Major Taylor and William Martin, better known as "Pluggie Bill" Martin, are two other racers who have ridden a number of six-day cycle races. Taylor was never in better form in his life than last Summer, and his work during that season has ranked him in the opinion of many superior to Bald, Gardiner, or Butler. Martin has not been in America long since his Australian experiences, but his speed is good, and he always seems fresh. He has challenged Jimmy Michael, and though the two never rode together Martin would probably have run a close race. Not much has been heard of Frank Waller or "Teddy" Hale of late, but what little has been proved they apparently showed little effect of the race. What ultimate injury these long races may do the participants cannot be determined until six-day racing has continued in fashion a few years longer, but its immediate harmful effect is not plain.

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Albert Mott, Chairman of the National Racing Board of the League of American Wheelmen, has figured out to his own satisfaction that the National champion of racing cyclers up to date, which means for the season, is Tom Butler, the Cambridge (Mass.) rider. Mr. Mott continues the standing of the outfit racers at the position upon the rating table upon which it stood when the racers split with the League. Mr. Mott's summary of the rating of the cycle racers to Nov. 1 is as follows:

Tom Butler, 189; Bald, 155; Major Taylor, 143; McFarland, 128; Kimble, 112; Cooper, 106; Arthur Gardiner, 102; Watson Coleman, 87; Freeman, 73; Stevens, 62; Robert Thompson, 40; Mertens, 38; George Kramer, 33; Robert Walther, 30; Wiese Hammer, 20; William Martin, 19; Jay Eaton, 16; Nat Butler, 15; John Fisher, 14; Titus, 14; Bowler, 7; Kiser, 6; Fred Sims, 5; Dr. Brown, 5; Becker, 5; Jap Eden, 4; Karl Kaser, 3; Harry Terrill, 3; Bourotte, 2; C. M. Bly, 2; Hills, Jr., 2; Caldwell, 1; Cabanne, 1; Cogan, 1.

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Prospects of a dissolution of the National Board of Trade of Cycle Manufacturers have been considerably discussed of late. The question of the advisability of continuing the organization was raised about this time last year. At a meeting last week, the question was revived, but its settlement was postponed until another meeting, Nov. 17.

H. L. Hamman was elected Secretary in place of Walter Wardrop, who resigned. A change in the disposition of the board with regard to cycle shows was announced after the meeting. Formerly the board was aggressively hostile and there was an iron-bound agreement that no member should give or assist any exhibition. At last week's meeting the sentiment expressed was that any member was free to engage in any show upon his individual inclination, although the official attitude of the board should continue opposed to such trade episodes. In effect, the present attitude of the board means that no show will have opposition from the circle of big manufacturers constituting the board, and that all the big makers themselves may participate.

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Among items of interest in the weekly bulletin of the Racing Board are these:

Transferred to the Professional Class.—Lewis H. Hughes, Christopher, Penn., Clauses A and I, F. Coulter, Brockton; J. Martin, William Littlewood, Quincy, and William W. Whalen, Atlantic, Mass.; Clauses A and I; Howard Sherman, Glen's Falls; Clauses A and I; Conklinville, and Emerson Barber, Corinth, N. Y., Clauses A and B; Fred Bryan, Washington, Ind., Clause A; A. Fisher, West Union, Ohio, Clause B; E. C. Diefenderfer, Salunga, Penn., and Lewis H. Hughes, Christopher, Penn., have had their suspensions removed. H. R. Kathan, Corinth, N. Y.; Fred W. Ladd, Salem, N. Y., and the tracks at both places, are suspended from the sanction privilege because of unsanctioned races. The suspension of Bert Leslie, Chicago, Ill., expired Oct. 26, 1898. The track at Flint, Mich., has been suspended from the sanction privilege pending the payment of a fine of \$5 for violation of the racing rules.

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The election of officers for the New York State Division of the League of American Wheelmen ended Nov. 1, and the count will continue officially until Nov. 15. The official return will not be announced until that date, but it is estimated that the only candidate not nominated by the regular nominating committee was defeated. He is Will R. Pitman, formerly the local member of the State Racing Board, and one of the pioneer wheelmen of the country. He secured a nomination as an independent candidate by petition.

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According to the reports of League of American Wheelmen correspondents the routes out of town in Manhattan and the

Bronx are not in the best of shape. Lenox Avenue is poor, and in many places large holes are to be found. Morningside Drive is good, but is beginning to show wear. Morningside Avenue is good. Claremont Avenue is covered with soft dirt, making the going hard. Central Park roads are fair, though many of them need scraping. In the Borough of the Bronx the earth and macadam roads are poor. Jerome Avenue and McComb's Dam Road are in good shape. Featherbed Lane is good. Fordham Road, Tremont Avenue and One Hundred and Seventy-seventh Street are poor. Southern Boulevard is very poor. Fort Schuyler Road is poor. West Farms Road is poor. One Hundred and Thirty-eighth Street, between Madison Avenue Bridge and Third Avenue, is in poor shape, preparatory to repaving.

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Following the schedule arranged by Dr. and Mrs. H. Darwin McIlrath, the globe cyclers, who left town Wednesday for Chicago, the couple will make Utica after a fifty-mile ride to-day. They have been escorted by members of the State Division of the Century Road Club of America. Their itinerary this week carries them beyond Erie, and a fortnight from to-day they expect to ride into Chicago.

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The Montauk Wheelmen of Brooklyn have elected officers as follows: President—Charles Grim; Vice President—David J. Riddle; Recording Secretary—John Mayer; Financial Secretary—John H. Schroeder; Treasurer—Charles Auer; Sergeant-at-Arms—John F. Hencken; Assistant Sergeant-at-Arms—Thomas Jones.

YACHTING NOTES.

A special meeting of the New York Yacht Club has been called for next Thursday evening at the clubhouse, to pass the amendments to the by-laws that were adopted at the last general meeting. According to the constitution of the club any amendments have to be passed at two meetings before they are finally adopted. The most important of these amendments is the one raising the annual dues from \$25 to \$50, which was thought necessary in order to have sufficient revenue to maintain the new clubhouse. Another amendment is that admitting boats thirty feet on the water line into the club. If the committee on the new clubhouse has any report to make it will be considered at this meeting.

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Another meeting scheduled for this week is that of the Seawanhaka-Corinthian Yacht Club, which will be held at the clubhouse, 19 East Twenty-second Street, on Tuesday evening. It is probable that there will be a discussion on the measurement rule at this meeting, and the members will be told of the challenge which the club has made for another race for the Seawanhaka Challenge Cup. At present nothing has been done toward building a challenge boat to send to Canada. Mr. Crane, who has been very much interested in this cup for three years, having had three yachts which have raced for it, has announced that he will not try to win the cup any more, and that some one else may have the job. From Canada comes the announcement that Duggan will not build any yachts to defend the cup this time, so that there are chances for two new men.

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The America's and Seawanhaka Cup races will not be the only international contests next season. The Chicago Yacht Club has challenged for the Canada Cup, which was won three years ago by the yacht Canada beating the Vencedor. The race is to take place next August or September, and two or three Canadian syndicates are being formed to build defenders for the cup. The North American Yacht Racing Union has asked the Royal Canadian Yacht Club to make the contest for boats of the thirty-five-foot class, as it is argued that there will be many more boats built if this class is selected, and that it will be best for the interests of yacht racing. The race will be sailed on Lake Ontario at Toronto.

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British yachtsmen are advising Sir Thomas Lipton to have the Shamrock thoroughly tried before she is sent across the Atlantic to meet the American yacht in the race for the America's Cup. It has been suggested that a series of at least twelve races be arranged with the Valkyrie, some to be sailed on the Clyde and some in Belfast Lough, in order that the Shamrock may be in fit shape to race soon after she arrives here. The London yachtsmen point out that the Valkyrie was sent here long before she was in proper trim, and that as there is so much time before the next race there can be no excuse for sending the Shamrock here without being thoroughly tried out.

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The schooner which D. & W. Henderson are building for J. Coats, Jr., from designs by G. L. Watson is to be 141 feet on the load water line and 26 feet 8 inches beam. She is to be constructed of steel, and will have a big spread of canvas. Mr. Coats has said that he may come here with his new yacht if he can be assured that he can have some racing. If he comes some yachts will have to be built to meet the visitor, as there is nothing on this side of the Atlantic so big as the new boat. It is thought by some yachtsmen that the new schooner is to come here to get a gauge on the American schooners, and that if the Shamrock fails to win the cup a challenge will be sent for a race between schooners. Last season Watson built the Rainbow, which he said was to be simply a cruising boat, but for a cruiser the Rainbow was remarkably fast. The new boat it is said is also to be a cruiser, but what a cruising yacht is is hard for yachtsmen to define.

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J. G. Cassatt of Philadelphia, owner of the ocean-going steam yacht Eugenia, now being built at Roach's shipyard at Chester, Penn., from designs of Messrs. Gardner & Cox of this city, has ordered from the Spalding St. Lawrence Boat Company of Ogdensburg, N. Y., a set of boats to carry at the davits, namely, a handsome sailing lifeboat, 18 feet load water line, 25 feet length over all; one 12-foot dinghy, and one 18-foot cutter, all to be of mahogany throughout.

SPECIAL LECTURE COURSES.

Prominent Speakers Will Be Heard Soon at Cooper Union.

Dr. Leipziger, Supervisor of the free lecture course, has arranged two courses of lectures of special interest to teachers, both of which will be given in the great hall of Cooper Union. On Wednesday, Nov. 9, at 8 P. M., T. W. Surette will begin his course of six lectures on "Great Composers, Romantic Period," and will continue on successive Wednesday evenings. All of these lectures will be illustrated by musical selections and stereopticon views.

On Saturday, Nov. 12, the first of a course of six lectures on educational topics will be given at the same place. This course is as follows: Nov. 12, "Our City School System," by William H. Maxwell, City Superintendent of Public Schools, New York City; Nov. 13, "Education and Patriotism," by Prof. Woodrow Wilson of Princeton University; Nov. 26, "Manual Training as an Essential Element in Elementary Education," by President James MacAllister of Drexel Institute; Dec. 3, "The University and Democracy," by President William R. Harper of the University of Chicago; Dec. 10, "Child Study: Its Methods and Results," by President G. Stanley Hall of Clark University; Dec. 17, "The Education of Women," by President J. M. Taylor of Vassar College.

Free Lectures in Foreign Languages.

Arrangements are now being made by Dr. H. M. Leipziger, acting under the authority of the Committee on Special Schools, which has charge of the free lecture courses, for the delivering of a series of lectures in the city in foreign languages. These lectures, especially intended for the benefit of immigrants, will be in Italian, Hebrew jargon, and German, under the heads of "General Sanitation," "The Laws of Health," and "The History of the United States." The first lecture will probably be given in about two weeks. Two new free-lecture centres will be established during the coming week. On Saturday, Nov. 12, lectures will begin in the new Public School No. 1, at Henry and Catharine Streets, and on Monday, Nov. 14, in the assembly hall of Public School No. 21, in Marlon Street. The attendance at the lectures is constantly increasing.

Fair for the Benefit of a Hospital.

A fair for the benefit of the Throat and Nose Hospital will be given in the ballroom of the Waldorf-Astoria on Dec. 9. Many committees have been hard at work for the past month and it is expected the fair will be a big success.