NEWS OF THE WHEELMEN.

IMPROVEMENTS IN SADDLE MAKING GREATER THAN EVER BEFORE.

The Rivalry Between Track Owners and Promoters May Injure Racing—Manitoba Cyclers Will Remain Members of the Canadian Association — Checking Wheels Profitable.

No previous year has witnessed so many new designs in saddles and so much real progress. A dozen or two different styles will never be enough to meet all the various demands of riders. Perhaps for this reason saddle designing in the past has been somewhat freaky, the purpose of simply making something novel overstopping the considerations of physiological and mechanical requirements as taught by practical experience. At last, however, there are indications that saddle makers are beginning to do their designing with a certain improvement idea held in common. This idea is the solution of the pommel problem. The pommel of a saddle is something that is always more or less annoying and yet is a feature that cannot well be dispensed with. For some time it has been regarded as a necessary evil. Many plans have been tried in modifying the shape and size of pommels in order to make them less objectionable, but some unpleasant pressure has seemed unavoidable. A few makers have tried making saddles without pommels and some of this style are still on the market. Their use, however, quickly demonstrates the value of the pommel, which is something every rider does not understand. The fact that many have to try a saddle without a pommel and then change back to the pommel style before they learn what they want proves the ignorance existing in this direction. The pommel is not to sit upon, and, properly, should not be used for support by the ordinary rider. In a spurt racing men do get out on their pommels, or entirely off them, but that is only for a few seconds. The sole use for the pommel is that of steadying the wheel. Every rider who has tried the small round seat has learned that the wheel cannot be so well controlled and kept from wabbling with no pommel between the legs. There are a few persons, though, to whom the pressure of the pommel is so objectionable that they prefer to work harder with the arms and suffer a slight loss of control rather than use a pommel. The question of how to get rid of the latter as a nuisance and yet retain it as a necessity is the one that saddle makers are now wrestling with. Evidences that this is becoming a common object in construction are at hand in the new designs that are appearing. Following the appearance of an unusually long pommelled saddle for racing men, that was described in THE SUN last week, a Massachusetts maker of reputation has brought out a round saddle with no pommel, but has replaced the pommel by having the round springs underneath project in front so that they can be grasped by the legs and used for steadying purposes. This removes the objectionable pressure, and, even though it should not prove through experience to offer a perfect substitute for the pommel, it is a step in the right direction, expressive of the end to be accomplished, and will undoubtedly offer suggestions to other makers. It is not the length of the pommel, as many riders seem to think, that makes it objectionable. The breadth, shape and the angle at which it meets the seating portion, as well as the position of the rider, have all to do with a pommel hurting. Making the pommel very narrow and padding it on top is something that is being done by many manufacturers now, and these efforts go right in hand with that of the maker who substitutes a steadying leverage below the base. The elongation of the pommel does not relate to comfort or discomfort, so far as the average rider is concerned; that is simply to offer further steadying advantages to racing men who slip forward off their seats when sprinting. In spite of the hundreds of designs on the market the field of saddle invention is not yet overworked. There is this year an overproduction in quantity and manufacturers are suffering from cut prices, but this is not because there is no room for new designs showing genuine improvement. It has been said for years that a fortune awaits the inventor who brings out a perfect bicycle saddle, but as yet there is no sign of any pattern being universally adopted.

Indications of what the coming cycling styles will be are beginning to appear. Knickers will not be worn full with an overhanging bagginess at the knees, but they will fit fairly snug, and have cuffs of the same material. Double-breasted coats are gaining greater popularity. Dark blue or black golf hose are selling well, say the outfitters, and the prospect is that stockings of solid colors with fancy colored tops will largely replace the loud plaids. Sweaters are losing ground rapidly. Many of those who ride all winter have come to repudiate the sweater, and its use is now relegated almost entirely to the racing men and scorchers. It will be considered the correct thing to wear knickers of a decided pattern, with a coat of different material, darker and of solid color. Bicycle shoes are being made heavier, and with slight extension soles. The footless stocking, to be worn with half hose, seems to be pretty much the only thing at present. In headgear there is little that is new, but the custom of wearing a Fedora or some other style of felt hat in preference to the little cloth cap seems to be growing. Fancy negligé shirts with white collars and cuffs, and gay colored neckties will be worn, but the blazing Scotch plaids of last year are to be put away. Something new and sensible that has just appeared are cycling drawers that reach only to the knee and have elastic seams in the sides, so as to permit freedom of action. With the women bright colors will be the vogue, even the reds and scarlets. Lavish decorations of black braid are gaining favor, and the cycling costume of one hue will make way for skirts and coats and vests of contrasting colors. While bloomers are pretty much out of it, leggings and the high-topped shoes are both losing ground. In hats the boat and sailor shapes will have preference over turbans and Tam o' Shanters, and for hot weather chip hats and wide panamas will be used, say the clothing profiteers.

Already the signs that rivalry between track owners and race meet promoters will play havoc with the sport of cycle racing during the summer are beginning to appear. Managers of speed merchants get into a squabble over the track to be used as soon as they try to make matches for their men. The State meet is promised to be a lively competition by other promoters who have received a sanction for the same date, June 18, and there is likely to be a scramble soon, when the rival promoters start in to book attractions. The independent racing man of the first quality may have the fire pleasure of standing haughtily at ease waiting for the highest bid. The new rule compelling applicants for sanctions to name the track as well as the date does not please all hands, as it checks the promoters from playing off one track against the other. For that reason, however, it may be considered a good rule. One club is already engaged in an argument with the Racing Board over having had a track assigned to it after making application for a sanction to be used "in Greater New York."

The Canadian Wheelmen's Association has received assurances from the wheelmen in Manitoba repudiating the rumors of secession. The association expected a revolt and was prepared to consider the question at its annual meeting next month. The Winnipeg men have sent the following resolution to the C. W. A.:

Resolved, That the wheelmen of Manitoba, recognizing the valuable service rendered by the C. W. A. in the past, and having no desire to secede, hereby memorialize the association at its annual meeting in Toronto on Good Friday to the effect that clause 3, section E, of the constitution be amended so that in future only club members, or graduated members, for which will entitle all its members to the privileges of the association, the fees being according to the following scale: Twenty-five members and under, $2; 26 to 100 members, $5; over 100, 5 cents a member.

The cycle industry has opened many new avenues of trade, and the average person thinks it is a land of milk and honey. Around Greater New York there are hundreds of popular cycling resorts, and it is an established custom to have large checking establishments at the most frequented stopping places. Of course, most of these places are run in conjunction with well-known roadhouses or hotels and conspicuous signs are displayed, "Bicycles Checked Free." But the habitual frequenter knows just what this means. A rider wheels up to the bicycle rack, where the polite uniformed attendant takes the machine. He makes a great display of a cloth, apparently intended to dust off the bicycle. Then there is an oil can conspicuously displayed, a pump, matches, wrench, and other little sundries. These attendants have grown keen judges of character, and when they have a case of a fellow with a girl they lay themselves out to clean up in great shape, for in these cases they are pretty sure of a tip of 10 cents for each bicycle, and sometimes it is a quarter. Next come the single men riders, who average 5 cents each. It is a noticeable fact that attendants pay only slight attention to men in parties of four or five. In these cases there is generally a paymaster who knows the real value of the kinks, and when all have got their wheels he bestows a 10-cent tip in the most impressive style. The attendant takes it almost as a favor, looks at the giver, then at the dime, spits on it for luck, and puts it deliberately into his pocket. Frequently he murmurs snatches of "Just tell them that you saw me," or makes some caustic remark about the weather, or cheap wheels, or some of "dese guys who have only one suit of clothes." Then there is the woman cyclist who never gives more than 2 cents, more often 1, with a gracious smile. This usually elicits a shuffling of the feet, with a sotto-voce remark that his feet are cold. Then there is the veteran class, who halt just long enough for a drink and fail to see the necessity of any tip. These are marked men, for the checkers have retentive memories. Should the oil in their lamps give out, the checker's oil can is also empty, or he is busy with other wheels and only remembers you want oil after a wait of fully fifteen minutes. Many wheelmen complain that this tipping has grown to such an extent as to be a nuisance, and it does seem unreasonable that where cyclists are out on long runs and make frequent halts for refreshments they should be expected to pay a tip, more especially as landlords point to the fact that checking is free. So much money is made by the checkers that they pay heavily to secure the privilege, while at other places they have to give half to the proprietor of the house.

Developments came rapidly yesterday in the controversy between the L. A. W. and the Board of Trade which has grown out of the attempt on the part of the League to get quotations on wheels from manufacturers with the object of furnishing them to members at reduced prices. The developments, taken altogether, produce a situation that looks like a victory for the trade. Not directly, but by a report from a reliable source, Wallace Sherwood, Chairman of the Local Organization Committee, who sent out the letters from Indianapolis, has promised to abandon the scheme so far as it relates to bicycles and accessories. This was, perhaps, the most important development, but the others were decidedly interesting. President Potter sent a reply to Secretary Wardrop's pointed letter of inquiry. Secretary Wardrop immediately addressed a new letter to the trade and the press, in which Potter's reply is characterized as evasive. In evidence of this a copy of the letter sent to Potter and a copy of his reply were inclosed. In addition to these documents, Secretary Wardrop compiled several follo pages of excerpts from letters that he has received from manufacturers. Thus the story up to date and the present status of the fight are told by a series of letters. Secretary Wardrop's original letter to President Potter was as follows:

Mr. Isaac B. Potter, Potter Building, New York city.

DEAR SIR: Has the League of American Wheelmen given official sanction to the course of policy being pursued by Mr. Wallace Sherwood, Chief Consul of the State of Indiana, in his attempt to persuade manufacturers that the League, with its 103,000 members, can be delivered in a body as purchasers of cycles and accessories thereto.

Is the trade to understand that the League is insensible of the benefits which in times past have been conferred upon it through the assistance of the bicycle dealers? Is it the intention of your administration to foster and encourage the work being done by the Local Organization Committee, which beyond challenge is hostile to the well-established business policy now existing between makers and agents? Is it intended to be conveyed through the action of the Local Organization Committee that the League is not willing in the future to accept any aid at the hands of the cycle dealers?

It occurs to this board that the memory of those now active in clubbing for special trade advantages for the members of the League of American Wheelmen is singularly forgetful of the material aid given to the League by cycle agents in such important matters as securing new members, assistance in arousing public sentiment in order to compel railroads in various States to carry bicycles as baggage, to say nothing about the support the retail trade has given to that arm of the League which exercises control over racing.

An explanation of the attitude of your administration toward the recent action of the Local Organization Committee of the League will be awaited with much interest. Yours very truly,

WALTER WARDROP, Secretary.

NEW YORK, March 23.

President Potter's reply, received yesterday, reads:

Mr. Walter Wardrop, Secretary National Board of Trade of Cycle Manufacturers, New York city.

MY DEAR MR. WARDROP: I can scarcely give you an answer to your direct inquiry as to whether Mr. Sherwood is "authorized" to send out the letters to which you refer. He is Chairman of the National Committee on Local Organization. This committee is not appointed by the President nor subject to the President's official direction. It is composed of the Chief Consuls of the larger divisions, who elect their own Chairman. I will say, however, that I have a general idea of Mr. Sherwood's purposes, and think they are radically misunderstood by some of the members of your board. I should personally regret any difference between the L. A. W. and your organization, which includes some of the best friends I have in the world. Whatever any may be taken on the part of the L. A. W. with reference to the business relations between our members and the manufacturers and dealers should be for the benefit of all, and I am sure that Mr. Sherwood would not put forward any proposition which he did not believe to be of such a character. I shall be very glad of any opportunity to talk with you or with any of the officers of your board on this subject if you desire it. Respectfully yours, ISAAC B. POTTER.

NEW YORK, March 26.

Secretary Wardrop's newest letter comes next in order. It is:

Inclosed you will find transcribed extracts from letters forwarded to the National Cycle Board of Trade by firms connected with the cycle making industry. They clearly show the temper of the wholesale trade toward the plan of campaign put forward by Mr. Wallace Sherwood for increasing the membership of the L. A. W.

The letter signed by Mr. H. T. Hearsey is ample evidence of the attitude of the retail trade toward Mr. Sherwood's enterprise, Mr. Hearsey being the President of the Indianapolis Cycle Board of Trade.

From the two sources, therefore, from which it is expected assistance will be given the League, it is manifest that there will come sharp refusal if there is not an immediate cessation of Mr. Sherwood's tactics.

Mr. Potter's reply to my communication, copies of both of which are also inclosed, is evasive. It is not possible, as Mr. Potter intimates, to misunderstand the nature of Mr. Sherwood's solicitations, nor is it possible for Mr. Potter to take refuge from the storm of disapproval which has resulted from his open encouragement of Mr. Sherwood's course of action by pleading obtuseness on the part of a trade which it is his plain intention to bleed. There can be no business relations between the trade and the League which are not founded on the unrestricted liberty of the former. The cycle trade, in fine, will not be put under tribute for the purpose of swelling the League membership.

This is the communication of H. T. Hearsey stating that Chief Consul Sherwood will call off his dogs:

National Board of Trade of Cycle Manufacturers, New York city.

GENTLEMEN: Your circular letter of March 21 with inclosed circular letters signed by Mr. Wallace Sherwood have been received and carefully noted.

The writer considers this movement of Mr. Sherwood's a very radical one, and is entirely against the interests of cycle manufacturers, dealers and agents. The League has no better workers than the above named, and, in fact, I believe that the League owes its existence in a great many cities to the efforts of the manufacturers, dealers and agents, and it certainly does in the state of Indiana.

Again, the national meet for 1898 is coming to Indianapolis, and the most active workers in this movement were the manufacturers, dealers, and agents in this city. Without their support the League meet would not have come to Indianapolis, and without their support I do not think that Indianapolis could support this coming event. The first to take hold of the League meet in 1898 were the bicycle men, and the first men to start the L. A. W. Club to take care of this meet were bicycle men. The men who propose to build the bicycle track where the 1898 events are to be run are, with one or two exceptions, bicycle men. Therefore, without the support of the Indianapolis bicycle manufacturers, dealers, and agents they could not have taken care of this meet. Why, then, should the League kill the goose that lays the golden egg?

The writer has just returned from an interview with Mr. Wallace Sherwood, who is Chairman of the committee representing the League, who sent out these circular letters. All of the above has been clearly laid before Mr. Sherwood, and after a heated discussion he promised that these circular letters would not go out in the State of Indiana, and, as Chairman of the committee, he will try to kill the movement entirely as far as bicycles and bicycle accessories are concerned, and will try his efforts to carry out the same plan by substituting other articles of merchandise that do not concern the bicycle trade.

He also stated that this matter has not been advertised and that the League has not been committed as yet. It is purely Mr. Sherwood's work, and he has promised to change his plan of operation. The writer stated that if he would do this he would still continue to advance the interests in League matters, and otherwise we would not.

I trust that this information will be of some service to the National Board of Trade, and to the manufacturers, dealers and agents throughout the country.

In conclusion I will say that we have the department stores to contend with, and we do not think that it would be a wise plan for the League to place themselves as opponents against the interests of the bicycle dealer, agents and manufacturer. It is bad enough to have the department stores to compete with without having the L. A. W. taking bread out of our mouths. Yours respectfully, H. T. HEARSEY.

INDIANAPOLIS, March 23.

Following are a few characteristic excerpts from those compiled by Secretary Wardrop from the letters of bicycle manufacturers:

We are decidedly of the opinion that no ultimate good can ever come to the L. A. W. by adopting a policy which is certainly directly antagonistic to every retail bicycle dealer in the country.

We believe that if this circular letter is not withdrawn and the plan abandoned by the L. A. W. it will forever divorce the interests of the trade and the League of American Wheelmen.

In the past we have spent considerable time and money to help build up the Indiana division and the national organization, and we think it is a very poor return that the organization should take this step to injure the bicycle trade. We desire to enter an energetic protest against such action.

We are of the opinion that any scheme of that sort cannot for a moment command the approval of any manufacturer who sells goods through a system of agencies.

We received Mr. Sherwood's letter and immediately consigned it to the waste-paper basket.

We believe it to be suicidal to the best interests of the manufacturers, dealers, and agents.

We can hardly see how any manufacturer can be so lacking in good judgment as to be tempted to swallow the bait held out in Mr. Sherwood's proposition.

NOTES.

The Clio Wheelmen of Jersey City have appointed F. Soper, H. Fardieman and H. W. Middleton delegates to the Association of Athletic Clubs of New Jersey.

The Knickerbocker A. C. Whee men have arranged the following runs: April 3, Coney Island; 10, City Island; 17, Bergen Point; 24, Roslyn.

The Bowling Green Wheelmen of this city have decided to allow women to participate in the century run on May 15.

A meeting of the Board of Officers of the Nassau Wheelmen of Brooklyn will be held to-morrow night.

The Wheelmen of Newark are arranging for a century run the latter part of May. It will include a five-mile road race from the forty-five-mile mark to the half century distance.

The Associated Cycling Clubs of the Eastern District of Brooklyn will hold an invitation run on May 30 to Whitestone Landing.

The road officers of the Riverside Wheelmen have arranged a schedule of runs for next month as follows: 3, City Island; 10, Lyndhurst; 17, Bergen Point and Staten Island; 24, Rye.

A branch of the Good Roads Association of Long Island has been organized at Patchogue with the following officers: President, L. B. Green; Secretary, F. Fitgrath; Treasurer, Howard Conklin.

The Prospect Wheelmen of North New York have selected E. C. Lunt, F. Wall, and Joseph Weil as delegates to the Association of Athletic Clubs of this city.

Road runs have been arranged by the Greater New York Wheelmen as follows: April 3, College Point; 10, Oakwood; 17, Hempstead; 24, Bayonne; May 1, Valley Stream; 15, Oyster Bay; 22, Freeport; 29, Westchester. On April 17 the wheelmen will hold a series of races on Long Island for the Davis Medal.

The Puritan Social Club of Brooklyn proposes to form a cycling division.

ATHLETICS.

Secretary Sullivan Opposed to Granting Concessions to College Men.

Secretary J. E. Sullivan of the A. A. U. received yesterday from Secretary Barringer of the Intercollegiate A. A. A. A. the resolution adopted by the Executive Committee of the Intercollegiate A. A. A. A. on the question of registration. It was duly acknowledged and a copy forwarded to President McMillan. Secretary Sullivan stated that he thought the matter was of such widespread interest that the question of allowing absolute exemption to the Intercollegiate A. A. A. A. from the registration rule should be submitted to the A. A. U.

As to the final outcome of the controversy Secretary Sullivan said:

"So far as I am concerned, I see no reason in the world why the A. A. U. should agree to the resolution. It would indeed be bad legislation to grant to the Intercollegiate A. A. A. A. this concession and not grant it to the other active members of the union and its allied interests. I feel firmly convinced, however, that the A. A. U., through its Board of Governors, should take action at once, and I am in favor of not receding one inch from the stand taken by us already. Although I am only one member, I will use my influence and personally advocate paying no attention whatever to this demand from the Intercollegiate A. A. A. A., for the reason that it is ridiculous for them to assume for an instant that they can dictate to the governing body as to what it should or should not do. If the Intercollegiate A. A. A. A. had passed a resolution demanding that the rule be abolished entirely, there would have been some sense to it, but when they assume that they are so powerful that they alone can secure exemption from the registration rule it is ridiculous. The A. A. U. is the governing body in athletics, and will not submit to dictation from one of its allied members. If it did it would forever lose the respect of that organization, and, in fact, all the other organizations that now look up to it.

"Why the Intercollegiate Association should demand that its athletes be exempt from registration any more than they are now puzzles me, to say the least, for, in the first place, we have an alliance with the Intercollegiate A. A. A. A. We give to it the right to hold open meets under its own rules. The registration laws do not affect it in those instances at all. Columbia University can give a field meet under the Intercollegiate rules and can take entries from registered and unregistered athletes. The A. A. U. does not interfere, but we do claim the right when Columbia or Yale athletes leave college or leave off competing in college games and come out in the athletic world and compete in open sports under the A. A. U. rules we have a right to exact legislation that will govern that athlete. We have never interfered with athletes while they competed in college sports or sports held under the Intercollegiate A. A. A. A. rules.

"When this registration question is discussed by the members of the A. A. U. Board, it will mean one of two things, the abolishment of the registration scheme or an open rebellion with the Intercollegiate Association. The latter, through its members, has done very little for outside sports; in fact, very few of the colleges have held open games during the winter, and in the summer months they do not have any. If it is to be another athletic war, the athlete would be greatly benefited, and the colleges would be forced to give open games in order to allow their men to compete.

"The final outcome of the whole question, I think, will be an athletic war. It will mean the formation of another association. There are now many that claim the A. A. U. does not fill the bill, and for that reason an athletic war would bring a lot of people into sports who are not interested now. Of course, the better association would win, and it would no doubt be a more powerful organization than we have to-day.

"I am utterly opposed to granting any concessions to the Intercollegiate A. A. A. A. that we will not grant to the Metropolitan Association, the New England Association, the Western Intercollegiate Association, or any other of our active or allied bodies. No class legislation should be enacted. The registration rule as it exists to-day was enacted by one of the largest and most representative meetings ever held by any national athletic governing body. The Registration Committee was intrusted with the carefully carrying out of the provisions of the rule, and I believe each and every member has tried to do his work."

Golf Gossip.

The Princeton College team will play its first match of the season on Saturday with the Baltusrol Golf Club, eight men on a side. Louis P. Bayard, the intercollegiate individual champion, will captain the Princeton team. Among his men will be Childs, 1901, who defeated Bayard for the Princeton championship; Vanderpool, '98; Jackson, '98; Stockley, '98, and Slidell, '99. This will be the first of a series of practice matches the team will play before the intercollegiate team championship at Ardsley in May.

All the officers of the Morris County Golf Club were reelected at the annual meeting, but in view of the labor connected with the entertainment of the players in the amateur championship, to be held on the Morris County links this fall, it was thought best to make a change in the House Committee, which hereafter will consist of Alexander H. Tiers, Augustus L. Revere, and J. O. H. Pitney. Tiers has left the Greens Committee to assume the Chairmanship of the House Committee, and he is one of the best workers in the club and thoroughly devoted to the best interests of golf. The women who have hitherto managed the House Committee will still assist in its labors as an associate committee. Those appointed on this committee are Mrs. H. McK. Twombly, Mrs. Charles Bradley, Mrs. R. F. Ballentine, Mrs. Clarence Mitchell, Mrs. W. Allston Flagg, and Miss Fanny L. Hopkins.

The plan to bring out Braid and Vardon is making good progress. Willie Park, Jr., and Willie Fernie, both ex-open champions, will be here this summer, the latter as the professional for the Oakland Golf Club, so that there will be no lack of crack players. Regardless of coming of Braid and Vardon, Willie Collins, professional at the Richmond County Country Club, writes:

TO THE EDITOR OF THE SUN—*Sir:* I am glad to see that the action of the St. Andrew's Golf Club is receiving its due criticism by professionals. As Davis says, there was not the least encouragement for professional golfers last year. It would be much better, instead of bringing out professionals to play here, if the clubs gave more open tournaments for professionals, as the professionals in this country are just as good as those in Great Britain. Give our professionals the same courses as there are in Scotland and England and see if they do not return as good scores as the British professionals. All that is wanted to make the professionals play a good game is to give more open tournaments, so that they will have some encouragement to keep in practice. What is the open championship if you do not let the professionals in? It looks going to it, and if there is no open tournament, enabling professionals to retrieve themselves, they are practically throwing money away going to it. Only one man can win it, and it is the odds against one person winning the championship. Yours truly,

STATEN ISLAND, March 25. WILLIE COLLINS.

Games of the Fourth Regiment, N. G. N. J.

The Fourth Regiment, N. G. N. J., of Jersey City, held their annual indoor meet last night before an enthusiastic gathering of spectators numbering about 3,000. Summaries:

50-Yard Dash, Handicap, Closed—W. H. Barclay, Company B, 14 feet, won; G. H. Weston, Company A, 11 feet, second; E. Zinn, Company E, 5 feet, third. Time, 5-5 seconds.

50-Yard Dash, Open, Handicap—S. Murry, Brooklyn, 13 feet, won; W. H. Barclay, N. J. A. C., 14 feet, second; W. B. Brister, N. J. A. C., 6 feet, third. Time, 5 4-5 seconds.

220-Yard Hurdle, Handicap, Open—A. McIntock, New York, 15 yards, won; W. H. Barclay, N. J. A. C., 15 yards, second; Jerome Buck, K. A. C., 4 yards, third. Time, 29 seconds.

440-Yard Run, Closed, Novice—J. H. Shannon, Company B, won; H. J. Thomas, Company A, second; R. J. Hogan, Company D, third. Time, 1 minute 2 2-5 seconds.

440-Yard Run, Handicap, Open—R. L. Eaton, N. J. A. C., 17 yards, won; H. W. Garthe, P. A. C., 25 yards, second; F. J. Walsh, St. F. X. A. A., 15 yards, third. Time, 53 4-5 seconds.

440-Yard Run, Handicap, Closed—G. H. Weston, Company A, 22 yards, won; A. J. Mendes, Company K, 18 yards, second; W. B. Brister, Company G, 14 yards, third. Time, 56 2-5 seconds.

880-Yard Run, Novice—M. J. McCarthy, St. F. X. A. A., won; F. Weston, Jersey City, second; Jas. Shonskie third. Time, 2 minutes 19 3-5 seconds.

50-Yard Dash, Novice—M. Tilden, Company C, won; H. B. Hoffman, Company B, second; W. G. Edgar, Company G, third. Time, 6 3-5 seconds.

880-Yard Run, Handicap, Closed—James Sheren, Company L, 35 yards, won; Jerome Buck, Company K, 15 yards, second; J. D. Wardrop, Company K, 45 yards, third. Time, 2 minutes 7 seconds.

220-Yard Run, Closed, Handicap—W. H. Barclay, Company B, 15 yards, won; W. A. Whyte, Company B, 13 yards, second; Nelson Buck, Company K, 13 yards, third. Time 25 4-5 seconds.

Three-Mile Run, Handicap, Open—Won by Thomas O'Connor, P. A. C., 1 minute 5 seconds; J. W. Rumpf, St. G. A. C., 1 minute 50 seconds, second; James Shupson, Y. M. C. A., 1 minute 45 seconds, third. Time, 16 minutes 16 3-5 seconds.

Jeffries and Sharkey Matched.

Tom O'Rourke sent word to Tom Sharkey on Saturday asking if he would sign articles to box Peter Maher at Syracuse some time in May. Yesterday O'Rourke received a reply that Sharkey had been matched to fight Jim Jeffries before the Olympic Club, San Francisco, the latter part of next month. The pair will engage in a twenty-round contest. Sharkey says that if he wins he will come East and meet Maher.

News from the Horse World.

LEXINGTON, March 28.—A. Smith McCann died to-day painter in a charity ward of a local hospital. He was 59 years old and was once the owner of the great trotting sire Red Wilkes. He inherited a fortune and bought Red Wilkes and contracted to pay $105,000 for Fairlawn, the home of the late Gen. W. T. Withers. Luxurious living destroyed his mental faculties and sent him to a sanitarium.

BASEBALL.

Work Progressing Rapidly on the Brooklyn Club's New Grounds.

Work progressed in earnest at the Brooklyn Club's new grounds, at Fourth avenue and Third street, Brooklyn, yesterday. Contractor Ryan had a large force of men at work building the fence and digging holes for the grand stand foundations. Trucks laden with timber were driven ruthlessly over the turf, and surveyors laid out the lines for the diamond. Several thousand enthusiasts watched the proceedings and followed Messrs. Ebbets and Abell about with open-mouthed curiosity. Contractor Ryan informed THE SUN reporter that he would positively have the new grounds ready for the opening game on April 29. He said that he expected to have the field fenced in on all sides by the middle of this week, and would have the grand stand up in a fortnight. The club officials are still dickering with the Fifth avenue elevated road, with the idea of building the main entrance to Washington Park at the corner of Fourth avenue and Third street, which will be only one block away from the elevated station. If the elevated railroad people do not see their way clear to join hands with the trolley people in defraying expenses, the main entrance will be opened on the corner of First street, which will not tend to increase the elevated road's baseball traffic. President Ebbets will open the club's offices tomorrow at the corner of Fourth avenue and Third street, where season tickets may be applied for.

Manager Barnie of the Brooklyns sent word to the club officials yesterday that Jones is showing up well at short field in the practice games at Allaire. Barnie has temporarily decided upon the make-up of the regular team as follows: Griffin, centre field; Jones, shortstop; Lachance, left field; Anderson, right field; Shindle, third base; Hallman, second base; Tucker, first base; Grim, Ryan, and A. Smith, catchers; pitchers undecided. This looks like a pretty formidable combination, and may surprise everybody if Jones proves a success in his new place, as he will probably be if he is made to understand that he is a fixture. Tom McCarthy, the ex-Boston player, who is on the Brooklyn Club's reserve list, is training hard and writes that he would like to have a chance to play left field. McCarthy states that the cold winds at Eastern Park put him out of the business temporarily, but that the club's new grounds may be of advantage to him. With McCarthy in his old form, and Tucker let loose, the Brooklyns would rival any team in the League in point of ginger and life.

It is said among Harvard men that the material for the 'varsity nine at Cambridge is so good that the team may turn out even stronger than last year. Coach Lewis has succeeded in developing two excellent pitchers in Bartlett Hayes and Cozzens, while Reid, the freshman who distinguished himself on the football field last fall, will probably be the regular catcher. In batting, especially, the team is expected to show strength, and observers say that the infield will be especially fast.

Brooklyn Regulars Win.

FARMINGDALE, N. J., March 28.—The Regulars again defeated the Colts in to-day's game by a score of 5 to 1. President Ebbets and Treasurer Abell were present and all the players were anxious to make a good showing. Ralph Miller pitched the first five innings against the Regulars and no runs were made off his delivery. Grim was in the points with him, and he handled the youngsters admirably. The Brooklyn magnates were much pleased with the work of both teams. It is Ebbets's opinion that Jones will be all right at short. The score:

Regulars	0	0	0	0	0	1	2	0	2—5
Colts	0	0	1	0	0	0	0	0	0—1

Yannigans Give Poor Support to Sullivan.

LAKEWOOD, March 28.—A five-mile run around the lake and porch practice for pitchers Meekin, Seymour, and Doheny constituted the work of the New York team this morning, owing to the weather. It was pleasant in the afternoon, however, and in the game between the Regulars and Yannigans the former again won. Sullivan did good work during the nine innings he pitched for the Yannigans, and with any kind of support would have won. Doheny and Seymour were in the box for the Regulars.

Two errors by Zearfoss, one error by Warner, hits by Tiernan and Davis, and Umpire Hoey's poor decision gave 4 runs to the Regulars in the first inning. Gettig's two-bagger and Rusie's single resulted in a run for the Yannigans. Four more runs were scored by the Regulars in the second on errors by Gettig, Doheny, and Burns; a base on balls to Grady, Gleason and Van Haltren's hits, and Joyce's home run. Wilson's triple, Warner's single, Joyce's error, and two bases on balls gave 2 runs to the Yannigans in the third. Wilson's double and Warner's home run resulted in 2 more runs in the fourth. Davis's single and two errors by Sullivan gave another run to the Regulars in the sixth, and in the seventh they scored two more runs on errors by Gettig and Seymour, and McCreery's single. The Yannigans got two in their half, a base on balls, Warner's and singles by Rusie, Sullivan, and Seymour. In the eighth they got one man home, Doheny hitting Rusie and Sullivan with the ball, and Gettig and Meekin hit safely. Errors by Meekin and Sullivan, Hartman's three-bagger, and Grady's double was responsible for the three runs made by the Regulars in the ninth. Score:

										R.	H.	E.
Regulars	4	4	0	0	0	1	2	0	8—	14	12	4
Yannigans	1	0	2	2	0	0	2	1	0—	8	13	14

Baseball Notes.

CHARLOTTE, March 28.—The Richmond ball team defeated the Boatons here to-day in a fourteen-inning game by 4 to 1.

The Brooklyn team will play its first exhibition game next Sunday at Weehawken, N. J., where they meet the West New York Field Club.

NEW HAVEN, March 28.—Manager Simmons of the Yale baseball nine has decided to add two extra games to Yale's schedule. Both will be play d this week, Holy Cross coming here on Wednesday and Wesleyan on Saturday. Rarely does Yale play a game before the East trip. Uniforms were given to the following members of the Yale team to-day: Catchers, Kiser and Sullivan; pitchers, Farry and Cadwalader; first base, Walsworth; second, De Saulles; shortstop, Camp; third base, Robson; outfield, Hazen, Greenway, Wear, Wallace and Atkin. This indicates how the nine will take the field in the opening games. It is probable that Walsworth will be taken off of first, owing to poor batting, and the place given to Wear.

Racing at New Orleans.

NEW ORLEANS, March 28.—The first rain which has fallen in thirty-five days turned the track into a sea of mud this afternoon. Picking the winners was hard, only two real favorites coming up to expectations. Summaries:

First Race—Six furlongs.—Annie Cook, 98 (Lines), 15 to 1, won; Scornful, 105 (Gilmore), 16 to 5, second; Survivor, 105 (Barrett), 6 to 5, third. Time, 1:18.

Second Race—Seven furlongs.—Tole Simmons, 101 (Barrett), 7 to 10, won; Russella, 110 (Frost), 12 to 1, second; Wrangling Duchess, 100 (Thompson), 15 to 1, third. Time, 1:32¼.

Third Race—One mile.—A. R. C. 112 (Snell), 5 to 2, won; Robert Bonner, 107 (Barrett), 7 to 5, second; Dorothy III., 105 (Sullivan), 5 to 2, third. Time, 1:46¾.

Fourth Race—Seven furlongs, handicap.—Fervor, 104 (Gilmore), even, won; Bramble, 90 (C. Clay), 12 to 1, second; What Next, 115 (Thompson), 5 to 1, third. Time, 1:30¾.

Fifth Race—One mile and a sixteenth.—Hurns, 105 (Barrett), 4 to 1, won; Lily Fry, 104 (Southard), 4 to 1 second; Elyria, 102 (Lynch), 10 to 1, third. Time, 1:52¾.

Sixth Race—One mile and a sixteenth.—Col. Gay, 109 (Dupee), 11 to 5, won; Dawn, 95 (Holton), 6 to 1, second; Leaseman, 104 (Guiteres), 6 to 1, third. Time, 1:53.

Results at Elkton.

ELKTON, March 28.—Form players made a serious mistake in the first race here to-day, but after that everything came their way, and the books were hit pretty hard. The races resulted as follows:

First Race—Four and a half furlongs.—Checkers, 10 to 1 and 4 to 1, won; Park Slope, 4 to 1 for place, second; Enola H. third. Time, 1:02½.

Second Race—Six furlongs.—Nantucket, even and 1 to 2, won; Pembrook, 3 to 1 for place, second; Cuba third. Time, 1:22¾.

Third Race—Six furlongs.—Bernarde, 6 to 5 and 1 to 2, won; Belmont, 2 to 1 for place, second; Onnalee, third. Time, 1:20¾.

Fourth Race—Six furlongs.—Gould, 9 to 10 and 2 to 5, won; Impress, 2 to 1 for place, second; Salvor, third. Time, 1:24.

Fifth Race—Six furlongs.—Despair, 8 to 5 and 3 to 5, won; Prince Potomac, even for place, second; Telegram, third. Time, 1:25¼.

Sixth Race—Six furlongs.—Dutch Bluster, 2 to 1 and 4 to 5, won; Tutor, 1 to 2 for place, second; Ludwiglie, third. Time, 1:15.

Bowling Games To-Night.

THE SUN Individual Championship Tournament—Tigue, Kahlsdorf, and McLellan.

New York Women's League—Yorkville Defender, Ladies' Independent Schuetzen, Brooklyn Deleader, Norddeutscher Women, Columbia No. 1, Teem No. 1; Jolly Women, Columbia No. 1, Team No. 2; Monogram, Elite Ladies, and Eighth Avenue Ladies.

Harlem League—Empire, West Harlem, and Village Arcade—Rosedale No. 2 vs. Oriental.

Bank Clerks' League—National Park Bank vs. Continental National Bank; United States Sub-Treasury vs. National Bank of the Republic; West Side Bank vs. Chase National Bank.

Fire Insurance League—Westchester vs. German-American.

Carriithers Nations'—Reinecke, East New York, and C. and C.

Lenox Republican Club—Montauk, Hamilton Bank, and Hamilton Bowling Club.

Schaffer's—Humboldt, Garfield, and Empire.

Twenty sixth Ward—Klondike vs. Atlantic, at Steinbrenner's alleys.

New Jersey Association—Homestead, Hour, and Union.

Odds and Ends of Sport.

NEW HAVEN, Conn., March 28.—A remarkable series of games in the history of roller polo will begin here to-morrow night. The Fall Rivers, the National League champions, will meet the New Havens, formerly the Pawtuckets, in three games for a $400 purse. The winners will be called the world's champions. The New Havens were formerly the National League champions.

Baseball, Jasper Oval, March 29, April 1, Manhattan College vs. University of Vermont, 3:30 P. M. 25 cents.—Adv.

WRESTLING.

Referee Leonard Explains His Decision in the Roeber-Youssouf Match.

Ernest Roeber, the wrestler, who was thrown from the platform in the Madison Square Garden on Saturday night by Yousouf, the "Terrible Turk," was injured so severely that his friends declared yesterday he would not be able to indulge in another match for at least two months. The Turk, having ceased to show his much-advertised teeth, wants another chance to prove that he can wrestle a bit, as will be shown by the following letter, written by W. A. Brady, his manager:

To the Public:

Do not judge me harshly for my treatment of Roeber. I meant the man no harm, and I am sorry that I hurt him. I am a stranger in a strange land. My language is not that of the men who stood with me upon the platform. There was great talk and many spoke at once. Pierri, my second, explained what the referee was saying. I understood him to order that we should wrestle upon the mat. I was there to wrestle, not to run foot races. Roeber would not measure strength or skill. He kept sprinting around in a circle outside the mat. When I reached for him he was near the edge of the platform and sprang back. I touched him, truly, but it was his own movement rather than contact with my hands that sent him over. I do not need to fool any man to win. I have never been defeated, nor