

IN THE CYCLING WORLD.

WIRE TRACK SUGGESTED FOR A WHEELWAY ON THE BRIDGE.

A PROGRESSIVE CLUB-BICYCLES IN THE FIRM BRIGADES ON THE CONTINENT—NOTES AND COMMENTS.

Some wheelmen are interested in trade and some are not. Some follow cycle racing with more or less interest, and others care nothing for the racing brigade, whether on the road or on the track. Everybody, except the outlaws, possibly, is interested in good roads and better paved streets, and even the outlaws—for one or two of them and their professional promoting friends have been known to ride a bicycle occasionally—interested in the plans for building a wire track on the East River Bridge. It was only within the last ten days that the city and bridge officials have taken official cognizance of the fact that such a thing must be done for wheelmen on that much used structure. The promise that the new bridge across the East River will have every accommodation for riders does not pacify the wheelmen, who want to ride their wheels now, and not several years hence. The action of the Board of Aldermen, followed by a conference between the Commissioner and chief engineers of the bridge, which was followed this week by a conference between the bridge officials and representatives from organized wheelmen, has not done much to allay the wheelmen's desire to get a chance to ride on the structure without taking their lives in their hands every time they attempt to pedal over the bridge. Many plans have been submitted for a wheelway, and about all of them have been criticised more or less severely. It is hoped that when the officials and wheelmen get together something tangible will be the outcome.

The proposed wheelway over the bridge is attracting attention, not only in this district, but all over the State. Edmond Redmond, of Rochester, makes this suggestion through The Tribune: "The problem of providing a track for bicycle riders over the Brooklyn Bridge has been under discussion so long, without satisfactory settlement, that I venture to offer a suggestion which seems to be new. My proposal is to form the track of heavy wire cloth, supported on brackets or suspenders extending from the side of the bridge. Bicycles run smoothly on wire cloth, as I know from experience, and it would be a light, safe, clean surface. It might be rather expensive, but the conditions are such that the community would not object seriously if the purpose is attained. The engineers can calculate within a ton of what the addition would weigh, and there ought to be no great difficulty in providing means for attaching it to the present structure. It would present such a smooth surface to the wind that there could be no objection to it on that ground. In wet or snowy weather the same would be easier for the ordinary pavement under the same conditions. Unless the scheme has some inherent defect not visible on the surface it could be considered as a little trouble and loss of time as any plan yet proposed.

The first stag bicycle ride of the Telephone Wheelmen and their friends will take place on Memorial Day. The wheelmen will ride through Hoboken, Jersey City, Homestead, Secaucus, Carlisle, Rutherford, Carlton Hill, Passaic, Dundee, Lake, Paterson, Arcola, Rochelle Park, Maywood, Hackensack, Teaneck, Englewood, Northford, Lenox, Palisade Park, Ridgefield, Fairview, North Bergen, Woodcliff, Guttenberg, Highwood Park, Woodcliff, Hoboken, and return to the city by ferry-six miles.

The Century Wheelmen of New-York, besides being one of the most progressive wheeling organizations in this country, find time to cater to the enjoyment of their members in other lines. They have a 99 Meet Club, a Glee Club, a Camera Club, a bowling team, a baseball team, a drill team and a first-class ambulance corps. They are now considering the advisability of forming a Fishing Club, a member must all to it, and among all these special features he cannot find one to suit him. The regular club run of the club to-day will have two divisions. The first division will start from the clubhouse, No. 16 West Seventy-first-st., for Sea Cliff, Long Island, at 8 a. m., returning at 5 p. m., total distance, thirty-eight miles. The second division will start from the same place for Queens, Long Island, at 2 p. m., returning, with first division, at 5 p. m., total distance, thirty-eight miles.

Profitable speculations are the "bicycle railways" on the seashore near New-Brighton and other English seaside resorts. Rails are laid on the sands, and on them bicycle run, but they are not for balancing needed. Thousands of "trippers" patronize these bicycle railways last summer, and several new ones are being started. It is said that at each beach of the coast guards' racket apparatus by the proprietors within a week, so the profits must be considerable.

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The Wisconsin Legislature has passed a law authorizing the county districts to purchase road machinery without the necessity of paying their road taxes in cash, by making it possible to purchase graders and rock crushers on time payments. This will result in the adoption of road machinery by hundreds of Wisconsin towns which have been unable heretofore to raise the necessary cash.

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Connected with the subject of free wheels is that of back-peddaling, which Professor Sharp declares not to be true. He recently gave an explanation of his views on the subject. After back-peddaling down a steep hill he thought that he would be held back, so he pedaled rather than fatigued. It is not so on paper, but several volumes of disputation would be required to convince the average rider, who has just just down a steep grade, that he has not been engaged in a tiring effort.

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

FOR THE NATIONAL MEET. PARTIES ARRANGING IN VARIOUS CITIES TO GO TO BOSTON IN AUGUST.

Boston, May 20.—With the riding season fairly opened there is renewed interest among the wheelmen of Boston and its vicinity in regard to the arrangements for the twentieth National meet of the League of American Wheelmen, which will be held August 4 to 15. The various committees of the Boston club are all at this time endeavoring to reply to the many inquiries that are coming from all parts of the country regarding the plans mapped out for the coming meet. From present indications it looks as though there would be the

LARGEST ATTENDANCE OF TOURISTS THAT HAS EVER ASSEMBLED AT A NATIONAL MEET.

Philadelphia wheelmen were among the first to organize a party to attend the National meet. Chicago and numerous other cities sent delegations to attend the National meet, and if weather conditions are favorable, they will tour over the road for a part of the distance, arriving in Boston on the opening day of the meet. In addition to these numerous parties which are being formed, inquiries are received from hundreds of riders who will tour from the meet unattached or in smaller parties.

The chairman of the various committees have made considerable progress the last ten days, and feel encouraged at the success of the military tournament, the proceeds of which will go toward the entertainment fund to be used at the week of the meet. State Centurion Harry W. Knights, who will have charge of the centuries scheduled for the week, believe to be the greatest week of the season for century runs.

ASSOCIATED CYCLING CLUBS. INVITATION TO ALL WHEELING ORGANIZATIONS TO AFFILIATE WITH THIS PROGRESSIVE ASSOCIATION.

President Purst's newly appointed Membership Committee proposes to make a vigorous campaign in enrolling clubs in the Associated Cycling Club, which now has thirty-one members, representing about five thousand wheelmen. The work of the association has resulted in so much good to wheel-

men and drivers that membership in it now is an evidence of good standing and a desire to keep abreast of the times. The following circular has been sent to all the clubs now in the association:

The Associated Cycling Clubs of Long Island, which was organized in 1886, has now numbered thirty-one progressive clubs in its membership. It was brought into existence by the necessity of systematic, organized effort among wheelmen to promote and protect the welfare of the fraternity and to secure well-paved streets, roads and bicycle paths, and its record of forty years of endeavor in these fields has proved the wisdom of its founders and tested the zeal, perseverance and perseverance of its members. But its influence legislation has been secured for improved highways and more of them; necessary connecting links between separated stretches of good roads have been made; bridges have been built; the rules of the road have been enforced and the ordinances of the city relating to wheelmen's rights have been taken off the dead-letter calendar. Many abuses have been abolished, public officials have been prompted to perform their duties, negligent road contractors have been called sharply to account, and much has been accomplished toward furthering the association's objects in which it took the initiative and which, without its influence, would have failed. Besides all this, the association has been a powerful factor in promoting the fraternity and brotherly feeling which is a characteristic of wheelmen, and its social side is one of its strongest features.

While advocating the rights of wheelmen the association has not lost sight of their obligations and has been successful in inducing the Legislature to constitute authority and an observance of laws and ordinances among its own members, and in inducing the Legislature to enact laws which are in accordance with the lawless and ignorant. In all its efforts and the success attending them the benefit and necessity of united action has been made apparent, and the association feels that the time has arrived for every bicyclist to be organized in the League of American Wheelmen, to affiliate with it and participate in its work, add to its power and influence for good and share in the benefits secured.

You are therefore respectfully invited to submit to your club a proposition to secure membership in the Associated Cycling Clubs of Long Island, and should the foregoing appeal to you favorably, to advocate the election of three delegates to represent your body in the association. An application blank is inclosed herewith. The clubs now in the association are as follows:

Brooklyn Wheelmen, Nassau Wheelmen, Logan Wheelmen, Red Hook Wheelmen, Amherst Wheelmen, South Brooklyn Wheelmen, Long Island Wheelmen, Farpoint Wheelmen, Central Wheelmen, Queens Wheelmen, Orient Wheelmen, Greater New-York Wheelmen, Reginald Wheelmen, Prospect Wheelmen, Brooklyn Bicycle Club, Indian Cycle Club, Waverly Wheelmen, Whirling Wheelmen, "Cyclists Club, Glenmore Wheelmen, Pioneer Bicycle Club, Carroll Park Wheelmen, Royal Arcanum Wheelmen, Montauk Wheelmen, Twenty-third Ward Association Wheelmen, Pierce Wheelmen and Garnet Wheelmen.

The association will meet on the third Monday of each month from May to October, in a hotel on the beach. The annual dues are \$5, and the first year's dues should accompany the application. Any further information will be cheerfully furnished by the James A. Rooney, Executive Building, chairman of the Membership Committee.

PLANNING FINE MEDITERRANEAN CRUISE.

Cruises to the Mediterranean are becoming more popular every year. F. C. Clark, who chartered the popular cruise, "The Aller" in 1898, has arranged for the new steamer New-England, 11,400 tons, to sail next February for the Paris Exposition. The annual dues are \$5, and the first year's dues should accompany the application. Any further information will be cheerfully furnished by the James A. Rooney, Executive Building, chairman of the Membership Committee.

A FINE RUN THROUGH NEW-JERSEY AND STATEN ISLAND.

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A PLEASANT RUN FOR WHEELMEN.

IT COVERS MANY OF THE BEAUTIFUL ROADS OF NEW-JERSEY AND STATEN ISLAND.

The Tribune to-day prints another fine run for wheelmen over the splendid macadam roads of New-Jersey and Staten Island. The start can be made from either Elizabeth, N. J., or St. George, Staten Island. Those fond of a long tour on Sunday can follow the route printed in the Tribune last Sunday, starting at Fort Lee Ferry and following the Hudson County Boulevard, and then turning and crossing the Hackensack and on through Newark to Elizabeth. Those who do not care to take this route can take the train to Elizabeth and start from that point.

Still others might prefer to make the start and travel through Staten Island first. The best route to follow in that case would be to take the Staten Island Ferry to St. George and wheel along the North Shore road through New-Brighton, Livingston and West Brighton to Port Richmond. By crossing the ferry one could follow Richmond-ave. on to the Port Richmond

road through Phoenixville, New Springville, Annandale, Huguenot, Prince's Bay, Pleasant Plains, Richmond Valley, Perth Amboy, Totenville, Menlo Park, Fairfield, Robinvale, Metuchen, Stelton, New Brunswick, and return to the city by ferry-six miles.

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YACHTING.

THE COLUMBIA'S MAST MADE OF STREETCAR RAILS—PLATES OF THE SHAMROCK.

Steel rails such as are used ordinarily for electric street railway lines, sometimes known as T rails, to distinguish them from the grooved variety, have been introduced as interior frames for the new steel mast being completed at the Herreshoff yards. There are four lines of these running parallel to one another the entire length, and they are in sections of ten to fifteen feet. It was found on testing the steel angle bars that are used for framing the hull that they were hardly stiff enough for the mast; and then the steel rails were thought of, and, so far, they seem to answer all purposes. Though nobody will know what this severe testing was first as possible, the mast is being put on one of the two defenders. The rigging is stoutly riveted to the flat part of the rails, leaving the square part of the rail inboard, producing an immense amount of stiffening. The mast is now finished. William Young, who is of spare proportions, and who served in the Spanish war on the monitor Manhattan, is the man who crawled through the twenty-one-inch tube to hold an inside brace against the rivets when the mast was being made.

It is now said that the steel mast will be first tried on the Defender. Mr. Iselin was reported to have said that the mast was for the Columbia exclusively, and that the Defender was not strong enough in the hull to experiment with it. Mr. Duncan said yesterday that the steel mast would be tried on the Defender, and was made for her alone.

A Boston yachtsman has received from the manufacturing company at Deptford, England, a piece of 3-1/2-inch manganese bronze plate which is identical with some of the plates that have been put on the Shamrock. It is described as follows: "It has a smoothness and finish which are remarkable in a bronze plate of such a nature. The grain is similar material on the Defender, and also smoother than the Tolin bronze plates on the Columbia. The surface is almost like glass in its reflecting power, and under it the metal shows a peculiar grain and effect. The bronze is darker in color than that of the Columbia and harder to look at, in that it has less of the brassy appearance. This extra smoothness is supposed to be, to a certain extent, a fire for extra speed, and its fineness shows that it is not sacrificing much to the requirements of making an ocean passage with the Shamrock. The plates on the Columbia and the plates on the under-water body of the Columbia are one-quarter inch in thickness.

FREDERICK ACKERMAN'S YACHTS.

Sir Roderick Cameron's old schooner, the Lady Evelyn, is looking as fit as a fiddle, and by the time Frederick Ackerman has her ready for the season she will look better than she ever did. When he bought her last fall, somewhere up the Hudson River, her canvas had been bent, under covers, for just eighteen months, without being removed. All the recent light and such as the "present" mast, mainmast stay, are new, and the boat will now carry a gaff-rigged, with the bows built higher, so that the old English reefing bowsprit, which used to be boused down to nose the water, is now stowed up in the more American way. The heavy mouldings at the stern have been removed and the huge timbers at her counters have been pared away to assist her in the "present" generation." Captain John Erikson made her a really smart vessel last winter at Port Jefferson, and, as announced nine years ago, the Lady Evelyn ought to be good for another half-century. She is more than 120 feet long, over all, and will be a welcome addition to the cruising fleets of the Atlantic Yacht Club.

LLOYD PHOENIX'S INTREPID.

A member of the New-York Yacht Club who is "a yachtsman clean through" was looking at his boat yesterday. She is at Tebo's, the trimmest three-masted schooner that ever turned green apple-parings off a lee-bow. When Lloyd Phoenix had thoroughly examined his boat yesterday, he couldn't get away without turning on the wharf to have a long look at her, and any one who knows an exceedingly good craft when she gets it anchored in the same way. As soon as the big Black Pearl comes off the drydock the Intrepid will mount in the air and take some painting below the waterline, and will then be ready for sea.

When cruising in the harbor she uses his auxiliary power much. He feathers the blades of the propeller and the sails do the rest. His best time under canvas has been over fourteen knots an hour. Captain David A. Kerr, the skipper of the boat, has fitted out in a way that is a pleasure to see, and her white sails are of a fine quality, and her highly scrubbed surfaces bleach in the sun. When the Intrepid leaves port she is usually not heard for months. Her destination may be the West Indies or Labrador, but Mr. Phoenix goes out to sail for the love of sailing, and not for the purpose of sending telegrams from every port at which he touches.

JOHN R. DREXEL'S SULTANA.

John R. Drexel, of the New-York Yacht Club, is expected to arrive on a liner from England on May 31, and his auxiliary boat, the Sultana, is being fitted out for the season. The Sultana is a 100-foot schooner, and is being fitted out for the season. The Sultana is a 100-foot schooner, and is being fitted out for the season. The Sultana is a 100-foot schooner, and is being fitted out for the season.

MR. WATERBURY'S YACHTS.

John I. Waterbury, of the New-York Yacht Club, now owns two large schooner yachts, the Coronet and the Saxon. The new crew of the Coronet has prepared the Saxon to look her best, but the sails are not bent and the boat will be sold. She is now at the Bay Ridge yacht basin, while the Coronet is at Tebo's, having her outside paint entirely re-done. Her magnificent mainmast of Oregon pine, moved, her mast was sprung in a gale off Nassau last winter, when she was owned and cruised by Frederick S. Pearson, has been fished and spliced neatly together, and the work together. This will be considered sufficiently strong for quiet sailing near New York, but it is not intended for a summer cruise. She has four times weathered the Horn and probably knows nothing more disturbing than the placid seas of the New-York Yacht Club.

THE CRAFT AND THOSE WHO SAIL THEM.

The centreboard sloop Hildegarde, owned by J. C. Bergen, of the Atlantic Yacht Club, is being fitted out at the Bay Ridge Yacht Basin. She is 60 feet 5 inches long over all. The keel cutter Bedouin, which is 82 feet long over all, is having a new stern put into her. She is owned by J. Murray Mitchell, of the New-York Yacht Club, and is now in care of Charles W. Bouton, Fifty-fifth-st., South Brooklyn.

THE SCHOONER PENNELA, LATELY BOUGHT BY E. J. BERGEN, OF THE ATLANTIC YACHT CLUB, HAS BEEN AT ANCHOR FOR SOME DAYS OFF BAY RIDGE.

Frank T. Merrill's fast steam yacht the Vanocose has shown no indication of preparing for the season. She still lies at Tebo's with all her winter covers on.

JAMES WEIR'S SLOOP EIDOLON IS FITTING OUT AT BOUTON'S YACHT BASIN, BUT SHE WILL NOT BE IN COMMISSION UNTIL MAY 30. SHE IS OF THE ATLANTIC YACHT CLUB.

The schooner Halcyon, lately purchased by George Work, of the New-York Yacht Club, is at South Brooklyn, having a fifty-horsepower gas engine put into her.

The schooner Wayfarer is being prepared for the use of William Patterson, who has lately chartered the newly launched steam yacht Alleen from Richard Stevens, of the Herreshoff yards, for thorough overhauling at Tebo's and looks like new.

Bicycles.

WEATHERPROOF, MUDPROOF, DUSTPROOF Columbia Bevel-Gear Chainless Bicycle. It has found favor with all classes because it gives no trouble. It is always ready to ride. There is no deterioration of its running qualities no matter what the conditions of road or weather. A Columbia of the highest grade throughout. Compare it part for part with any other bicycle and your investigation will be rewarded by proof after proof of its admitted superiority. EXAMINE IT. TEST IT. TRY IT. That is what we did for months before it was offered for sale. CHAIN WHEELS. Columbia and Hartford are the most popular chain bicycles because they contain more desirable features than can be found in other chain wheels. Vedette Bicycles are strong and reliable. Prices, \$75 to 25. POPE MANUFACTURING COMPANY, 12 Warren St. Metropolitan Bicycling Co., 60th St. and Broadway (open evenings).

Adults' Chain Models, \$35. BEVEL GEAR Chainless Models, \$60. Finest material, skilled workmanship and HONEST PRICES maintained throughout the seasons explain the wide and growing fame of Crescent Bicycles. Catalogue, containing "The Care of the Wheel," Free. WESTERN WHEEL WORKS, Makers, 36 Warren Street, New York.

will buy a full nickel-plated Spalding NYACK BICYCLE. The same amount will buy a Spalding Bicycle, 1898 chain model. With the exception of the 1899 Spalding there is no better wheel made. Uptown store open evenings until 9 o'clock. A. B. Spalding & Bros. Spalding-Bidwell Co. 126-130 Nassau St. 29, 31, 33 W. 42d St.

Bicycle Purchasers Who are influenced by prices will find our present offer of \$25. for 1899 Featherstone BICYCLES. ("THE PINK OF PERFECTION") an unexceptionable bargain. The Featherstone line is the product of one of the big makers of wheels, with every improvement and fully guaranteed. BOWMAN CYCLE STORES 300 BROADWAY; 8th Ave., Cor. 56th St., and 125 West 125th St.

ATHLETICS. YALE'S MOTT HAVEN ENTRIES. New-Haven, Conn., May 20.—Yale's official entry list for the Intercollegiate track athletic meet to be held at Mott Haven on May 25, is announced. It contains about thirty men in all, a number much smaller than expected. There is not a single man entered in the broad jump nor in the 220-yard hurdles, events in which Yale is weak. The other entries follow: One-hundred-yard dash—Blount, Warren, Dupee, Fisher and Gleason. Twenty-yard dash—Boardman, Fisher, Warren, Luce and Gleason. Four-hundred-and-forty-yard dash—Boardman, Fisher, Luce, Dupee and Gleason. Eight-hundred-and-eighty-yard run—Brennan, Poynter and Drury. One-mile run—H. P. Smith, Scudder, Chittenden and Fuchlingham. Two-mile run—H. P. Smith, Scudder, Chittenden and Fuchlingham. High jump—Weller and Smith. Pole vault—Clapp, Johnson, Selin, Adriance and Ford. Shot put—Francis and Robertson. Hammer throw—Hixon and Marshall.

PRINCETON'S MOTT HAVEN ENTRIES. Princeton, May 20.—Princeton has entered the following men for the Intercollegiate games: One-hundred-yard dash—F. W. Jarvis, '90; M. H. Kratz, '90; F. W. Woolridge, '90; H. L. Willis, '90. Two-hundred-and-twenty-yard dash—F. W. Jarvis, '90; M. H. Kratz, '90; F. W. Woolridge, '90; H. L. Willis, '90. Four-hundred-and-forty-yard run—F. W. Jarvis, '90; M. H. Kratz, '90; F. W. Woolridge, '90; H. L. Willis, '90. Eight-hundred-and-eighty-yard run—J. F. Cregan, '90; L. H. Palmer, '90; G. H. L. Gaskill, '90; G. A. Chamberlain, '90. One-mile run—Cregan, L. R. Palmer, H. I. Gaskill, G. A. Chamberlain, '90. Two-mile run—Cregan, L. R. Palmer, H. I. Gaskill, G. A. Chamberlain, '90. N. E. Koehler, '90. One-hundred-and-twenty-yard hurdle—H. Wheeler, '90; H. W. Smith, '90; A. D. Childs, '90. Two-hundred-and-twenty-yard hurdle—H. Wheeler, '90; H. W. Smith, '90; A. D. Childs, '90. Running high jump—Carroll, '90; G. W. Curtis, '90; R. J. Liebenberg, '90. Throwing sixteen-pound hammer—H. Wheeler, '90; W. C. Riley, '90; W. J. Montgomery, '90; R. G. Wright, '90. Putting sixteen-pound shot—W. F. Botting, '90; W. J. Montgomery, '90; R. G. Wright, '90. Pole vault—A. W. Coleman, '90; G. W. Curtis, '90. Running broad jump—W. E. Botting, '90; K. L. Vonkurg, '90.

O'DEA'S POSITION AT HARVARD. ALTHOUGH BROUGHT ON FROM WISCONSIN TO COACH THE EIGHT, LITTLE HAS BEEN HEARD OF HIM. Cambridge, Mass., May 20 (Special).—Speculation has been excited in college circles here over the position held by "Andy" O'Dea, the Western coach, who was brought on from Wisconsin to whip the Harvard oarsmen into form. The truth is that no-

body at the time when O'Dea came to Cambridge had a definite idea of what his duties were to be. He was installed as rowing instructor, and he is that now. What the stroke is that the men are rowing now is not known. It may be that O'Dea's influence has been felt in the selection of it, but certainly it is that there are men rowing now who have never been coached or taught by O'Dea. The stroke is one that Mr. Storrow and Captain Higginson selected, and if O'Dea has influenced it he has been in private councils. O'Dea has evidently not felt just at home in his present position, and he may have been dissatisfied with his influence, but certainly has not figured as prominently as Harvard men expected he would. He has not gone ahead with the vim and snap and with that enthusiasm for Harvard that a coach is expected to show. Harvard men have seen this, and they have spent many words trying to account for it. There are constant rumors about that O'Dea is to go, but nothing definite is known. He now is serving as rowing instructor, and in no sense is a coach. Daily he takes out in pair oars some of the men and gives them points, and in this work he is considered very successful, but when he takes hold of an eight he is not as good, so the men say who have been under him. There are constant rumors about that O'Dea is to go, but nothing definite is known. He now is serving as rowing instructor, and in no sense is a coach. Daily he takes out in pair oars some of the men and gives them points, and in this work he is considered very successful, but when he takes hold of an eight he is not as good, so the men say who have been under him. There are constant rumors about that O'Dea is to go, but nothing definite is known. He now is serving as rowing instructor, and in no sense is a coach. Daily he takes out in pair oars some of the men and gives them points, and in this work he is considered very successful, but when he takes hold of an eight he is not as good, so the men say who have been under him.