# IN THE CYCLING WORLD.

## WHEELMEN WILL AWAIT THE PLEASURE OF TAMMANY HALL POLITICIANS.

### RIGHTS OF THE RIDERS OF THE BICYCLE IGNORED—ARRANGEMENT OF CLUB RUNS—NOTES AND COMMENTS.

The outdoor cycling season is now here, and those who have predicted that the general interest in riding the wheel would decrease materially this year have been compelled to postpone their predictions for another year. The turnout on fair days during the last three weeks has astonished even the manufacturers and dealers. The trade interests look excellent all along the line, and there is a demand for wheels in some quarters which has been practically dormant for the last few years. With the opening of another season the wheelmen of the two boroughs are prone to look around them and then ask each other what the city officials and their political friends have done for them. The agents of Tammany Hall have been so busy the last few months collecting regularly from the dives and gambling institutions in the district that the politicians have had no time to think of the rights of citizens, the condition of the roads and streets and the safety and accommodation of wheelmen. Clarence A. Shedd, the chairman of the committee working for so long to secure a wheelway over the Brooklyn Bridge, has not given up hope because of the continual rebuffs he has received after his talks with the politicians. Additional petitions asking for a wheelway over the Bridge are signed daily in large numbers. But Tammany Hall does not care any more for the opinion of wheelmen than it does for the followers of baseball, who have shrieked their disapproval of the contemptible and unsportsmanlike tactics displayed by Tammany at the Polo Grounds the last few years. A man close to Tammany said yesterday: "Youse fellers might as well stop botherin' with petitions. They won't do ye any good. As soon as de right man says, 'Put a wheelway on de Bridge,' it will be put dere. See?"

The arrangement of runs by the Penn Glen Wheelmen is as follows:

| | Start. |
|---|---|
| April 29, to Lynbrook, Long Island | 9 a. m. |
| May 6, to Coney Island | 9 a. m. |
| May 13, to College Point | 9 a. m. |
| May 30, to Freeport, Long Island | 9 a. m. |
| May 27, to Valley Stream | 9 a. m. |
| May 30, blind run | 9 a. m. |
| June 3, to Huntington, Long Island | 9 a. m. |
| June 10, to Paterson, N. J. | 9 a. m. |
| June 17, to Rockaway, Long Island | 9 a. m. |
| June 24, to Amityville, Long Island | 9 a. m. |
| July 1, to Ulmer Park, Long Island | 9 a. m. |
| July 4, to Tottenville, Staten Island | 9 a. m. |
| July 8, to Hempstead, Long Island | 9 a. m. |
| July 15, to Roslyn, Long Island | 9 a. m. |
| July 22, to South Beach, Staten Island | 9 a. m. |
| July 29, to Lake Success, Long Island | 9 a. m. |
| August 5, to Freeport, Long Island | 9 a. m. |
| August 12, annual century run | 9 a. m. |
| August 19, to Fort Hamilton | 9 a. m. |
| August 26, to New-Dorp, Staten Island | 9 a. m. |
| September 2, to Babylon, Long Island | 9 a. m. |
| September 3, to Sing Sing, N. Y. | 9 a. m. |
| September 9, to Bergen Point, N. J. | 9 a. m. |
| September 16, to Bowery Bay, Long Island | 9 a. m. |
| September 23, to Garden City, Long Island | 9 a. m. |
| September 30, to Freeport, Long Island | 9 a. m. |
| October 7, to Throggs Neck | 9 a. m. |
| October 14, to Lynbrook, Long Island | 9 a. m. |
| October 21, to Coney Island | 9 a. m. |
| October 28, to Valley Stream, Long Island | 9 a. m. |

The last Sunday in each month will be reserved for women. Tuesday evening of each week will be reserved for a run to Coney Island. The road officers are as follows: Captain, Frederick W. Beyrl; first lieutenant, Daniel J. Reilly jr.; second lieutenant, Edwin N. Schultzinger; surgeon, Charles H. Clarke; first color sergeant, Henry P. Sletmeyer; second color sergeant, Frederick Wenz; bugler, Charles Monat.

Conway W. Sams, the president of the League of American Wheelmen, speaking of the work of the organization, says:

Do you know, I cannot imagine what bicycle riders are thinking of? I am speaking of the debt they owe the League of American Wheelmen, which they should repay by becoming members and thereby be assisting it. As a matter of fact, I do not believe they think of the matter at all, for I do not believe American wheelmen are ingrates, and scarcely any other construction could be placed upon the general lack of support given us, if wheelmen consider the subject. It is only a few years ago that the bicycle and the wheelmen, as such, had no standing whatever in the courts of the country. They were at the mercy of prejudiced city and State officials and of wagon and truck drivers. They were hampered by all manner of foolish legislation. To undo this, organization was necessary, and the League of American Wheelmen furnished it. After the hardest kind of work it gave the bicycle its present status, from which are derived all the privileges wheelmen now have throughout the land. When wheelmen ride along in peace and contentment few of them think of the fact that they individually owe to the organization a debt of gratitude for the prevailing conditions. Suppose we were suddenly to return to the old conditions; don't you suppose every wheelman in the country would gladly contribute $1 a year to again have what he now has?

Motor tricycle racing promises to become popular in America this season. It will begin at Woodside Park, Philadelphia, next Saturday afternoon with an international hour match race between Kenneth Skinner, of Boston, who rode from Boston to New-York, 251 miles, in seventeen hours, and Charles G. Wridgway, of London, a crack British motocyclist, now in this country. The demand for motor tricycles has been so general and heavy this spring that several more bicycle makers are preparing to turn them out. Race meet promoters, in view of this, intend to offer prizes for amateur motor tricycle races this year.

Senator Dodge's Good Roads bill for Ohio, which was pushed by wheelmen, has been passed by the Legislature and has become a law. Under the provisions of the bill the County Commissioners will make a levy of five-tenths of a mill for a road fund. The law requires that when the roads are built the abutting property owners shall pay 25 per cent of the costs. A number of road improvements are being planned.

A meeting called by the management of the Queen's Park bicycle track was held at Montreal on Friday night for the purpose of perfecting the organization of a new bicycle association, which is to try to take the control of racing in Canada away from the Canadian Wheelmen's Association. The meeting was attended by about two dozen local members of the Canadian Wheelmen's Association, and a provisional committee was formed with the present chief consul of the Montreal district of the Canadian Wheelmen's Association, who will resign, as chairman. A big fight is expected, for the Canadian Wheelmen's Association will not give up control willingly.

India must have some attractions for the touring wheelmen, at least such tourists as Dr. and Mrs. Workman, who have pedalled over a large area of the Indian Empire in the last three years. They have just completed a tour through Kathiawar, via Wadhwan, Rajskote, Pratapgadh and Palitana, and are at present roaming awheel to Ambanath, Poona and the Karli Caves. The opportunities for bicycling in India are sufficiently numerous and encouraging to cause every officer going out to take his bicycle with him.

To-day the Kings County Wheelmen will hold their opening run of the season, and every effort is being put forth to have it surpass in the number of participants any previous run ever held by this club. The members will gather at the clubhouse, in Grant Square, and the start for the destination (Minden's Hotel), will be made at about 10 a. m. On the way through the park a stop will be made, when photographs will be taken.

Emile Bouhours followed his first success by capturing the fifty mile international paced race, decided at the Parc des Princes track, Paris. He covered the fifty miles in the new world's record time of 1 hour 23 minutes 45 2-5 seconds, beating the best previous (1 hour 27 minutes 16⅘ seconds, made by Bouhours himself at the Crystal Palace) by nearly four minutes. Baugé was second, five and a half laps behind.

A rider in Maine used the following ingenious method: When twenty miles from home he damaged his tire beyond the remedial ability of a repair kit. No transportation. He called at the nearest house, and got a piece of rope and some stout string. He stripped off the tire, made another of rope, and saved his rim from injury while riding home.

Automobiling is popular in the National Capital, where the asphalt system affords unrivalled opportunities. Many senators, Representatives and Government officials have become "autofans," and will carry their craze with them to their districts all over the country.

Philadelphia has an automobile club of fourteen members, with a limit of fifty. A committee has been appointed to look up a clubhouse near Broad and Walnut sts., with facilities for storing vehicles.

### *THE CREEDMOOR PROGRAMME.*

Lieutenant-Colonel N. B. Thurston, ordnance officer on the staff of General Roe, has published the Creedmoor programme for the coming season. The assignments are as follows: First Brigade, May 8, 14 and 19; Second Brigade, May 9, 10, 11, 12 and 21; Third Brigade, May 21; Fifth Brigade, May 7, 15, 16, 17 and 18.

The range at Creedmoor will be open for small arms practice for organizations, armed and practising with revolvers: on May 3, for the First Brigade; May 4, for the Second Brigade, and May 3, for the Fifth Brigade. The First Signal Corps and Squadron A will occupy the range on May 3 and 5, respectively.

All regulations and matters of detail on the subject are contained in General Order No. 4 issued from General Roe's headquarters.

# *THE BOWLING RECORDS.*

## STANDING OF THE TEAMS IN THE PRINCIPAL LEAGUE TOURNAMENTS.

As the bowling season draws rapidly toward its close, the championship struggles become more exciting in the remaining tournaments. In the Columbia three men tournament the Amsterdam and Empire City teams are tied for the lead, with Corinthian close behind. Each of the leaders has won thirteen games out of sixteen, while Corinthian has won and lost one more game each. The record to date follows:

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Amsterdam | 13 | 3 | 584 | New-York | 8 | 10 | 517 |
| Empire City | 13 | 3 | 555 | Oriental | 5 | 8 | 569 |
| Corinthian | 14 | 4 | 645 | Dolando | 6 | 10 | 553 |
| Riverdale | 10 | 4 | 578 | Morningside | 5 | 9 | 539 |
| Standard | 11 | 5 | 559 | Village | 5 | 9 | 560 |
| Empire | 9 | 5 | 588 | Century Wheel | 4 | 10 | 549 |
| Columbia | 10 | 6 | 563 | Knickerbocker | 4 | 10 | 521 |
| Owl | 8 | 6 | 548 | Gramercy | 4 | 12 | 522 |
| Lotus | 9 | 7 | 530 | Colonial | 3 | 9 | 474 |
| Bunch | 8 | 7 | 549 | Doolittle | 3 | 13 | 510 |
| Enterprise | 7 | 7 | 542 | | | | |

### THE INDIVIDUAL CHAMPIONSHIP.

Voorheis still holds a good lead in the individual tournament for the championship of Greater New-York, while Holt, Arnold and Clinch are tied for second honors. The standing follows:

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Voorheis | 9 | 1 | 238 | Heiles | 4 | 4 | 236 |
| Holt | 7 | 3 | 254 | Walter | 4 | 6 | 215 |
| Arnold | 7 | 3 | 233 | Foege | 3 | 7 | 234 |
| Clinch | 7 | 3 | 231 | Howell | 3 | 7 | 213 |
| Lehrbach | 4 | 2 | 237 | Seher | 3 | 9 | 221 |
| Linden | 6 | 4 | 213 | Mitchell | 3 | 9 | 234 |
| Schultz | 6 | 4 | 256 | Kessler | 1 | 7 | 205 |
| Koster | 5 | 5 | 224 | | | | |

### BANK CLERKS' TOURNAMENT.

One more series of games was rolled last week in the Bank Clerks' League tournament, and only one other remains to be played before the season ends. This cannot affect the final result, however, for Republic has already won the championship with Mechanics and Traders' second. The record follows:

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Republic | 19 | 1 | 943 | Seaboard | 10 | 10 | 783 |
| Mech. & Trad. | 17 | 3 | 854 | Hanover | 9 | 11 | 844 |
| Manhattan Co. | 14 | 4 | 908 | Broadway | 9 | 11 | 832 |
| Imp. & Trad. | 14 | 4 | 847 | Lad. Th. & Co. | 8 | 12 | 902 |
| Sub-Treasury | 15 | 5 | 879 | Hamilton | 6 | 14 | 762 |
| Park | 14 | 6 | 818 | Mercantile | 5 | 15 | 774 |
| Chase No. 1 | 12 | 8 | 829 | J. P. M. & Co. | 4 | 16 | 754 |
| Chemical | 10 | 8 | 857 | Chase No. 2 | 4 | 16 | 739 |
| Mount Morris | 11 | 9 | 813 | Kountze Bros. | 3 | 17 | 760 |
| American Exch. | 11 | 9 | 899 | Eleventh Ward | 2 | 18 | 694 |
| Plaza | 10 | 10 | 736 | | | | |

### THE WHOLESALE DRUG TRADE RECORD.

The championship tournament of the Wholesale Drug Trade Bowling Association has now been finished, the team of Colgate & Co. winning the championship, as shown in the following complete record:

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Colgate & Co. | 23 | 9 | 915 | Seabury & J. | 15 | 17 | 834 |
| Parke, D. & Co. | 22 | 10 | 880 | Nat. Lead Co. | 14 | 18 | 900 |
| D'dge & Olcott | 21 | 11 | 936 | Merck & Co. | 12 | 20 | 849 |
| R. W. R. & Son | 17 | 15 | 894 | R. & H. Ch. Co. | 4 | 28 | 774 |
| Gen. Chem. Co. | 16 | 16 | 810 | | | | |

### UNITED BOWLING CLUBS' TOURNAMENT.

The United Bowling Clubs' tournament is almost finished now. Only one series remains to be played in section one, while section three has ended with a victory for Freedom, on a clean score of eleven victories, while second place has been won by Mucker on the roll off. Fidelia is sure of first place in section one. The records follow:

SECTION ONE.

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Fidelia | 10 | 3 | 885 | Oriental | 6 | 5 | 861 |
| Lotus | 9 | 4 | 920 | Grove Hill | 6 | 7 | 830 |
| Doppel Eiche | 9 | 4 | 832 | Monarch | 4 | 7 | 833 |
| Riverdale | 9 | 4 | 854 | Lamstaedter | 5 | 8 | 817 |
| Morningside | 7 | 4 | 878 | Clio | 4 | 9 | 887 |
| Golden Rod | 8 | 5 | 944 | Spartan | 3 | 10 | 849 |
| Rosedale | 8 | 5 | 921 | Woodland | 0 | 13 | 698 |

SECTION THREE.

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Freedom | 11 | 0 | 893 | Eclipse | 4 | 7 | 727 |
| Mucker | 9 | 2 | 837 | Cannon | 3 | 8 | 707 |
| Civil Service | 9 | 2 | 810 | Suppenknochen | 3 | 8 | 738 |
| Hector | 8 | 3 | 798 | Expansion | 3 | 8 | 717 |
| Norddeutscher | 7 | 4 | 802 | Sevent'nth Ward | 2 | 9 | 682 |
| Jumbo | 6 | 5 | 805 | N. Y. Schuetzen | 1 | 10 | 713 |

### THE CARRUTHERS NATIONAL TOURNAMENT.

The Empire team holds the lead in the Carruthers National tournament in Brooklyn, with fifteen victories and three defeats, while Manhattan stands second with sixteen games won out of twenty. The record to date follows:

| | Won. | Lost. | High sc'e. | | Won. | Lost. | High sc'e. |
|---|---|---|---|---|---|---|---|
| Empire | 15 | 3 | 925 | Orient Wheel | 7 | 7 | 876 |
| Manhattan | 16 | 4 | 950 | Spartan | 8 | 10 | 922 |
| Pin Knight | 11 | 5 | 939 | Pontiac Wheel | 6 | 8 | 932 |
| Reinecke | 10 | 6 | 876 | Echo | 7 | 11 | 874 |
| Monarch | 10 | 6 | 859 | Arlington | 6 | 10 | 922 |
| Imperial | 11 | 7 | 935 | I. D. K. | 4 | 8 | 884 |
| De Long | 8 | 6 | 854 | Kings Co. Wheel | 4 | 8 | 842 |
| Imperial | 9 | 7 | 887 | Corinthian | 3 | 7 | 913 |
| South Paw | 9 | 7 | 864 | Bushwick Wheel | 3 | 15 | 820 |
| Prosperity | 9 | 7 | 884 | Pontiac | 0 | 16 | 783 |
| Metropolitan | 9 | 7 | 856 | | | | |

### *APPOINTMENT OF A. G. SPALDING.*

## MADE DIRECTOR OF ATHLETIC SPORTS TO THE PARIS EXPOSITION—WILL SAIL IN ABOUT A WEEK.

Ferdinand W. Peck, United States Commissioner-General to the Paris Exposition, has appointed Albert G. Spalding, of New-York, director of athletics to the United States Commission. Mr. Spalding has accepted the appointment, and will sail for Paris in about a week to take charge of that part of the international programme of athletics, sports and games in which the United States will participate.

The athletic authorities in America, particularly those representing the Amateur Athletic Union of the United States and the Intercollegiate Association, have been at sea for some time as to just what the programme at Paris would be. Therefore the announcement that Mr. Spalding has consented to accept the place of director of sports will be pleasant news to the followers of sport on this side of the ocean.

There has been arranged a liberal programme of sports to be carried out in Paris during the year, and America will furnish almost 25 per cent of the total entries for the athletic portion of the programme.

From boyhood Mr. Spalding has been in touch with athletics of all descriptions. He has kept pace with the times, and he has done much to popularize American sport. In his day he has been one of America's best known baseball players, and is now a leading manufacturer and a member of several prominent clubs. He has successfully managed such ventures before. He was instrumental in having the championship games held at the World's Fair in 1893.

Mr. Spalding was president of the National Cycle Board of Trade and organized the American Bicycle Company, and was its first president.

The contests arranged for at Paris comprise not only athletic games of all kinds, but bicycling, automobolism, shooting, fishing, ballooning, pigeon flying, rowing, yachting, life saving, etc. Printed programmes in English will soon be issued. Inquiries may be addressed to him at the New-York office of the Paris Exposition Commission, No. 120 Broadway, or the Paris offices, No. 20 Avenue Rapp, Paris, France.

### BALLOON CONTESTS AT THE EXPOSITION.

A series of balloon contests has been arranged for the Paris Exposition which are certain greatly to interest visitors. Many well known scientific and military men of France are interested in them. The competitions will be organized in the annex of the Exposition at Vincennes, and they comprise races of free balloons and montgolfiers, competition of kites and reproductions of famous balloons. In addition to these, there will be a number of minor contests arranged by the committee. There will also be a competition for the different systems of balloon inflating, and suitable prizes will be awarded to those judged to be the most rapid. All these competitions will take place near Vincennes. They are all international, and Commissioner-General Peck reports numerous inquiries regarding them from the United States. The dates of the several contests will be June 17 and 24, July 1, 15, 22 and 29, August 12, 19 and 26, and six days in September. An interesting feature will be the contest of photography in balloons. Photographs will be taken from the balloons, and prizes awarded according to the excellence of the pictures.

### *BASEBALL SEASON AT BROWN.*

Providence, R. I., April 21 (Special).—The prospects of the Brown baseball team for the coming season are excellent. During the first weeks of training the candidates were coached by Tenney, of the Bostons. Since that time Fultz has been in charge, assisted by Gammons and Lauder, all of the '98 nine.

The team is weaker than usual in pitchers, though Washburn, Eaton and Wheeler have all had considerable experience. Whittemore and Chase will catch, Detmers or Bates will be at first base, Bacon has been transferred from shortstop to second base and his old place filled by Tobey. Crane is to cover third base. Captain Clark plays centre field, with Barry in left field and Hill, Abbott or Wheeler right field. Seven of these men are newcomers, though there are fortunately only four places divided among them.

The season opened with the defeat of Trinity 14 to 1. The next game was won by the Providence League team by a score of 3 to 0.

This year's schedule includes two games each with Harvard, Princeton, University of Pennsylvania and Dartmouth, three with Yale and Holy Cross and one with Amherst, Williams, Wesleyan, Columbia, Bates and Trinity.

# YACHTING.

## CAPTAIN SYCAMORE TO SAIL THE LIPTON CHALLENGER—CONSTRUCTION RULES.

It has been learned that when the Watson designed Erin is finished for Sir Thomas Lipton Captain Sycamore will be at once put in command. On Watson's string there are a number of capable skippers, but for the races for the America's Cup Captain "Ted" Sycamore is considered by him to be the best. Mr. Watson places a good deal of importance on the fact that this man has already had experience in the work required, and has a better idea of the condition to be encountered on this side than any one could have who has not been in the thick of it before. The command he held on the Valkyrie III with Captain Cranfield was a dual one, but Mr. Watson, the designer of the Valkyrie, was on board at the time of the 1895 races, and he is perfectly satisfied with Sycamore's ability. As to the employment of two skippers on one boat, Captain Sycamore says:

It looks all right in theory, but it will never work out in practice. No matter how well two men get on together they cannot go through a race, both believing themselves to be in command, without some little trouble arising. It is argued that two heads are better than one, and that it steadies a man in an important race to be able to refer some point on which he may be doubtful to some one else in whom he can have full confidence. This may be so, but in that case one of the skippers should be shipped either as mate or pilot or consulting skipper, or anything else you like to call it—except skipper. I don't suppose any keen sailor ever lost a race without wanting to swear at himself for not having done something else than what he did do at some part of the race, and this becomes much worse when there has been a difference of opinion on the matter and one has insisted on having his way against the advice of the other. I believe that the only satisfactory method is to have one man in command, whose decision will be final, and who knows that he will be entirely responsible for the sailing of the boat.

The American and Canadian fleets which are being built for the challenge and defence of the Seawanhaka International Cup are under the control of construction and scantling rules which are here printed for the first time in New-York. The rules printed here are for yachts of twenty-five feet racing length, and are partly the work of an amateur, who, in the smaller classes, has for four years or more designed the fastest craft in existence. In this agreement the experience of a number of skilled men has been utilized, and, though all such laws are for the present experimental, these will be regarded as coming from good authority:

Article XV.—Yachts shall be constructed in accordance with the following restrictions:

First—The planking of hull shall not be less than one-half (½) inch thick at any point.

Second—The frames or ribs shall be of oak, elm or other hard wood, and shall not be less than 1¼ square inches per lineal foot of length of vessel; they may, however, be spaced as desired. Example: Frames may be 1¼x1 spaced 12 inches centre to centre, or ⅝x1 spaced 8 inches centre to centre, or ⅝x⅝ spaced 2½ inches centre to centre.

Third—The deck plank shall not be less than ½ inch thick if without covering, but where covered with canvas may be ⅜ inch thick. The deck beams shall not be less than 1½ square inches per lineal foot of length. Example: Deck beams may be 1½x1 spaced 12 inches centre to centre, or 1½x½ spaced 6 inches centre to centre.

Internal bracing, floors, knees or other stiffening members shall not be included in the area of the frames or deck beams.

Yachts must not exceed twenty-five feet racing length, and will be measured with a depth of 450 pounds placed on board at the centre of buoyancy. The hull or keel shall not exceed five feet in draught of water, and, with the centreboard down, shall not exceed six feet; and centreboards shall be so constructed that they may be wholly housed without leaving a projection below the hull. The sails, which are limited to mainsail, jibs and spinnaker, must not exceed five hundred square feet. The spinnaker boom, when used in carrying sail, shall not be lashed to the stemhead or to the bowsprit. Shifting ballast shall not be allowed, and centreboards shall be regarded as fixed ballast. Centreboards shall not be loaded except to overcome flotation, but metal plates may be used under the given restrictions. The cockpit area shall not exceed 40 per cent of the area of the deck, and the total weight of the crew, including all apparel and belongings carried on board during the race, shall not exceed 650 pounds.

### BRITISH SKIPPERS FOR YANKEE YACHTS.

"The Yachting World" notes the fact that British skippers seem to be in demand in America and gives the news that Captain Sycamore, who was second in command on the Valkyrie III, has been appointed to the charge of the new 70-footer which has just been purchased, before completion, by Cornelius Vanderbilt from E. D. Morgan. This is one of the four idem-class seventies which Herreshoff is finishing, and Captain Robert Wringe, who was one of the skippers on the Shamrock during her races here, will be in charge of another of the same fleet, "for Mr. Beaumont, of New-York." Captain Sycamore will bring over his entire crew from Brightlingsea, and Captain Wringe will bring half his crew from the English professional yacht sailors, while the other half will be engaged at New-York. "The Yachting World" adds:

Captain William Mastnell sailed for New-York on Saturday to resume his command of Percy Chubb's famous Vigilant, while Captain George Mastnell, who for several seasons sailed the old Watson forty, Queen Mab, will, we hear, this season be in charge of a new vessel, probably one of the new 70-footers.

On inquiry made yesterday as to the way this influx of foreign talent was regarded among the yacht masters of New-York, it was found that the question of nationality was but little considered. The usual answer was, "I guess there is room for us all here," and in no case was there any feeling of jealousy exhibited. The fact is that many skippers now holding prominent posts among the yacht masters were once in the same position themselves. Captain "Charlie" Barr was in early days in British service, and so was Captain C. W. Scott, of the big steam yacht Aphrodite.

### NOTES OF INTEREST.

The Eastern Yacht Club invites owners of 25-foot cabin sloops to enter for a series of races for a $100 cup offered by a member of the club, the first contests to take place on June 16 and 29 and July 21.

The 36-footer that is now building at Lawley's for J. Rogers Maxwell, of the Atlantic Yacht Club, New-York, is from the lines of Crowninshield, and will be of composite construction, 56 feet 9 inches over all, 36 feet 3 inches waterline, 12 feet 10 inches beam, and 8 feet 6 inches draught. She will carry about 2,100 feet of sail.

W. E. Cox, of Brooklyn, has bought the steam yacht Narita, formerly owned by Edward Harding. She is to have a general overhauling.

The mainmast has been stepped in the Mineola. Rear-Commodore August Belmont's new 70-footer. From deck to hounds, the mainmast is 57 feet long, and the masthead is 14 feet 7 inches long. The topmast is 47 feet in length, and the bowsprit, which was placed in position on Monday, is 25 feet long. The spars are of Oregon pine.

Captain "Lem" Miller, formerly an officer on the Defender, will be the skipper of the Altair, which is one of the two new 46-footers lately launched from the Herreshoff yards. The Altair is for W. H. Ames, of Boston. Captain Miller is expected at Bristol to-day with a crew for the yacht, who will rig her as soon as her mast is stepped.

Mr. Havemeyer yesterday took from the Herreshoff yards the new centreboard sloop Electra, which "Nat" Herreshoff was testing a few days ago. The new racer has a wide beam, and is flat, yet with well rounded bilges. She carries a polemast with a high peaked mainsail, and also a foresail and jib.

Clifford V. Brokaw's screw schooner Uvira is being overhauled at McIntosh's Basin, South Brooklyn, and will be ready for commission in a few days.

J. A. Brand, the first and only English challenger for the Seawanhaka Cup, died a few days ago. He brought over the half-rater Spruce IV, which met with signal defeat at Oyster Bay.

New sails are being given to the sloop Nautilus, owned by John J. McCue, of the Knickerbocker Yacht Club.

At Port Jefferson Rear-Commodore Philip T. Dodge, of the Larchmont Yacht Club, is having the sloop Wasp fitted out.

William Waldorf Astor and Miss Astor are expected back at Cliveden this month. Mr. Astor's charter of the steam yacht Catania expires on April 30.

The Gleniffer, the largest sailing schooner in existence, is being fitted out at Greenock for the owner, Mr. Coats, of Paisley.

Two Philadelphia yachtsmen, W. H. Bromley and A. H. English, have purchased the steam yacht Telka from J. C. Richardson, and the vessel has left New-York to go to her new owners.

On the order of Major J. Frederick Ackerman, Sawyer & Son have furnished the schooner yacht Vesta with a new suit of canvas, including balloners. Many changes are being made in the cabin plan of the old and celebrated yacht.

Yachting is increasing in popularity at Yale. The members of the Yale Yacht Club own several large yachts and a number of knockabouts, catboats and half-raters. At a recent meeting of the club H. O. Havemeyer was elected commodore for the coming season.

# ENGLISH PLAYERS WIN.

## OXFORD AND CAMBRIDGE DEFEAT HARVARD, COLUMBIA, YALE AND PRINCETON AT CHESS.

Oxford and Cambridge defeated Harvard, Columbia, Yale and Princeton in the cable chess match after two days' struggle by the score of 4½ to 1½ games. While the British victory was anticipated, the overwhelming defeat of the Americans is a matter of surprise. The Oxford players were in good form, and proved much stronger than was expected. The trophy donated by Professor Isaac L. Rice will remain in England another year. One of the reasons for the British success lies in the fact that the students there are older and better trained, but there is good reason to believe that the Americans will do better next year.

The first of three consecutive victories for the British universities was achieved by Ellis, of Oxford, over Columbia's crack player, Sewall. This game was a bitter disappointment for the Americans, for to figure out a favorable result it was indispensable to count this a draw. On the resumption of play Sewall was confronted by difficulties, especially when Ellis's passed and united centre pawns threatened to march into queening. Sewall averted imminent danger, but eventually Ellis made his superior position tell. The score of the match was then a tie, each having won one game.

England took the lead soon afterward, when Cook, of Yale, resigned the game on the fourth board to George, another Oxford man. This contest had been a forlorn hope since Friday afternoon. All Cook could do was to struggle on bravely against overwhelming odds in material and position.

For the third time the American universities had to acknowledge defeat when Hunt, of Princeton, surrendered to Softlaw, of Cambridge. The Americans already had made themselves familiar with the idea of losing the game, but Hunt at the beginning of yesterday's play slightly improved his position, and hopes rose. Ultimately, however, Softlaw forced matters by smart combinations which won a Rook.

Undoubtedly the best contested and most interesting game was that on Board No. 6, between Wiles, of Cambridge, and Austell, of Yale. At the beginning of yesterday's play the Yale man sacrificed a Rook for a Knight and then made a number of moves with his Queen, which threatened mate in a forced number of moves each time. Wiles had only one defence, and Austell emerged from the complication with a powerful array of pawns and a Bishop against a Rook. The Yale man repeatedly missed chances to secure victory and ultimately lost the game.

The position on the first board afforded little scope for enterprise on either side. Tattersall, who on Friday had made persistent attempts to win, realized the true condition and offered a draw. This Rice, of Harvard, refused, because accepting a draw would be equivalent to resigning the match, as matters then stood. Both players continued to manœuvre, and at the noon recess the Harvard man saw an opening and a chance for breaking the deadlock. The defeat of Austell, however, made it impossible for the Americans to win, as they now were three points behind. Rice therefore offered a draw, at the same time tendering congratulations to the British players on their victory.

Appended is a summary of the match, giving openings and results:

| America. | | Great Britain. | | Openings. |
|---|---|---|---|---|
| Rice | ½ | Tattersall | ½ | Queen's Pawn |
| Hunt | 0 | Softlaw | 1 | French |
| Sewall | 0 | Ellis | 1 | Petroff |
| Cook | 0 | George | 1 | King's Gambit Declined |
| Hopkins | 1 | Soddy | 0 | King's Bishop Opening |
| Austell | 0 | Wiles | 1 | Bishop's Gambit |
| Totals | 1½ | | 4½ | |

The Americans played White on the odd numbered boards.

Last year's match was won by Oxford and Cambridge by scores of 3½ games to 2½.

FIRST BOARD—QUEEN'S PAWN'S OPENING.

| WHITE. Rice, Harvard. | BLACK. Tattersall, Cambridge. | WHITE. Rice, Harvard. | BLACK. Tattersall, Cambridge. |
|---|---|---|---|
| 1 P—K 4 | P—Q 4 | 29 B—Q 2 | Q—B 4 |
| 2 P—K 3 | P—K 3 | 30 B—K 3 | R—R 6 |
| 3 B—Q 3 | Kt—K B 3 | 31 Q—Q 2 | R—R 3 |
| 4 Q Kt—Q 2 | P—Q B 4 | 32 Q—K | R (R 3)—Kt 3 |
| 5 P—Q B 3 | Kt—B 3 | 33 R—Q 2 | P—K R 4 |
| 6 P—K B 4 | B—K 2 | 34 B—R 2 | B—Kt 6 |
| 7 Q Kt—K B 3 | Kt—K 5 | 35 Q—K 3 | Q—B 2 |
| 8 K Kt—K 2 | P—K B 4 | 36 Q—K | Q—Q 2 |
| 9 B—Q 2 | Castles | 37 B—K 3 | Q—R 5 |
| 10 Castles | B—Q 2 | 38 Q—K B | Q—Q 2 |
| 11 B—K | K—R | 39 R (Q 2)—K B 2 | R—K B |
| 12 P—Q R 3 | P—B 5 | 40 R—Kt | R—K B 4 |
| 13 B—Q B 2 | R—K Kt | 41 P—R 3 | R—R 3 |
| 14 K—R | P—K Kt 4 | 42 R—R 2 | Q—Kt 2 |
| 15 R—K Kt | P—Kt 5 | 43 R(Kt)—Kt 2 | P x P |
| 16 Kt—K 5 | Kt x Kt | 44 R x P | Q—Kt 5 |
| 17 B P x Kt | Q—K B | 45 R—Q 2 | R—R 2 |
| 18 B x Kt | B P x B | 46 K—R 2 | R—Kt 2 |
| 19 Kt—B 4 | Q—R 3 | 47 Q—K R | K—Kt |
| 20 P—K Kt 3 | Q R—K B | 48 Q—K | B—R 5 |
| 21 Q—Q B 2 | B—K Kt 4 | 49 R—R 4 | Q—Kt 3 |
| 22 B—Q 2 | B x K Kt | 50 R—Kt 2 | Q—B 2 |
| 23 K P x B | Q—Kt 3 | 51 Q—K 2 | K—B |
| 24 Q R—K B | Q—K | 52 K—Kt | K—K 2 |
| 25 R—Kt 2 | B—R 5 | 53 K—B 2 | K—Q |
| 26 Q—B | R—B 4 | 54 R(Kt2)—R2 | B—K |
| 27 B—K | R—R 4 | 55 Q—Q | Q—Kt 3 |
| 28 Q R—B 2 | Q—Kt 3 | Drawn. | |

SECOND BOARD—FRENCH DEFENCE.

| WHITE. Softlaw, Cambridge. | BLACK. Hunt, Princeton. | WHITE. Softlaw, Cambridge. | BLACK. Hunt, Princeton. |
|---|---|---|---|
| 1 P—K 4 | P—K 3 | 20 K—K 2 | P—K R 3 |
| 2 P—Q 4 | P—Q 4 | 21 Kt—Q R 4 | B—R 2 |
| 3 Kt—Q B 3 | Kt—K B 3 | 22 B—Kt 4 | Q—Q B 2 |
| 4 P—K 5 | K Kt—Q 2 | 23 B x R | K x B |
| 5 P—K B 4 | P—Q B 4 | 24 B x Kt | P x B |
| 6 P x P | Kt—Q B 3 | 25 Q—Kt 3 | Q x P ch |
| 7 P—Q R 3 | B x P | 26 Kt—Q 2 | Q—B 2 |
| 8 Q—Kt 4 | Castles | 27 R—Q B | Q—K 2 |
| 9 Kt—K B 3 | P—K B 4 | 28 P—Kt 4 | B—Q 2 |
| 10 Q—R 3 | R—K | 29 Kt—B 5 | B—Kt 4 ch |
| 11 B—Q 3 | Kt—B | 30 K—K | B x Kt |
| 12 B—Q 2 | P—Q R 3 | 31 R x B | B—K |
| 13 P—K Kt 4 | Kt—K 2 | 32 R—R 2 | R—Q |
| 14 Q—Kt 3 | K Kt—Kt 3 | 33 R—B 3 | Kt—B 2 |
| 15 P—K R 4 | R—K B | 34 Kt—Q 4 | Kt—Q 3 |
| 16 P—R 5 | Kt—R | 35 R x P | B—B 2 |
| 17 K R—R 2 | P x Kt P | 36 R x Kt | R x R |
| 18 Q x Kt P | Kt—B 4 | 37 Kt x P | Q—B 2 |
| 19 R—Kt 2 | Q—K 2 | 38 Q x P ch | Resigns. |

THIRD BOARD—PETROFF'S DEFENCE.

| WHITE. Sewall, Columbia. | BLACK. Ellis, Oxford. | WHITE. Sewall, Columbia. | BLACK. Ellis, Oxford. |
|---|---|---|---|
| 1 P—K 4 | P—K 4 | 20 B—K 3 | Q—Q 3 |
| 2 Kt—K B 3 | Kt—K B 3 | 21 Q R—Q | Q—Kt 3 |
| 3 Q Kt—B 3 | Kt—Q B 3 | 22 B x B | Q x B ch |
| 4 B—Kt 5 | B—Kt 5 | 23 K—R 2 | P—B 3 |
| 5 Castles | Castles | 24 Kt—R | Q—Q 3 |
| 6 P—Q 3 | P—Q 3 | 25 P—K Kt 4 | P—B 4 |
| 7 B x Kt | P x B | 26 Kt—Kt 3 | P—Q 5 |
| 8 Kt—K 2 | P—K R 3 | 27 P—B 4 | P—K 6 |
| 9 Kt—Kt 3 | R—K | 28 R—B 3 | Q R—Q |
| 10 Q—K 2 | B—Kt 5 | 29 R—Q 3 | Q—B 2 |
| 11 P—K R 3 | B—K 3 | 30 R—B | Kt—K 5 |
| 12 Kt—R 4 | P—Q 4 | 31 R x Kt | R x Kt |
| 13 Kt (R 4)—B 5 | Q—Q 2 | 32 K—Kt 3 | P—Kt 4 |
| 14 P—Q B 3 | B—B 4 | 33 P x P ep | P x P |
| 15 B—Q 2 | B x Kt | 34 Q—B 3 | R (Q)—K |
| 16 P x B | P—K 5 | 35 R—Kt | P—Kt 4 |
| 17 P—Q 4 | B—Q 3 | 36 R—K 2 | R x P |
| 18 P—K B 4 | P—Q B 4 | 37 Q—Q 5 ch | R—B 2 |
| 19 P x P | B x P ch | 