SOME MAGAZINE NOTES.

MR. WELLS'S PREDICTIONS—LUXURY IN COLLEGE—THE IRON DUKE.

How are things to go in this new century? That entertaining prophet Mr. H. G. Wells presents in "The North American Review" a series of "anticipations," none of which seem startling or unreasonable. The organization of carrier companies using motor trucks for the conveyance of goods; the development of the hired or privately owned motor carriage capable of a day's journey of three hundred miles or more; the development of the motor omnibus running on private roads of a new sort, upon which their vehicles will be free to travel at top speed—these are some of his predictions. Another rapid transit possibility, he thinks, is the moving platform—or seven moving platforms of various degrees of speed—placed within a clean, light, well ventilated tunnel and set with comfortable seats and neat bookstalls.

One consequence of greatly improved means of transit will be, he holds, the diffusion of the great cities, permitting the establishment of "secondary centres," wherein all comforts, conveniences and luxuries may be as easily procured as in the present crowded city. The development of the new inventions will, moreover, bring into place new bodies of educated, qualified men. The less skilled workmen and mechanics of to-day will be replaced in the year 2000 "by a large, fairly homogeneous body of more or less expert mechanics and engineers, with a certain common minimum of education and living intelligence, and a common consciousness—a new body, a new force, in the world's history."

Mr. Thomas Bailey Aldrich, who does not wield the pen as often as his readers would like, contributes to the June "Harper" one of his most amusing stories. It is a lively and winsome sketch of matrimonial cross purposes, set in a scene of shore and sea. It sparkles like sunbeams on the waves, and is altogether a bit of humor to be thankful for. Mr. Smedley's illustrations in color are excellent accompaniments.

Common sense marks President Hadley's discussion in "The Century" of the question of alleged luxury among college students. He notes an increase in students' expenses, but he does not believe that the exhibition of wealth has perverted ideals and interests in any considerable number of colleges. While he recognizes the necessity of preserving democratic standards, he thinks that prohibition of luxury and repression of its several manifestations will avail little toward this end. He recommends that the authorities should make the college course a field for hard work, so that "a man who carries his pursuit of personal comfort and social enjoyment to the extent of excluding all other pursuits will soon find that such a college is no place for him."

Some will be deterred from even trying to enter; others will be kept out by the entrance examinations; still others will drop away before the close of their freshman year. Those who remain, living in a community of workers, will be workers themselves. It has been our experience at Yale that the men who have the most money at their command are apt to be active in college interests. It may not be in the line of study or writing, or in any other strictly intellectual pursuit. It is just as likely to be in athletics, or in religious work, or in the organization of the various forms of business for which the college life gives occasion. But no matter what may be the particular direction taken, the evils of luxury are avoided when those who are able to practise it make it no longer their chief concern.

Exceedingly attractive is the glimpse of Finland which Mr. Henry Norman gives us in "Scribner's Magazine." It has a singularly intelligent and educated population, and one that is thrifty, industrious and progressive to a high degree. It is a remarkable fact that with sterile soil and in one of the worst of climates, these people in 1898 exported in natural and manufactured produce nearly $15 worth per head of the total population.

To the permanent "literature of the South Seas"—there is not much of it, but what there is is good—will be surely added the poetic and picturesque selections, from Mr. La Farge's diary. Alas that we must believe that the beauty of form and color he so charmingly describes is even now passing; that the day is coming "when nowhere on earth or at sea will there be any living proof that Greek art is not all the invention of the poet—the mere refuge of the artist in his disdain of the ugly in life!"

There is a homely sweetness in Miss Jewett's story of rural New-England, printed in "McClure's Magazine." Wholesome is the moral to be found in the picture of the "born farmer," whose prosperous and comfortable city life grows more and more intolerable to him until at last the spring weather woos him irresistibly back to his country home. There is a delicate simplicity in Miss Jewett's style that seems to suit a natural and moving little tale like this as the faint perfume of the sweetbriar suits the flower.

An article of special interest to New-Yorkers in "The World's Work" is that devoted to "Municipal Ownership" as established in Europe. It is a story of "drastic change and civic experiment" ending in business success; and the active agents, it is impressed upon us, have not been socialists, but steady-going business men of good standing. "The British cities," says this writer, "are ruled by the same men who conduct the largest industrial operations in them—men who are financially honest and display their civic loyalty by getting the same advantage for the community as they would get for themselves."

Mr. Wells's "First Men in the Moon" comes apparently to its final end in the current "Cosmopolitan," and we see disappearing into the planet's depths the struggling figure of the inventor who brought to pass the strange journey thither. And yet there is, after all, nothing in this ending which need preclude a continuation of his adventures with the wonderful insect men of the moon. Let us hope that the author's fancy will return some day upon this track, and that he may again find at hand the illustrator whose imagination is as original and quaint as his own.

The Duke of Wellington is the subject of an interesting article in "The Atlantic." Its author is Professor Goldwin Smith, who, in the duke's last years, lived in the next parish and well remembers the stately old man riding about with a little cape over his shoulders, making his calls and leaving his cards of ample size. "The last place at which the present writer saw him was at the door of Strathfieldsaye Church, after service. One of the party told him of the death of an old general who had served with him. He looked for a moment rather grave, as if he felt that death had knocked at his own door. Then he cheered up, said, 'Ah! He was a very old man,' put his arm in that of Lady Douro, and stumped away with an air of physical reassurance."

An engaging paper in "The New-England Magazine" deals with "Marshfield and Its Historic Houses." A surprisingly large number of these houses, built by men whose names are a part of our Colonial records, still remain in good preservation, and the details concerning them set down here are careful and suggestive. Marshfield once had an historian in the person of Marcia Thomas, an author long since departed. It is recorded of her that she knew every one's exact spot in Pilgrim ancestry; and so interested would she become in discussing antiquarian matters that her talk was like a mountain torrent, and in her excitement she would talk, cry and laugh at the same time.

SPORTS AND SPORTSMEN.

NEWS AND VIEWS OF SPORT

PIERRE LORILLARD'S BIG WINNINGS ON THE ENGLISH TURF—BASEBALL'S REVIVAL—AMERICAN POLO PLAYERS TO PLAY ABROAD.

Pierre Lorillard is said to have won $130,000, besides the purse of $12,500, on the victory of David Garrick when he won the Chester Cup. And the same report says that Richard Croker has not yet picked up his first bet. This is probably an exaggeration of Mr. Croker's ill luck, but it is doubtful if he finds racing in England extremely profitable. Nor is it more profitable for him in this country. Neither Bellario nor Beau Gallant, his only horses now in training on this side of the Atlantic, has won a race this year.

Professional baseball has not only experienced a positive revival of interest in the East, but the returns from the West, where all of the teams are playing at present, indicate that the increased popularity of the sport in that section is almost as pronounced as it has been in this part of the country. While the New-York team has not played as well in the last few games, the character of the work done by the local players is such that no alarm ought to be felt for the present. The pitchers continue to do good work, but the team behind the main end of the battery is not hitting as it should if it hopes to retain the lead in the league race. The Brooklyn team has done better work on the road than it did on home grounds, which would indicate that the champions are getting into their stride. The local teams will return to home grounds a week from to-morrow.

Cycle racing at Vailsburg has attracted many people this season, and will probably continue to do so on pleasant Sundays until the end of the season, for the promoters do not anticipate any further interference. The season at the Manhattan Beach track will begin next Saturday, while indoor races will be started shortly at Madison Square Garden. The large number of foreign riders now in this country will add an additional zest to the sport this season. It is hoped that Jacquelin, the Frenchman, will consent to come over with Taylor the latter part of the month.

Sergeant Deacon, one of the men selected to accompany the draft of the marine artillery for H. M. S. Ophir, stands 6 feet 3 inches in height, and,

SERGEANT DEACON.
The strongest man in the English army.

besides being a splendid specimen of an English athlete, is said to be the strongest man in the British army.

The New-York Athletic Club on Saturday again illustrated that a track and field meet can be run off in good season without any delays or confusion. The games were over shortly after 5 p. m., and the several thousand spectators were home in time for an early dinner. Duffy made a gallant effort to establish a new record for fifty yards, but the Georgetown sprinter found himself unable to beat Myers's figures of 5½ seconds, as he had the wind in his teeth all of the way.

A team made up of American polo players has challenged the crack English Hurlingham team for a match to be played next month. Among the American players will be Foxhall P. Keene, John Cowdin, Lawrence Waterbury and W. Eustis. Another international contest takes place on Tuesday at the Middlesex Gun Club, when English and American trap shooters will meet in a team contest.

One characteristic feature of English sport is the affection and esteem in which Englishmen hold the men who have long been honorably and prominently identified with any one of the great national pastimes. An instance of this is seen in the case of William Gunn, one of England's famous cricketers. Gunn has played cricket for twenty years, and once batted for nine and a half hours for the Players of England against the team that came from Australia in 1880, making 228. For this amazing performance he received a silver cup from the Middlesex Cricket Club. From 1881 to 1900 Gunn took part in no fewer than 741 first class matches, scored 22,596 runs, and was not out sixty-three times, giving an average of thirty-three runs an inning. For all these achievements his admirers have recently united in giving him a benefit in the shape of the gate receipts of one of the big games.

There is one well known jockey now riding at Gravesend whose recent performances have occasioned much adverse criticism. This boy has met with considerable success in the past, and is still capable of riding good races if he takes proper care of himself. Of late, however, success appears to have turned his head, and he seems to have forgotten that frequent views of the rising sun as it glimmers on the Tenderloin is not conducive to nerve and skill in the saddle. This boy, who has at present a good contract with a wealthy owner, will find himself in trouble before long if he does not mend his ways.

A Minnesota law has recently gone into effect which forbids the catching of bass before June 1, but omits to impose a penalty for the infraction of the law. Consequently there was a good deal of early fishing this year, and nobody was molested therefor. Apparently somebody "has blundered."

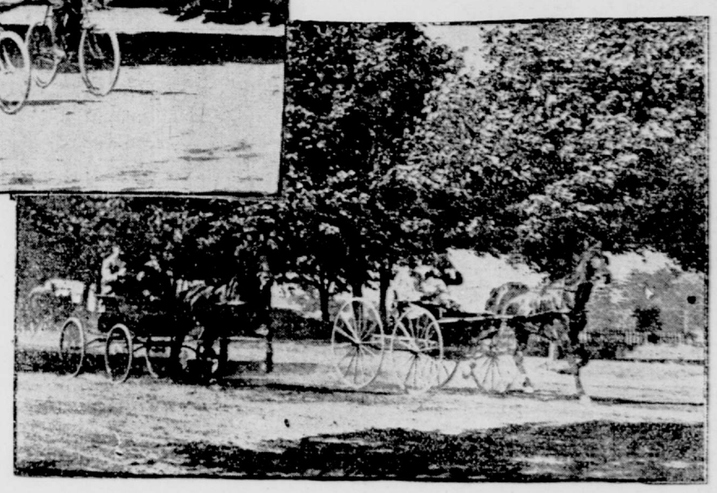
Non-resident sportsmen going into the Maine woods to hunt or fish and to camp on wild lands of the State must be accompanied by a registered guide during the months of May, June, July, August, September, October and November. This law does not apply to hunters stopping at registered hunting camps, who have no intention of camping out or building fires. Residents of the State are not required to hire guides. Non-resident owners of wild lands may hunt on their own lands without employing a guide, and may invite friends to accompany them. This is encouraging home industry with a vengeance.

The University of Michigan's athletes, who made this spring the best showing ever made by the representatives of any Western college at the intercollegiate games, have easily won the Western intercollegiate championships by 38 points to 28 points for Wisconsin, which got second place. Chicago was third, with 17 points. Most of Michigan's victories were in the track events. Several performances were better than those made at Berkeley Oval on May 25 and 26, and they show that the Western athletes are rapidly growing in importance. Merrill, of Beloit, and Hahn, of Michigan, ran one hundred yards in 10 seconds flat, and Merrill also ran the quarter in 49 4-5 seconds.

For sixteen years the London Cart Horse Parade Society has been encouraging London drivers to be compassionate to the horses committed to their care. Thousands of pounds have been spent in rewards, there being three classes, each for teams, pairs and single horses, distinguished by red, blue and white rosettes, respectively. Besides these money prizes diplomas are given certifying the prizes and commendation bestowed. Not only must the horses have been well cared for; their harness also must show reasonable wear and superior cleanliness. The annual parade took place on Whitmonday in Regent's Park. This year upward of 800 horses were entered for competition, and some £400 was expended in inducements to the drivers. The Countess of Jersey presented the diplomas and other rewards.

A COSMOPOLITAN HIGH WAY AND CYCLE PATH.

THE CYCLE PATH.



ON THE BROOKLYN SPEEDWAY.

YACHTING.

N. Y. Y. C. ANNUAL AND GLEN COVE REGATTAS—FIRST MEETING OF CONSTITUTION AND COLUMBIA.

The fifty-fifth annual regatta of the New-York Yacht Club will be sailed on Thursday, June 20. Schooners, single masted vessels and yawls will comprise the classes.

S. Nicholson Kane, Chester Griswold and Newbury D. Lawton will be in charge, and the start will be off Buoy No. 13, in the Lower Bay.

Course No. 1 will be as follows: The start to be across an imaginary line drawn from Buoy No. 13 to the judges' boat, anchored east of it about two cables' length; thence to Buoy No. 12, near Southwest Spit (red nun with perch and ball), passing to the west and south of it, thence south of Buoy No. 10 (red nun) and north of Bell Buoy off the point of Sandy Hook to Sandy Hook Lightship, turning from the north and east, and returning over the same course.

Course No. 2 will be the same as Course No. 1, substituting the Scotland Lightship for Sandy Hook Lightship, and will be for Classes J, K, L and M (single masted vessels and yawls). All yachts must pass to the eastward of West Bank buoys Nos. 9 and 11, both going and returning.

There will, in each regular class, be a cup for first yacht, if two or more start, and a cup for second if four or more yachts start. In each class sailing in cruising trim there will be cups of two-thirds the value of the regular cups. The Bennett regatta cups, offered by Commodore James Gordon Bennett, jr., in 1871, will be sailed for, being a cup for schooners and a cup for single masted vessels and yawls.

The same committee will start the races for the Glen Cove cups at Matinicock Point on June 25 at 11:30 a. m. There will be prizes in each class, and also for the 30-footers owned by club members; second prizes if four or more yachts start.

The Constitution and the Columbia will here meet for the first time in a race. This 90-foot class will be started fifteen minutes after the other classes have been sent off. Their sailing directions will be issued later.

YACHTS CHANGE HANDS.

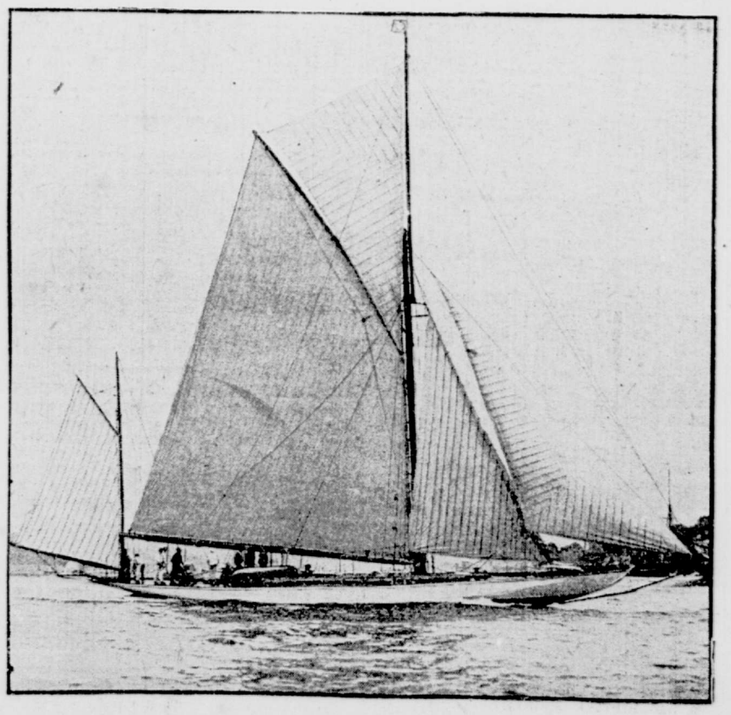
Frank J. Gould, of the New-York Yacht Club, has chartered for the season the steam yacht Toinette from E. E. Smithers. The Duke of Sutherland has chartered his big steam yacht Catania, which some time ago was under charter to William Waldorf Astor, to R. A. C. Smith, of the New-York Yacht Club. Theodore R. Hostetter, of the New-York Yacht Club, has bought the steam yacht Seneca from Charles Fletcher, of Providence. The steam yacht Washita, owned by H. W. Putnam, jr., has been sold to James Sherman, of Port Henry, N. Y. W. R. Fry, of Sewaren, N. J., and W. T. Eames have purchased from A. B. Boyd the mainsail yacht Ethel. R. Floyd Clarke, of the New-York Yacht Club, has bought the knockabout Argonaut from A. O. Von Kitch. These transactions were put through last week by Gardner & Cox, yacht agents, No. 1 Broadway.

THE YAWL CARESS.

The English yawl Caress, a picture of which is here given, is just about to leave England to come to her American purchaser, W. Barton Hopkins, of the New-York Yacht Club. John Barr, the well known Scotch-American skipper, who last year commanded the schooner Corona, the flagship of the New-York Yacht Club, has arrived at Gourock, in the Clyde, to make arrangements for the yacht's passage to this city.

Dr. Hopkins lately bought the Caress from Walter Runciman, of Newcastle, and has acquired a smart craft that will be a comfortable and commodious cruiser as well as a speedy racer in her yawl class. She is a clean and beautifully shaped vessel, designed by George L. Watson and built at the Henderson yards, at Meadowside, in 1895, for W. H. Gateacre, of Liverpool. Mr. Runciman, who bought the Caress from Professor J. H. Biles, had the yacht fitted out for his own use this spring, and it was not Professor Biles who sold, as reported, to Dr. Hopkins.

The Caress is called a 65-footer in England, but



THE YAWL CARESS,
Now leaving England for her purchaser, Dr. W. Barton Hopkins, of the New-York Yacht Club.

she is a big boat that can perhaps find a racing class with time allowance in the Atlsa-Navahoe-Vigilant class, which will appear in the contests of the coming season. These three big yachts, whose waterlines range between eighty-three and eighty-eight feet, are now well advanced toward being put in commission. The Atlsa arrived from England a few days ago, and the old defender Vigilant and the slightly older Navahoe have both had their cutter rigs removed and have received their double masts. The Caress will probably not meet them until July.

WILLING TO BET ON INDEPENDENCE.

J. J. Roche, of this city, has just come back from watching the Lawson yacht perform in her first trials, and is prepared to back his opinion of her sailing qualities in a substantial way. He says that Mr. Lawson, with whom he is acquainted, will not probably bet on the Independence, as all the owner wants is the honor of winning. For himself he has $25,000 to put up on the Crowninshield design as against any other racing craft in the world, and when seen at the Hoffman House said: "I have a further $1,000 to bet that no member of the New-York Yacht Club will put up $25,000 on the Constitution. After seeing the Independence sailed I think she is the greatest boat in the world and will have a walkover. If I did not think so I would not put $3 on her. I am not a millionaire, but I will put up this money that she will win in the trial races or that she will beat Shamrock II if she goes against her."

TRIAL RUN OF THE INDEPENDENCE.

Boston, June 9.—The Independence had another short sail in the bay late this afternoon, and, the breeze being only moderate, the big yacht spread more canvas than has yet been hoisted. The sea was smooth and again she proved her wonderful reaching qualities, besides showing considerable ability in windward work. Not only did she hold well up to the breeze, keeping within an average of three points, but she footed fast and tacked in about twenty seconds. The trial was confined to less than two hours of actual sailing.

There was no accident to-day, barring a slight rent in the mainsail, which rather hindered the setting of that great piece of canvas. A stronger cap was put on the end of the boom before the yacht went down the harbor.

During the windward work the gafftopsail was set up, and set considerably better than on Thursday, when it was of little assistance. The breeze at the time was blowing about eight miles an hour. Sheets were again eased and the baby jibtopsail was hoisted, which gave her the largest spread of sail which she has yet carried. Under this sail she made another reach of three and a quarter miles in about eighteen minutes.

THE MANHATTAN SPEEDWAY.

KINGWOOD, FIFTEEN YEARS OLD, 2:17¼, WITH THREE HUNDRED POUND DRIVER, SWEEPS THE ROAD.

After weeks of almost constant rain and consequent muddy footing on the Speedway the men who go up the road for a Sunday morning spin behind their trotters made the most of the fair weather yesterday. All the avenues and driveways leading to the speeding ground were dotted as early as 10 o'clock in the morning with rakish looking harness horses, hooked to the lightest of pneumatic wagons. An hour later the Speedway was thronged with the neat turnouts, and fast horses were stepping down the centre of the road from Dyckman-st. toward Washington Bridge in a constant succession of brushes. Thousands of spectators watched the speed trials. They stood in double rows along the elevated western sidewalk, while the curb, sidewalk and temporary grandstand erected for the road drivers' parade across the road were black with people. It was one of the largest crowds of the season.

Old Kingwood, 2:17¼, a horse that was trotting races before his rivals were foaled, was the hero of the day. The fifteen-year-old stepper that nearly everybody has owned at one time or another is now in the stable of George A. Coleman. Mr. Coleman weighs a good deal more than three hundred pounds, but this is counterbalanced by his skill as a driver and as a strategist. It was late in the morning when he put in an appearance behind Kingwood, and while his horse was fresh some of the others had done enough fast work to become somewhat tired.

One of the first horses Kingwood met was Little Helen, a bay mare that cost De Witt C. Flanagan, of Morristown, $5,400 a few months ago. Mr. Flanagan formerly owned Kingwood. Another of Kingwood's rivals was John F. Cockerill's Swift, 2:16¼, a trotter that has beaten most of the other good ones on the Speedway. With a stroke as quick as that of a pacer old Kingwood stepped to the front as the three crack trotters swept around the bend and down the stretch at top speed. Pulling double the weight of either of his rivals, he kept Swift on his wheel and Little Helen a length further back all the way to the end.

Swift and Little Helen were the competitors in three warping brushes earlier in the day. Mr. Flanagan's little mare broke near the finish at the first trial, Swift winning through her mistake. But in the two contests which followed both trotters stuck to their strides and the mare was fairly outfooted by just about a length each time.

Cobwebs, 2:12, and Teto, 2:14¼, were turned together up above the bend in another brush, but David Lamar's little mare left her feet in a tangled break after going a quarter of a mile. At this point a black pacer, driven by W. P. Durando, shot out in front of Cobwebs and stayed there until the half mile post was passed. The crowd thought Cobwebs had been beaten, but Nathan Straus said the black horse was not in the brush at all, having started up when half way down the stretch. Mr. Durando called his horse Billy Boy, but it is said that the animal has a record of 2:10½ under another name. He is a fast one, and all the road riders are guessing at his identity.

Teto was a veritable whirlwind when at her best yesterday. In what was perhaps the fastest and best brush of the day, Mr. Lamar's midget trotter carried Charles Chipman's Philadelphia flyer, Jack Miller, 2:17½, to a break at the end of a hard drive and beat him by about a length. Jack Miller in his turn took the scalp of Dennis Harrington's black mare, Maude C., 2:10¼, that once trotted a trial in 2:07¼ for the late Robert Bonner.

BROOKLYN'S SPEEDWAY.

A COSMOPOLITAN DRIVEWAY WHERE VEHICLES OF ALL KINDS ARE TO BE SEEN—THE SPEEDING IS DONE LATE ON SUNDAYS.

While those fond of speeding fast horses over in Brooklyn do not have the same privileges enjoyed by their more fortunate brethren in this borough, a livelier place on a pleasant afternoon it would be difficult to find than that same public highway situated almost midway between Prospect Park and Coney Island. The Ocean Parkway, generally referred to as the "Boulevard," or the "Coney Island Boulevard," is five and one-half miles long, and is as picturesque in its way as any similar driveway in this district. Lined on each side by elms and maples, it furnishes one of the most delightful drives to be found anywhere about this city. The cycle paths run on each side of the Parkway, and there is, in addition, a macadamized road to the west of the driveway which is generally used for trucking purposes.

The almost ideal weather yesterday brought thousands of people to the Parkway, and they came there in all sorts of vehicles, from the lumbering carryall and farmer's wagon to the rubber tired sulky and automobile. Horseback riders and bicyclists were also out in force. Unlike the Speedway, in this borough, which cannot be used except by certain kinds of vehicles, the Brooklyn speedway is a cosmopolitan highway in all that the term implies. For this reason the speeding of fast horses on Sunday must be restricted to hours when the great American public has not turned toward the Parkway, or, having had its fill of beauty, scenery and ocean breezes, has turned its way homeward, leaving the speedway to the owners of fast horses.

A stiff breeze made fast driving yesterday morning unpleasant, and not as many fast horses were seen out as usual. In the afternoon the great army of vehicles swarmed over the speedway, which is a little over a mile in length, and extends from Twenty-second-ave. to King's Highway. The wind died down in the afternoon, and the horsemen who had been waiting at Parkville and other points sent out their flyers, seeking rivals for a brush. These owners of fast trotters and pacers can be accommodated at any time on this great public thoroughfare. White and red posts with letters in white denote the starting and the ending points of the speedway, and the drivers know the distances. Their friends on the side of the road keep their stop watches clicking merrily as some unknown pacer takes the scalp of a horse well known on the course.

One of the most exciting brushes of the afternoon was between Dr. Parker's Berkshire Courier, a pacer with a 2:10 mark, and Edward Joyce's pacer Smith. The Courier pulled up at the half mile, and Smith won out in the brush, with something to spare. Smith is an old New-York Speedway stepper, and generally has everything his own way when he takes the bit between his teeth on the Parkway. Leslie Dodge's green trotter, with no mark, had an exciting brush with J. W. Covert's Princewood and Ruby, and won with something in reserve. C. K. Robinson's Lillie J. Eddy was beaten by Lew Mitchell's H. M. C. Later H. M. C. defeated "Father Bill" Daly's Gertrude C., which has a mark of 2:16¼.

The unusual incident of the afternoon came when the professional driver, D. H. Nichols, came on the Speedway behind a gray pacing gelding. The unknown defeated Bridget Carroll and other flyers so easily that there was much speculation regarding the name of the animal. Nichols was asked the name and pedigree of the unknown, but said that he did not know whether he was driving a "ringer" or not. The story told to listeners was to the effect that the unknown pacer was until recently driven in a grocery wagon, until purchased by some one who recognized its speeding possibilities.

As the drivers of fast horses refused to speed their animals when the Parkway was crowded with all sorts of vehicles there were fewer runaways than was the case on the previous Sunday. A horse attached to a light vehicle took fright and ran away in the afternoon, but was stopped by a policeman after a stern chase. The shafts of the vehicles cut the horse of the policemen severely on the hips and legs. A bicycle rider with low handle bars ran into a vehicle at Avenue B and was carried off to the hospital. The policemen near said that the fault was wholly that of the bicycle rider, who did not look up and see that the vehicle was crossing the path.

There were thousands of bicycle riders out in the course of the day, and the paths were thronged, especially in the afternoon. There were little scorching and few arrests. The majority of the riders were of the class generally seen only on Sundays, with little knowledge of the rules of the road. Riders in long trousers on hired wheels were unusually plentiful.

CYCLING.

M'FARLAND WINS TEN MILE RACE—HURLEY TWICE A VICTOR.

Over seven thousand spectators saw the bicycle races at the Vailsburg track, near Newark, yesterday. The need of better accommodations is severely felt, for the spectators overflowed the stands and the infield, and occupied portions of the banked track. An accident happened yesterday which is likely to happen again at any time with fatal results. One rider ran into a bunch of spectators and fell. The three riders following him fell and were severely shaken up. Fortunately, nobody was badly injured.

The feature of the meet was a ten mile race for professionals, in which twenty-five men started. As special prizes were offered to the leader at each mile the pace was fast from the start, and the spectators were on their feet shouting during the last mile. At the bell for the last lap the lanky Californian McFarland sprinted, and, setting a terrific pace, managed to hold the lead to the end. Walthour, Newhouse and Kramer made a desperate attempt to catch him, and at the tape only inches separated the riders, and a blanket would have covered all four. Marcus Hurley captured both amateur races in clever fashion. He is a vegetarian, and uses his head as well as his feet.

Summaries:

Quarter mile (novice)—Won by Clifford Earland, Irvington; James N. Waller, Elizabeth, second; Harvey Tetsell, New-York, third. Time, 0:32⅘.

Half-mile open (amateur)—Won by Marcus Hurley, Boston; "Teddy" Billington, Vailsburg, second; G. S. Schrieber, New-York, third; Walter Bardgett, Buffalo, fourth. Time, 1:06⅕.

Two mile amateur (handicap)—Won by Marcus Hurley, Boston (scratch); G. S. Schrieber, New-York (30 yards), second; "Gus" Weising, New-York (30 yards), third; Walter Bardgett, Buffalo (60 yards), fourth. Time, 5:20.

Ten mile professional (prizes at each mile)—Won by Floyd McFarland, San José, Cal.; "Bob" Walthour, Atlanta, second; "Al" Newhouse, Buffalo, third; Frank Kramer, East Orange, fourth. Time, 23:48. Leaders at each mile—First, Krebs; second, Kimble; third, Hadfield; fourth, Walthour; fifth, Collett; sixth, Krebs; seventh, Coburn; eighth, Kramer; ninth, Babb.

NO MORE ARRESTS ON LONG ISLAND.

Hempstead, Long Island, June 9.—There were no arrests of wheelmen for violating the law in riding on the sidewalks to-day. The news that the law was being enforced seemed to have become generally known, so that instead of using the sidewalks where the roads were not ridable wheelmen walked. The general knowledge of the enforcement of the law is said to have resulted from all the city wheeling clubs issuing special bulletins to members.

The Rev. S. H. Marcy, one of those accused of violating the law last week, intends to fight the case in the courts. He says that at the point where he rode on the sidewalk the street was unfit for wheeling, and the sidewalk exists only by courtesy, as it is neither flagged nor curbed. Former Surrogate Weller said to-day that if any of those fined for riding on the sidewalk should appeal to the courts he would take the case for the village free of charge, and fight it to the court of last resort.

GOLF.

ANNUAL PROFESSIONAL CHAMPIONSHIP AT MYOPIA—TRAVIS TO PLAY IN CEDARHURST TOURNEY—NOTES.

The professionals who will compete in the national open championship at Myopia on Friday and Saturday of this week will find that a stiff record has been set for them in the score made last season by J. H. Taylor, the champion of Great Britain. In one of his exhibition rounds Taylor cornered the eighteen holes in seventy-eight strokes, a remarkably low score for a course of 6,200 yards, and five points better than bogie. The previous professional record was eighty-four. The amateur record is eighty-seven, made last season by R. C. Watson, jr., of the Fox Hills Golf Club, of Staten Island.

Whether these figures are lowered or not remains to be seen, but that the chances are bright is indicated by the fact that the field is expected to be the largest ever seen in a contest of this kind in this country. The tournament will lack the international flavor it had last year, when Vardon and Taylor took part, but the best known local professionals, both East and West, are entered, and the affair as a whole promises keener play throughout. The conditions are seventy-two holes, medal play, thirty-six being decided on Friday and the remaining thirty-six on Saturday.

Those who know the professional field and are familiar with past tournaments are largely of the opinion that the title will go to a Western man. Partisans of "Will" Smith, of Midlothian, are confident that he will win again the cup which he took in 1899. David Bell, of the same club, is another strong favorite, owing to his success in finishing next to Taylor last year, while the Glen View golfers are hoping that Lawrence Auchterlonie will be steady enough to show the real skill that is in him, in which event they have no fears for the result.

It is a curious fact that while the East is stronger than the West in amateur golfers, the superiority is the other way in the professional field. Chicago alone boasts three ex-champions and one runner up. In 1896 James Foulis, the Wheaton professional, won the cup at Shinnecock Hills; in 1898 Fred Herd, of the Washington Park Golf Club, won at Myopia, while Alexander Smith, of the same club, was runner up. At Baltimore, in 1899, "Will" Smith triumphed, with a score of eleven strokes better than his nearest competitor, George Low, of Dyker Meadow. The four men named, the Smith brothers, Herd and Foulis, will all be at Myopia this week, and with them in the Western contingent will be David Bell, who, in spite of a sprained ankle, is said to have entered; "Harry" Turpie, of Edgewater, who finished twelfth in the championship of 1898 and eighth in the championship a year ago, and George Kedzie, of La Grange, a newcomer in the West, but a skilful professional.

The men in whom Eastern players are most interested include George Low, of Dyker Meadow; Stewart Gardner, of Garden City; "Jack" Park, of Essex County; "Dave" Hunter, of Baltusrol; Peter Clark, of Nassau, and "Willie" Norton. Alexander Campbell, of the Brookline Country Club, is probably the best of the Eastern contingent. He has been suffering from a sprained wrist this spring, but the injury is improving rapidly and will not prevent his appearance on Friday. Bernard Nichells, twice victor over Harry Vardon, seventh at Wheaton in 1897, and ninth at Myopia in 1898, is also to be counted "in the money." The Fitzjohn brothers, of Schenectady, formerly professionals at Ardsley; "Jack" Harland, of Lowell, and "Joe" Lloyd, of Manchaester, will also be on hand to represent the Eastern clubs.

Of the amateurs who will play, Herbert Harriman is the most prominent, though A. G. Lockwood, of Boston, is likely to prove a formidable rival for honors. Herbert J. Tweedie, of the Belmont Golf Club, and Edward P. Martin, of the Western Golf Association, will uphold the Chicago district. Travis has decided to play in the Rockaway Hunt Club's open tournament the last three days of the week, and will not take part, and Douglas will also be an absentee. The official list of entries will be issued to-day by Secretary Robert Bage Kerr.

The most important feature for this week in the metropolitan district is the invitation tournament of the Rockaway Hunt Club to be held at Cedarhurst on Thursday, Friday and Saturday. A novel feature of the tourney will be the combination of match and medal play on a handicap basis, the details of which have already been noted in The Tribune. Walter J. Travis has entered and will start from scratch. The club's eighteen hole course is now in fine condition, and a keen competition seems certain to result. Competitors are requested to take the morning train, leaving Thirty-fourth-st. at 8:10 a. m. and Long Island City at 8:22 a. m.

Women will also figure in a pleasant way in the more important contests of the week. The open tournament of the Essex County Country Club, of Orange, which takes place on Thursday, Friday and Saturday, promises to be one of the most successful of the kind this season. Entries for it close to-day with R. P. McDougall, secretary of the club, at Orange, except entries for the handicap, which will be received up to Wednesday. The fact that the annual championship of the Women's Metropolitan Golf Association is to take place next week at the Nassau Country Club undoubtedly adds zest to the contest in the eyes of those who plan to play at Nassau, while the entry of Miss Genevieve Hecker, the present metropolitan champion, offers the first opportunity for gauging the possibilities for a new champion. The following is the schedule:

Thursday, June 13—9 a. m., eighteen hole qualifying round; first eight to keep on for governor's cup, second eight for green committee cup, and third eight for consolation cup; runner up prizes in each class; 3 p. m., driving and putting matches for prizes.

Friday, June 14—9 a. m. and 3 p. m., first and second match play rounds; 3:30 p. m., medal play handicap, eighteen holes, for president's cup and second prize.

Saturday, June 15—9 a. m., final rounds for all cups.

The new course of the Ridgewood Golf Club has been completed, and a clubhouse is to be built as rapidly as funds can be provided. The club has consolidated with the Hohokus Golf Club, which has abandoned its course in favor of the Ridgewood links, and the membership of the new organization now numbers 1,050. Following are the officers: President, R. M. Winans; vice-president, Elmer Rodrigo; secretary and treasurer, David C. Cox, and captain, J. Hayes. The board of governors, besides the above named persons, includes D. D. Chaplain, U. G. White and John McQuinnis.

MONTCLAIR CADDIES CAUSE TROUBLE.

Verona, N. J., June 9 (Special).—The Citizens' Association of this town is after the caddies who visit the grounds of the golf club of Montclair on Sunday. The caddies, according to the members of the association, annoy the citizens of the township by their loud and insulting language and stoning of birds. The law and order committee of the association is not opposed to Sunday golf, which is a favorite pastime.

LAWN TENNIS.

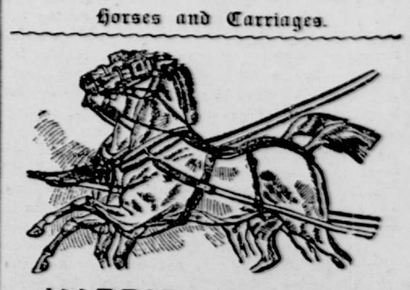
TOURNAMENT AT MONTCLAIR.

Montclair, N. J., June 9 (Special).—The Montclair Athletic Club is to have a lawn tennis tournament early next month, the winner to receive a handsome solid silver cup, the gift of William E. Marcus. The contest will be in singles only.

BRITISH STEAM YACHT ARRIVES.

The British steam yacht Katoomba, Captain Kennedy, arrived yesterday from Greenock, after a pleasant passage of fifteen days. The Katoomba was built in 1898 for Kenneth H. Clark, of Paisley. She registers 175 tons and carries a crew of twenty-four men. She will anchor off Bay Ridge, where her charterer, Mr. Anderson, is said to reside.

Horses and Carriages.



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