IN THE CYCLING WORLD.

WHEN CROKER MORALIZES THE TOWN LAUGHS.

WHY THE TAMMANY LEADERS' COMPARISONS ARE RIDICULOUS AND ODIOUS—NO MORE SIX-DAY GRINDS—THE GOVERNMENT BUREAU AND THE L. A. W. TO POPULARIZE GOOD ROADS.

When a man of the reputation and record of Richard Croker begins to moralize on the proper observance of Sunday the law-abiding citizens of this town may be excused if they turn aside to smile. While it is admitted that Croker is the present boss of the city and the reported owner of stock in the New-York Baseball Club, he is not likely to be a great success as a moralizer. The comparisons which came from Mr. Croker last week have caused much amusement. His estimates of how many votes his able lieutenants can secure in certain districts at election time receive all due respect and consideration, but when he compares Sunday baseball playing with riding a bicycle on Sunday, the humorists of the country can well afford to sharpen their pencils and get to work. Mr. Croker intimates that baseball teams may play championship games in this city on Sundays hereafter, and he says such sport is no more harmful to the community than the riding of a bicycle on that day. Such suggestions are childish and ridiculous. The idea of playing Sunday baseball in New-York City is simply to fill the Polo Grounds with a mixed assortment of humanity at so much a head, in order to make money. When the club was controlled by General McAlpin, E. B. Talcott, Cornelius Van Cott, John B. Day and C. T. Dillingham, no thought of Sunday baseball was considered for an instant. Those men knew that such a course would in time ruin the game in this city, as the practice has injured baseball in the West, and they also knew that such games would offend the better class of their patrons and keep them away from the grounds. The only excuse ever offered by the Western clubs for playing Sunday contests was that their teams could not pay expenses without such games. The New-York club can offer no such excuse, for there is a handsome profit in the treasury, and if it is conducted on business principles there is no reason why the club should not be a money-maker, not only one year, but every year. The profits have been large ever since 1893.

Mr. Croker possibly does not ride a bicycle, and consequently does not know of the advantages of the wheel. He should learn to ride at once. The boss is said to be an expert hill-climber and walker, and if this is so he should not have much trouble in learning to ride a bicycle. Were Mr. Croker to change his style of argument and compare Sunday baseball playing with Sunday bicycle-racing, Sunday horse-racing or Sunday prize-fighting, then he might gain the attention of the public. But when he compares the riding of a wheel into the country to a Sunday crowd of howling enthusiasts who have paid so much to see the game and yell, he provokes the distrust of every thinking man in the community. Some people who know Mr. Croker say that such comparisons did not emanate from the brain of the boss, but that he simply allowed his name to go with the ideas to help some of his needy lieutenants and friends. Sunday bicycle-racing has been a question which has been studied in the League of American Wheelmen for more than a year. Some of the Western officials thought that there should be local option in such matters, but the League would have none of it, and the secession movement in California was the result. Sunday racing proved a failure there, and now the conspirators are bending the knee of repentance and are ready to ask forgiveness to get back into the fold. The intelligent men of the L. A. W. have watched the demoralizing effects of Sunday baseball-playing in the National League, and there is small likelihood of their ever making the mistake of sanctioning Sunday bicycle races.

Adolph Oatman, of the Manhattan Bicycle Club, is the proud owner of the '95 Officers' Trophy, which he won by riding fifty miles, at the Manhattan Beach track, in two hours thirty-one minutes and thirty seconds, thereby beating the time of the previous holder, R. H. Bartsch. The bowlers are getting around in good shape and some interesting games are played between the club's first and second teams every Wednesday night at the alleys, No. 349 West Fifty-ninth-st., near Ninth-ave. The club has entered a team in the tournament of the A. C. C. N. Y., which will begin on January 18 at the Germania alleys on the Bowery. The pool tournament is in full swing and several sharks have been discovered. Games are played every night except Wednesday. The schedule has been arranged, but the committee can make room for any one who desires to enter. All games are handicap, so that all will have a fair show.

The chances are that no club or association will ever again attempt to shorten the track in Madison Square Garden. Until this year ten laps to the mile has been considered the proper size for the arena. The unfortunate and almost disgraceful ending of the recent six days' race at the Garden ought to be a lesson to race-meet promoters, and the L. A. W. as well. A rigid investigation will be made, and if guilty parties exist they will be punished and no further privileges awarded to them. An amendment prohibiting such contests will be offered at the next meeting of the L. A. W., and it will receive the indorsement of some of the strongest men in the assembly. That the track was short was apparent to many early in the week, yet the management insisted with vehemence and much show of feeling that the track was all right and of the required length. There were many nasty features connected with the race, and the League will not do its duty if it allows the matter to rest where it is. The statement that the Quill Club Wheelmen was interested in the race can be denied officially. The Q. C. W. had nothing whatever to do with the exhibition in any shape or form.

The League of American Wheelmen is to take up the crusade for good roads on a new and extensive scale. The National Committee for Highway Improvement has submitted to the Executive Committee a proposition which has just been approved, to print and distribute an edition of a million pamphlets devoted to the good roads movement, and particularly to the subject of State aid to highways. Otto Dorner, chairman of this committee, is now preparing this book for the press, with the assistance of General Roy Stone, the head of the United States Bureau of Road Inquiry, at Washington. The National Committee for Highway Improvement and the officers and members of the League will collect the addresses of farmers and State and local officials to whom the pamphlets are to be sent.

The Highway Improvement Committee has had this project under consideration for over a year, but it is only within the last few days that the plan for issuing and circulating the pamphlets has been finally perfected. At the Good Roads Parliament at Nashville last September, Mr. Dorner and A. B. Choate, of Minneapolis, members of the National Committee, laid the matter before General Stone, who declared that the undertaking would have every possible support and encouragement from his bureau. General Stone has issued, since the establishment of the Good Roads Bureau, some fifty different bulletins relating to various phases of the good roads problem, and containing much valuable information, but the appropriations made by Congress for the support of the bureau being limited in amount, it has been impossible to circulate them upon a large scale. It is partly for this reason that this enormous edition of pamphlets is to be issued by the L. A. W., and they will contain the condensed results of all the many valuable inquiries made by the Good Roads Bureau, both in this country and abroad. They will explain the losses due to bad roads, illustrate the different methods of constructing macadam, telford, gravel and dirt roads both in Europe and in America, and discuss the various means and methods for raising funds to pay for improved highways. Special attention will be paid to the plans successfully adopted in New-Jersey and Massachusetts. The L. A. W. officials and Road Inquiry Bureau have an extensive collection of photographs of good and bad roads, taken in this country and in Europe, which will be employed in illustrating the proposed book. Working drawings, made by prominent engineers, will be used to illustrate the various methods of road construction.

This project is one of the most extensive plans ever adopted for agitating any reform, and is exceeded only by the elaborate efforts made by the political parties during a Presidential campaign. The movement for improved highways, which has made such remarkable progress during the last three or four years, was inaugurated years ago by the League of American Wheelmen, the most prominent good roads advocate in its ranks being Isaac B. Potter, of New-York, who is now its president. Years ago the League began the publication of the monthly "Good Roads" magazine, which was merged into the present "L. A. W. Bulletin" when that organ was established two years ago. The L. A. W. has been closely connected with the introduction of State aid to roads, as now established in New-Jersey and Connecticut, and with the present Massachusetts system of State highway construction. Vigorous campaigns for State aid were carried on during the last year in Pennsylvania, New-York, Wisconsin, Minnesota, Connecticut, Illinois, Rhode Island and elsewhere. The circulation of a large edition of pamphlets devoted to the good roads movement will tend greatly to increase public interest and will popularize the valuable work of the United States Road Inquiry Bureau, by bringing the results of its investigation directly home to thousands of farmers in each State of the Union.

The new route through Brooklyn from the Greenpoint Ferry (reached from the foot of East Twenty-third-st.), which was recently described in detail in this column, has been open to public use for the last week, but the number of New-York riders who have made personal acquaintance with it is much smaller than it would have been if the improvement had been brought to completion at a more favorable season. It is no longer necessary to go over the miserably uneven asphalt in Bedford-ave. to get anywhere in Brooklyn, and with the relief furnished for that thoroughfare it is to be hoped that the authorities will see that the pavement is relaid as soon as possible. Probably the majority of wheelmen who cross the river to Greenpoint and take the just finished route will follow it all the way to the Eastern Parkway, but this is not necessary for those on their way to Prospect Park or Coney Island. Half a dozen blocks this side of the Parkway they may turn into St. Mark's-ave. and ride on asphalt to Grand-ave., going by the latter and Washington-ave. toward their destination. In this way easier grades will be encountered and the necessity of ascending to the high point on the Parkway between Rogers and Bedford aves. avoided. At one or two points on the route through Leonard-st., Gerry-st., Throop-ave., Floyd-st., Lewis-ave., Decatur-st., Glenada Place and Albany-ave. further improvements are necessary to make the riding what it ought to be. Especially is it desirable to provide a smooth crossing on Broadway between Leonard and Gerry sts., where the cyclist now has to go two or three rods on stone pavement. Where Throop-ave. crosses Flushing-ave. is another place requiring an asphalt strip or something of the kind to prevent needless jolting. These suggestions are not made in a fault-finding spirit, although some city officials are prone to regard remarks of this kind as indicating that wheelmen are hard to please, and that as soon as they get one thing they are sure to want something else; they are merely hints as to what would be desirable for the comfort of riders of bicycles—something, too, that could be given them at a small cost.

How many of the cyclists who visit Coney Island every year ever take a spin of any length on the sands of the seashore? A considerable number probably ride at the water's edge in the vicinity of the terminus of the Cycle Path for a short distance. Of course, a bicycle can be used on the beach only when the tide is pretty well out. To those who have tried it, it is a revelation and a delight to find that the fine sand is as hard and firm as an asphalt pavement; so compact that the passage of a wheel over it scarcely leaves a trail. In the part of the year when bathing ropes have been put out of commission, it is possible, if the tide is at the right stage, to ride awheel all the way to Norton's Point, as the western extremity of the island is called; and a delightful trip it is, if the wind is on its good behavior. One thing is sure to strike the traveller over this novel cycle path, namely, that parts of the beach are thickly paved with shells, while other parts are comparatively free from them, and no reason for the difference is apparent. The broken pieces of shell need cause the cyclist no apprehension, even if they crack as he passes over them, for they will be pressed into the sand long before they injure a tire. Broken bottles and other fragments of glass he will have to guard against. The distance from the Ocean Parkway to the end of the island is about three miles. The six-mile round trip is sure to be appreciated keenly by all who take it.

With the increasing number of smooth-paved thoroughfares that intersect there is great need of caution as the crossings are approached, if accidents are to be avoided. When the new pavement in Fifth-ave. is finished it will be crossed by numerous streets paved with the same material. By the law of probabilities there are many chances that cyclists riding at right angles to one another will approach the point of intersection at the same time. It is obvious that some rule should be adopted to prevent the likelihood of collisions. A system of bell signals might be arranged, or a "rule of the road" might be adopted by general consent, providing that those riding north and south have the right of way over those going east and west. But even then it would be needful to exercise care in approaching the danger points and to ride slowly and cautiously.

This is the time when cyclists of both sexes take pride in announcing the records they have made for the year. It is assumed that riding is about over so far as 1897 is concerned, and, while it is possible to add a few scores of miles to the hundreds or thousands already marked on the dial of the cyclometer, in most cases the completed record for the twelve months will not differ materially from the figures now shown. Nearly every one uses a cyclometer nowadays, and several of the cyclometers are nearly perfect instruments, while all of them record with fair accuracy. The ideal cyclometer should indicate thousands as well as hundreds of miles, and should be equipped with a device for marking the length of each trip, in addition to the total mileage; and, furthermore, it should be so constructed as not to be broken easily. Some cyclometers that give entire satisfaction in ordinary circumstances are liable to be easily smashed if intrusted to a railroad train, unless more than ordinary care is exercised by the baggage handlers. Speaking of records, it may be said that the men who have made 3,000 miles or upward may count themselves among the small but lucky minority, while women riders who have 1,500 miles to their credit are justified in feeling that they have done well, even if they have not covered themselves with glory.

An attempt was made early in the year to introduce a tandem with the rear seat higher than the front one, so that the man riding behind could see the road easily over his companion's head. Since it has not been seen on the roads about the city to any extent, the inference is that it was not a great success. On the average, the man riding with a woman in front is the taller of the two, and can see the road ahead without great trouble. Various suggestions have been made about building tandems in such a way that the woman might occupy the rear seat, but the plan of having the drop-frame half in front still holds the field. Tandems have been seen with double drop-frames, so that two women could ride them without wearing divided skirts or other devices to accomplish the same end, but the utility of the arrangement is open to question. There is an obvious advantage, however, in having a tandem so constructed that by the removal of a single bar a double diamond can be turned into a combination, as is the case with some of those in use the present year. It is interesting to note, however, that the plan in vogue four or five years ago of having ordinary safeties made "convertible" has been abandoned altogether, save perhaps in the case of wheels made for young children.

Mr. Spalding's recent trip to Europe was made in the interest of his bicycle, and while in London he attended the National Bicycle and Stanley shows. His opinion is that they were in no way superior, from a spectacular point of view, to the American show held here. He said the display made there did not excel our home exhibitions. He was of the opinion that both the New-York and Chicago cycle shows were equal in every respect to the ones he attended while abroad. A few chainless bicycles were exhibited, principally the production of American manufacturers. He found little change in the style and make of the English models or in the prices. He feels convinced, however, from his investigation, that it will be a hard thing for American manufacturers to find a ready market in Great Britain this year, unless they follow the English models in nearly every particular. Quite a lot of ill feeling prevailed among the American manufacturers who are represented in Great Britain, owing to the policy pursued by the managers of the National Show in excluding American bicycle exhibits.

Milo M. Belding, jr., the newly elected vice-consul of the New-York State Division of the League of American Wheelmen, gave a dinner at the Union League Club last night in honor of the outgoing State administration, and several influential wheelmen who are interested in League work in the State were present. Among Mr. Belding's guests were Isaac B. Potter, the president of the League; W. S. Bull, the secretary-treasurer; C. F. Cossum, of Poughkeepsie; G. E. Blackham, the auditor for the division, and Chief Consul Jenkins, of Buffalo. The men sat down to dinner at 7 p. m. and many matters of interest to wheelmen were discussed after the cigars had been passed around. George R. Bidwell, the Collector of the Port and a prominent official in the division, and W. E. Underhill, of Schenectady, the retiring vice-consul, were unable to be present on account of previous engagements.

The members of the South Brooklyn Wheelmen gave a farewell dinner for their friend and fellow member, William Nash, in Brooklyn, last night. The members assembled at the clubhouse at 8:30 p. m. Nash is the vice-president of the club and is at present one of the governors. He is a member of a syndicate which holds mining properties in South America. He will sail for that country to-morrow, and he may remain there for several years.

The Harlem Wheelmen have decided to show their appreciation of the prompt recognition accorded their plea for a well-managed race to Yonkers and Tarrytown on New Year's Eve by offering additional trophies to the winners other than the "bottles" given by enterprising hotelkeepers in the two cities mentioned. If the winners are Harlem men, the first will receive a handsomely engraved silver tankard, the second prize being a watch charm in which the club's emblem will figure, together with a brief history of the contest. These prizes were subscribed by Paul P. J. Donovan and Frank B. Underhill, both members of the club. "The Harlem Bulletin," the organ of the club, will appear about January 1, in a new cover, designed by Oscar A. Preyer. The drawing for this cover won first prize in a contest which closed the early part of this month. The jury of award was made up of several artists, among whom were A. Van G. Levering, A. Methfessel, R. F. Outcault and C. W. Rohrhand.

The League of American Wheelmen is about eighteen years old, and to-day numbers among its members some of the most prominent men of the country, among them being John Wanamaker, of Philadelphia; Governor Hastings of Pennsylvania; Rear Admiral Gherardi, of the United States Navy; Mayor Carter H. Harrison of Chicago, and C. A. Pillsbury, of Minneapolis. The organization has had a steady growth, until to-day it numbers over 102,000 members.

The Century Wheelmen will present a gold, a silver and a bronze medal to the three members having the largest mileage; a gold, a silver and a bronze medal to the three members riding the greatest number of century runs, and a pin and bar to every member who has ridden 2,000 miles, and an extra bar for each additional 2,000 miles. The medals and bars for the season of 1897 will be presented to the winners at the annual ball of the club, which will be held at the Lexington Opera House on Thursday, February 3. The Gibb meda's for 1897 for best attendance on club runs have already been presented to the winners. First (gold), Joseph P. Walsh, thirty-four runs. Second (silver), F. L. Latham, thirty-three runs. Third (bronze), Edmund Munck, thirty-three runs. The Nominating Committee of the club will make its report to-morrow night. Considerable interest is being manifested among the members as to whom it has selected as candidates to fill the different offices.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending names and addresses to the Cycling Editor, The Tribune.

CONDITION OF THE ROADS.

FAIR ROADS PROMISED FOR TO-DAY—WHERE IMPROVEMENTS ARE BEING MADE—MANY RIDERS WILL BE OUT.

The average cyclist no longer fears a little cold weather, and the chances are that there will be a merry throng of riders of the wheel on the good macadam roads of the district, particularly during the afternoon. The high wind and bright sunshine yesterday did much to dry up the mud caused by the recent rains, and wheelmen will find plenty of good riding if they will study the conditions presented below.

The New-York State Division of the League of American Wheelmen, from its numerous correspondents, shows the general condition of the roads within fifty miles of this city to be fair to good. Earth roads at this season of the year are generally rutty and cannot be relied upon.

NEW-YORK CITY.

All breaks in the asphalt strips of Westchester-ave. have been repaired. West Farms Road and Morris Park-ave. are in excellent condition for riding. Pelham Parkway from Boston Road to Bay-chester Road is now open to cyclists. Central Park, Lenox-ave., St. Nicholas-ave. and Fordham Road are all more or less muddy. Riverside Drive is fair to good. All roads of Yonkers are muddy as are also those of Westchester, but the cold, clear winds now prevailing will do much toward putting them in good shape for riding. Cyclists in making connections through side streets north of One-hundred-and-twenty-fifth-st., with avenues running north and south, should exercise care, as many of the asphalted streets are in a dangerous condition. Care should also be taken on One-hundred-and-twenty-sixth-st., One-hundred-and-twenty-seventh and One-hundred-and-twenty-eighth sts.

NEW-YORK STATE.

All roads of West Farms are fair to excellent; Pelham Manor and New-Rochelle, bad to good; Mamaroneck and Rye, fair. Roads of Tuxedo are fair. The condition of the roads in Sing Sing is unfavorable for cyclists, the roads being nearly unridable. Roads of Nanuet and Washingtonville, muddy and unridable. The roads in the vicinity of Middletown are unridable on account of the recent rain. The Board of Supervisors have tabled a resolution looking toward road improvement in this section, but by the summer roads will probably be much improved. The roads of Cornwall within the limits of the village are in good condition. The thoroughfares of Montgomery are covered with mud.

LONG ISLAND.

Coney Island Cycle Path and the roads of Prospect Park are in good condition. Merrick and Rockaway roads are fair. Twenty-second-ave. and Glenmore-ave., fair to good. Valley Stream and Oakdale roads are fair. The roads from College Point to Whitestone and Flushing to Whitestone are in good shape for riding. The road from Whitestone to Willets Point is in excellent shape. The macadam roads of Jamaica are generally fair. Asphalt from Rockaway Road to the Merrick Road is now finished. Broadway from the city line to Jamaica is in first-class condition, as are also Van Wyck-ave. and Hoffman Boulevard to Newtown. All roads of Far Rockaway are in fine shape for riding. In Patchogue the roads are fair, but are rapidly drying up, and will be much improved within a day or two. The macadam roads of Sea Cliff are good, the dirt roads rather heavy. The road into Sea Cliff Village is now open to cyclists. The roads of Eastport are in a muddy state and unridable.

NEW-JERSEY.

The macadam roads of Orange are good; earth roads are muddy. The side paths of New-Brunswick are unridable; macadam roads fair. The roads in Rahway are in excellent shape, but those of Elizabeth are poor to fair. The roads of Shrewsbury are in fair condition; roads of Roselle are excellent. Macadam roads of Westfield are first-class; earth roads are muddy.

PENNSYLVANIA.

Milford roads bad, unridable, owing to the recent heavy rains.

HE SANG OUT OF TUNE.

From The Pittsburg Daily News.

Dr. Temple, the Archbishop of Canterbury, entered a London church one night, and, standing in a back pew, joined in the singing of a Moody and Sankey hymn. Next to him stood a workingman who was singing lustily in tune. The bishop sang lustily also, but not in tune. The workingman stood the discord as long as he could, and then, nudging the Bishop, said in a whisper: "Here, dry up, mister; you're spoiling the show."

OCEAN YACHTS BOUND OUT.

FASHION'S GREAT MEET IN THE MEDITERRANEAN.

WHOLE FLEETS ARE LEAVING FOR SOUTHERN WATERS AND FOREIGN PORTS—PREPARATIONS AT CANNES FOR THE FLOATING COLONY.

A good many people think that American yachting ends with the first frost. But in some important respects it only begins at that time. The big yachts at once prepare for their cruises to those warmer waters where the aristocratic fleets of the world gather, where exclusiveness gives place to genial comradeship, and where Fashion is lenient to her devotees. It is at this time, during the interchange of courtesies aboard the yachts and in attending entertainments on shore, that Americans become better understood. Magnificent vessels advertise the American yacht-builders, and are replete with all kinds of American inventions, especially electrical contrivances. One result is that Europeans are sending to America for electric launches and other luxuries that have been perfected only in the United States.

A glance at the list of yachts now leaving port tells a good deal about the importance of winter yachting. The steam yacht Margarita, A. J. Drexel, New-York Yacht Club, cleared from New-York last week, to have some slight alterations made by her builders at Glasgow. When this is done she will proceed to Marseilles, where Mr. Drexel and his family will go aboard as early as possible in the new year. The three-masted yacht Sultana, owned by John R. Drexel, of Philadelphia, has also gone to Marseilles, where the owner and his wife will join her on arrival. After her trip along the East Coast of Africa, the big Varuna, Eugene Higgins, New-York Yacht Club, will go to the same locality. The three-masted steam yacht Narada, Henry Waters, New-York Yacht Club, will also go to the Mediterranean about the middle of January. The large bark-rigged steamer Utowana, owned by Allison V. Armour, will first go to the West Indies, and afterward attend the racing at Cannes. After her present cruising in the West Indies, Mrs. S. Drexel Fell will take her steam yacht, the May, to join the floating American colony at Cannes. Mr. and Mrs. Cornelius Vanderbilt go aboard the Catania in a few days at Marseilles. The Catania is a chartered English steam yacht, belonging to the Duke of Sutherland.

Besides the above, and numerous other yachts still to be mentioned, a large contingent is moving southward from England. The able cutter Satanita, recently purchased by Sir Maurice Fitzgerald from Mr. Clarke, has just been launched at the yards of Fay & Co. Her huge mast has once more been put in place for business, and she will join in the Riviera regattas. George Tilling, the new Mayor of Southampton, will also attend in his cutter, the Amelia. The Alisa, A. B. Walker, is now being fitted out for the same contests. Harrison Lambert's new Gloria, which will meet L'Esterel and take a fly for the Coupe de France, is being pushed toward completion. Whole fleets of English yachts will gather in the same blue waters.

The municipality of Cannes is providing shelter for the smaller racers by the building of a jetty, for which the city has voted 500,000 francs and the State has given 150,000. A floating clubhouse will also be moored into position beside the jetty for the accommodation of yachtsmen. This is a large houseboat, with ample decks, dressing-rooms, restaurant, etc., which is now being built just opposite the Mairie and will be launched in the first week in January.

Besides this gathering of the principal yachts of the world, a large fleet proceeds to the waters of Florida. The schooner Intrepid, lately purchased by F. T. Hunt, is having a whole new suit from Sawyer & Son, and will sail for the South early in January. The auxiliary yacht Florida, lately launched at Williamsburg, was hoisted aboard one of the Mallory Line steamers yesterday to be conveyed to Southern waters. She is the property of W. Harris, a lawyer, living at Key West. The Florida is thirty-four feet long, with a lot of freeboard and a six-foot head room under the cabin top. She is sloop-rigged, with an auxiliary motor of seven horse-power, which can drive her quite fast.

The Mallory Line is shipping a lot of these small yachts to the South. The Miami, sister to the Florida, starts down next Wednesday. Her designer, J. B. Pusey, jr., will be in command of her. Another by the same designer is the Nikko, owned in Cincinnati by T. A. Snider. Both the above are auxiliary craft. The steam yacht Ibex, bound South from Boston, arrived at Charleston, S. C., on Friday, and the naphtha launch Wikiki, with Mr. and Mrs. H. C. Roome aboard, has arrived at Wilmington, N. C. It would, however, be quite impossible to give a full record of the craft that now fly South, because so many depart unannounced.

NOT ENTHUSIASTIC ABOUT THE Y. R. A.

The current number of "The Field" has this paragraph about the Yacht Racing Union:

The "deputation" of members of the recently formed American Yacht Racing Union to the Yacht Racing Association on Thursday last turned out to be A. Jarvis only, as the other member was unable to attend on the day named. The object of the visit was to see if an international rating rule could not be agreed to, but it transpired that neither the New-York Yacht Club nor the Eastern Yacht Club (Boston) had joined the union, and the chances of an international rule under these circumstances do not appear to be of immediate interest; in fact, the attempt to launch such a rule would be about as abortive as that made two years ago by the Yacht Racing Association and the Yacht Club de France. The latter shortly adopted the Yacht Racing Association length, beam, girth and sail area rule, but yacht racing in France is governed by the Union des Yachts Français, and that union declined to accept the Yacht Racing Association rule.

MICHAEL'S FORMER TRAINER DEAD.

London, Dec. 18.—"Choppy" Warburton, formerly the trainer of "Jimmy" Michael, the Welsh bicycle rider, is dead.

A RACE WITH A MANIAC.

STRANGE ADVENTURE THAT ACCOUNTED FOR THE LITTLE MAN'S WEAK HEART.

From The Kansas City Star.

"Have you ever been so scared that you dried up inside, so scared that you couldn't utter a word; that your skin burned; that your heart stopped; you choked and your hair crept over your scalp? Ah, that's what it is to be really frightened. And you don't get over it in a day, either."

That's what the quiet little man said. We had been talking of the sensations of a man when he is attacked by a footpad, or when he awakes to find a burglar in his room. The sensations of the coward were also discussed, and the exquisite pleasure of fear, as described by Robert Louis Stevenson in "The Suicide Club," was lightly considered.

"Were you ever so frightened?" some one asked the long, thin man.

"I was, and I have never fully recovered from it," he answered. "It was a curious experience, and, although it was, in a measure, ludicrous, it had an awful terror for me. I lived in the country, a few miles from a town in Kentucky and a mile beyond the asylum for the insane. I was in business in the town, and used to walk back and forth between my house and my store for exercise. I had moved from the town for that purpose. I had to pass the asylum night and morning by a path that followed the high stone wall that inclosed the asylum grounds.

"One of the most violent and dangerous inmates of the asylum was a lawyer of the name of Birch; a powerful man physically and hopelessly insane. He had a mania for tearing his clothes from his body, and would rent the stoutest cloth into shreds. In his attempts to escape he had gnawed to pieces with his teeth the window-sill of his cell, much as a horse gnaws his manger. But he had never managed to escape, and, although we in the town heard of his desperation, no one feared that he would ever get out.

"One evening about dusk I was trudging along the path beside the asylum wall on my way home to supper. The exercise had warmed me up, for it was chilly, and I was feeling cheerful. I whistled as I went. Suddenly I heard a rattle in the bare branches of a tree that grew inside the asylum grounds and hung over the wall. I was startled and looked up. Above me on the wall was a white, ghostly figure. The next instant it came whizzing down through the air toward me. I saw that it was a naked man of huge proportions. In terror I turned and ran. By the time the naked man had gathered himself together, after alighting, I was twenty-five feet up the path, running like a scared coyote.

"As soon as I could gather my senses I knew that it was Birch; that he had torn his clothes off and had escaped. I knew of his violence and desperation, and that if he caught me he would strangle me with one twist of his hand, and then—but the thought spurred me to additional effort, and I ran with such speed as I never thought myself capable of. A few months of walking had hardened me so that I was in good condition, but I was hampered by my overcoat.

"As I ran I could hear behind me the pat-pat of the maniac's bare feet on the hard path. He was gaining on me very slowly. I tried to estimate how soon he would catch up with me if he continued to so gain. I was becoming winded, and my efforts to relieve myself of my overcoat lost me about three feet.

"I could hear the heavy breathing of the maniac and the occasional gnashing of his teeth. It was awful. We had long since passed the asylum grounds, and were now running in the uneven road. Far ahead I could see the lights in the windows of my house. My grounds were surrounded by a high stone wall, in which there was a door. If I could reach this and get through I might be able to leave my pursuer on the outside until I could get help.

"I could hear the panting of the maniac coming nearer and nearer. Once I looked hastily over my shoulder. He was not over five feet away, and his glaring eyes and open, gaping mouth terrified me so that I nearly fell. I was rapidly growing exhausted. I doubted if I could reach the door in the stone wall.

"The panting was now close to me. I imagined I could feel the breath of the madman on my neck, and shrunk forward to avoid the heavy hand I momentarily expected to drop on my shoulder.

"At last we reached the end of the stone wall. I could go no further. I threw myself at the wall, turning in the air and backing against it, determined to sell my life as dearly as possible. On rushed the maniac. He was close to me. He reached out his powerful hand. It tapped me on the shoulder.

"'Tag! You're it!' he shouted. 'Now catch me.' And he bounded off into the darkness.

"Three days afterward they caught him in the next county, where the entire population was hunting him for a wild man. I had about recovered from my fright when they brought him back, but my heart's been weak ever since."

YACHTING NOTES OF INTEREST.

HOWARD GOULD'S NEW NIAGARA—HAS THE GERMAN EMPEROR PURCHASED THE YAMPA?—A HOME FOR THE DOUGLASTON YACHT CLUB—MR. WINANS'S CIGAR-SHAPED CRAFT.

Howard Gould spends his money for boats in the United States. The fact that there are always large numbers of steam yachts to be bought in England at second-hand prices has not influenced him. He has passed over beautiful vessels like the Conqueror and others which have been imported at one-half or one-third their cost in order to have his next vessel a thoroughly American ship. It is now in progress of construction at the yards of the Harlan & Hollingsworth Company, at Wilmington, Del. It seems probable that this owner's name will be known in conjunction with only one name of a boat. The words "Howard Gould's Niagara" became familiar to many during the years in which his Herreshoff cutter contested among the crack twenty-raters of England. Her successes abroad were always cabled to the United States, and the Nation had her under almost daily review during the season. And now the big vessel that will carry Mr. Gould to different parts of the world is to be called by the same name. In a short time the arrival of "Howard Gould's Niagara" at Port Said, Kiel and Hong Kong will be announced, and after it is repeatedly explained that the owner has not made the passage to China in his twenty-rater, it will be understood that the message refers to a steamer.

The new boat will be of steel, and she is now receiving the last of her outside plates, under the supervision of Skipper W. G. Shackford, who will be "on the bridge at midnight" after she goes into commission. The launching will probably take place early in January, and the craft will be ready for use on contract time, by April 1. The boilers and machinery are almost ready to go aboard, and Mr. Gould makes frequent visits to Wilmington to view the progress of the work. The interior fittings have been ordered, and it is said that they will be quiet in character, maintaining rather severe simplicity.

Mr. Palmer has sold his ocean-cruising schooner, the Yampa. The sails of the yacht were repaired immediately on her arrival, and fifteen days afterward she was ready for the return trip. Yesterday, when her hook broke mud off City Island, perhaps for the last time on this side of the pond, she started in tow of an ocean tug from Hawkins's yard, City Island, and except, perhaps, to send back a final word from Montauk Point, she will probably not stop till she reaches Southampton. Whether she is to be used by the German Emperor is still to some extent an open question. Tams & Lemoine, of this city, through whose London agents the sale was arranged, say that they know no one else in the matter, except a certain Admiral of the German Navy, who is mentioned in the bill of sale, and also that they have no reason to suppose that this vendee is representing any one else. Emperor William is himself an Admiral in the German Navy, and doesn't generally represent anybody but himself. The vessel will not be passed to the new owner until she has been examined by Lloyds at Southampton, and then the American crew of nineteen will return by steamer, and Captain John Burt will remain as skipper under the new ownership. The racing spars have been taken from their storage sheds at Lawley's, South Boston, and shipped by a Cunard freighter to England. The yacht will make the voyage under cruising canvas, carrying the racing sails in the cabins, and Burt has given her a yard forward, not liking, as he says, to have "all his booms hung on one end," and wanting at least one that is hung in the middle. Cary Smith said yesterday that when Harlan & Hollingsworth built the Yampa on his design she was the best model he had ever turned out. She was first produced for Chester W. Chapin, and, as a steel boat, was dearer in those days than at present. She cost something like $100,000. Her present price is said to be about half of this sum. Sawyer & Son have been strengthening the cruising canvas for the voyage back, and this now shows no sign of the rips made by the gale of November 5, when the yacht, then on her way from Madeira to New-York, ran into St. Thomas for shelter and repairs. This is her third Atlantic voyage since July.

Friends of Mrs. Ogden Goelet have denied the report that the Mayflower is about to proceed to the Mediterranean, and that the Prince of Wales is to be entertained on board during the yacht racing off Cannes. The big steam yacht is still tied to a pier in the Erie Basin, and when last seen, a few days ago, gave no indication of doing anything else than to remain where she was. The crew have been paid off, and, with the exception of Officer Hollis and a few others, there is no person aboard. The other big Watson steam yacht of the Goelet family is still in commission. Robert Goelet, the owner of the Nahma, had her moved yesterday from Whitestone, where she has been anchored for six weeks, to Staten Island. She is now swinging with the tides off Stapleton, and her presence at this point of departure has given rise to the supposition that a long cruise is intended.

J. J. Petit, of New-York, has just completed the plans of a new house for the Douglaston Yacht Club, Long Island, which will be built on Little Neck Bay, where the property of Commodore Clay commands a good view of the Sound. The building will be of Colonial design, with two broad verandas, at the ends of which will be circular towers. It will be an airy and commodious summer home. Unless indications fail, the club will take a prominent place in yacht racing in the next few years.

A good arrangement has been made by those who have charge of the building of the new Atlantic Yacht Club house. One of the committee will be at Sea Gate, Norton's Point, every Saturday to show visitors and members over the new building, and preparations have been made for stages to meet the Coney Island Railroad train that leaves Brooklyn Bridge at 1:09 p. m. every Saturday. The building shows an imposing Colonial front.

The Yacht Masters and Engineers' Association of the United States is organized to improve the professional status and to generally advance the interests of the masters, engineers and other officers of yachts; also to give grants of money to members and to their families when in need of such assistance. On Friday the papers of incorporation were filed with the Secretary of State, at Albany, and the general scheme for mutual protection has elicited a great deal of support. The office of the association will be in Brooklyn, and the officers are: James Brown, New-York; John M. Lane, James Eldridge and Charles Bailey, of Brooklyn, and John George Heims, of Mount Vernon.

Since the death of W. L. Winans, his two curious cigar-shaped steam yachts have been sold at auction in the yards of the yacht-builders, Summers & Payne. They have been lying in the Southampton waters for a number of years without being used, and the people of the neighborhood were always curious as to their intended use. They were there when the Vigilant raced at Cowes. One of them, the Walter Scott Winans, was 132 feet long and only 9 feet in diameter. She was built of iron at Havre, costing a large amount. At the auction on December 2, her high-pressure engines were of some value, and brought £210. The Ross D. Winans, 256 feet long and only 16 feet in diameter, was built of hard steel at Blackwall, and had two boilers; but her engines were removed some years ago, just after a large amount had been spent in lengthening her in the central part. She brought only £190.

"The Boston Herald" states that the Montreal yachtsmen will make a determined effort to hold the Seawanhaka Cup this year. Duggan is now at work designing improvements on Glencairn II, and three other boats will be built outside the Royal St. Lawrence Yacht Club. Two Milwaukee yachtsmen have been trying to buy Glencairn II, to sail her against their neighboring rivals under another name, but Commodore Ross declined to sell his boat, and Duggan offered to part with his Avoca, which was almost as good, and sometimes a winner. The Milwaukee enthusiasts evidently did not know how good the Avoca was.

Nearer home there seems to be little preparation being made in the Seawanhaka circles to back the challenge. Clinton Crane has a design being built at Lawley's, but of a 21-footer.

Sixteen thousand miles is a fairly long yachting trip. This was the logging of the Alcedo, just returned from the North Cape, but it does not equal the record of the schooner Coronet, by roundabout way to Japan and back, in which her due courses, irrespective of beating in head winds, amounted to over forty-two thousand miles. But George W. Childs Drexel had a pretty good spin in his steamer Alcedo. She came here from Philadelphia on July 24 last, and then crossed to Aberdeen, where the owner and his wife received their guests—Mr. and Mrs. William Irick, Frank Rowl, Dr. Merrill, of Jacksonville, Fla., and three relatives—for the cruise in the Northern waters. After fifteen days among the great pictures of Norway the yacht headed south, visiting the Kiel Canal, Amsterdam, Antwerp and many other cities. The guests left the yacht in England, and the crew brought her back, via Madeira. This is another of the Harlan & Hollingsworth boats, and her behavior in a gale on the British coast, at a time when the liners refused to leave port, brought much satisfaction to Skipper Frank E. Dyer. The Alcedo is 185 feet long and 26 feet wide.

"Le Yacht" states definitely that the big auxiliary yacht Valhalla has been purchased from Joseph Frederick Laycock, the London banker, and that the ship is now lying at Havre under orders of the Count Castellane. The Valhalla was chartered for a cruise to Norway and Sweden in July last, and the Count and Countess were so charmed with the boat and her accommodations for guests that they did not wish to part with her after the cruise had ended. The Valhalla is said to be the largest yacht afloat, registering 1,490 tons Thames measurement. She is 239 feet long, 37 feet wide and 20 feet deep. She was built of steel by Ramage & Ferguson, of Leith, and is full ship rigged. When at New-York during the last cup races she carried 128 men and boys.

MET SOME BIGGER MEN.

From The Detroit Free Press.

"I'll never travel with Jobbs again," said the excited man at an informal session of the political club. "Matter? Wait till I spin my yarn.

"Jobbs, Spoker and I went South last winter. Jobbs