NEWS OF THE WHEELMEN.

LIVELY ROW AT ASSOCIATED CLUBS' MEETING.

Appearance of "Happy Days" Pitman as a Delegate Causes a Fuss—Marcus Hurley Retains Amateur Championship—Taylor Wins Against Team Work.

A stormy time, in which the word "liar" more than once hurtled through the hot air of the room, was had at the September meeting of the Associated Cycling Clubs of New York, held on Monday night at the house of the Prospect Wheelmen, at 180 East 144th street. The innocent cause of the disturbance was Will R. Pitman, known far and near as "Happy Days." It is an open secret that there has been bad blood between Pitman and Dr. E. V. Brendon, secretary of the A. C. C. Recently the New York Motorcycle Club elected Pitman one of its three delegates to the general body. When Pitman entered the meeting room there was a general smile and glances toward Dr. Brendon. The choler of the secretary rose at the sight of "Happy Days." He demanded to know by what right he was there, and said that he had received no notification of his election to the body. Pitman sturdily declared his right to be there as a representative of the New York Motorcycle Club, and said that he proposed to stand by this right and find out whether the organization was managing its own affairs or being run by one man. A delegate from the Metropole Club attested that he knew of the election of Pitman and moved that he be allowed the privilege of the floor. Secretary Brendon, on a question of personal privilege, launched a personal tirade against the newcomer.

E. P. Critcher, representing the Good Roads Club, joined in Brendon's invective. Both were called to order. The motion to admit Pitman was carried by a vote of 10 to 1, the single nay being cast by Critcher. There were twelve clubs represented, but Dr. Brendon did not vote. Alderman Oatman was not present at the time, and Dr. J. C. Le Roy was presiding. When President Oatman came in later and took the chair he said he knew of Pitman's election. Later it became evident that the organization is not being run by one man, nor by two, for a motion requiring the users of the unparliamentary language to apologize was carried unanimously.

It was voted to accept the proposition of the Long Island clubs to exchange representation at their meetings, and Messrs. Ostman, Jervis and Brendon were appointed to attend the A. C. C. L. I. meetings. The Harlem Wheelmen were expelled for non-payment of dues.

It was decided to hold a twenty-five-mile road race on Thanksgiving Day, the selection of the course to be made by the Race Committee. The Dinner Committee reported a profit of $18.60 from the last annual banquet.

Chairman George C. Wheeler of the Streets and Roads Committee made a report, in which, as usual, there was much of interest to all road-users. Following is a portion of his report:

The following streets have been advertised to be asphalted: Fourteenth street, from University place to Fifth avenue and from Sixth avenue to Seventh avenue; 105th street, from Central Park West to Broadway; 119th street, from Fifth avenue to Seventh avenue; 120th street, from Madison avenue to Park avenue; 123d street, from Park avenue to Avenue A; Seventh avenue, from 110th street to 155th street. The 123d street improvement will, with 126th street, afford a double approach to the Willis avenue bridge. The Seventh avenue improvement has been urged since last January. It is understood that the choice of paving material will be made between asphalt blocks or bituminous macadam. It is expected that the work on Seventh avenue will be commenced before the middle of October.

Improvements have been made as follows: 135th street has been asphalted from the Riverside viaduct to Broadway and affords a good through route to Washington Heights via Hamilton place, 144th street and Convent avenue. Another improvement which will soon be completed is the paving of Broadway from end of the present macadam at 190th street to Dyckman street. The section from Dyckman street to Kingsbridge has not been acted upon, and until this part of Broadway is paved the upper part of Manhattan Island is cut off from the rest of the world, as far as cyclists are concerned, unless they use the sidewalks and risk arrest, and the sidewalks are now in a very dangerous condition.

Marcus L. Hurley, the strapping auburn-haired boy of the New York A. C., is again the amateur champion of America. He won his title clear on Monday night at the Hartford Coliseum track by defeating E. P. Root of Boston in two straight heats. In the regular series of races for the amateur championship Hurley and Root won 18 points each, making a tie. Hurley was ill during the progress of the meets. The tie was ordered run off by the N. C. A. in connection with the circuit meet at Hartford, and Hurley, being himself again, outrode Root signally. In the first heat at a quarter of a mile Hurley struck Root's handle bars and Root quit. The judges ordered the heat run over. Hurley won it in 31 seconds by open space and he won the half mile heat just as handily in 1 minute 3 seconds.

In the "pro" championship event, at a third of a mile, that rare pair of teamsters, Kramer and McFarland, were both shut out in the first trial heat by Alexander and Jacobson, through a foxy jump on the part of Alexander, who was followed by Jacobson. Kramer was third and "Mac" last. Lawson won the first semi-final, with Jacobson second. Taylor won the second semi-final, with Fisher second. In the final heat Lawson and Fisher declared for team work. In spite of this Taylor beat them out, the finish being Taylor, Lawson, Fisher, Jacobson. The time was 41 3-5 seconds. Kramer redeemed himself somewhat by winning the ten-mile handicap from scratch, with Kimble second, Martin third and Fenn fourth. Taylor did not start. The time was 23 minutes 51 3-5 seconds.

It was learned yesterday that the opposition ticket in the contest for the offices of the New York State Division, L. A. W., will not be filed until next Saturday, Sept. 13, almost the last day it could be filed. Owing to some change in his business affairs, Robert Bruce has decided to decline the nomination for Secretary-Treasurer. His place on the ticket has not been filled. It is possible that the incumbent, John F. Clark, may be indorsed.

Alderman Oatman, who is slated for the head of the opposition ticket, has refrained from making any statement since he agreed to run, saying at first that it would be time enough to talk after the campaign had actually begun, on Sept. 15. Last night, however, he so far unbended as to say that he had accepted because he believed that the present officers were incompetent and were perpetuating themselves in office. "If I can't put more life in the League than it has now I'll eat my hat," he added.

Concomitant to the motor bicycle's increasing popularity a new and very pronounced nuisance is being developed. It is the craze that the riders of motorless cycles have for following their prey. Sunday on the Coney Island cycle paths this new fad was more noticeable than ever before because of the big crowd out. It was a great day for wheeling and the annual September outpouring of cyclists for the fall season was remarkable. About a score of motor cycles traversed the paths during the day and behind every one of them there trailed from one to half a dozen riders on pedal-driving machines. As they spun along on the left-hand side of the path, leisurely men and women riders veered affrightedly to ones side. Accidents were few and not serious, but the narrow escapes were many. Often the pace-followers were spread out two or three abreast, while at other times the length of the string made it dangerous for riders who started to pass others to the left after seeing the motor go by.

That this pace following is becoming a mania is evidenced by the fact that riders were seen to turn about and start after a motor cycle going in the opposite direction from the one which they had been pursuing. The riders of the motor machines seem powerless and they are as much annoyed as any one. They say that when riders are following them it suggests excessive speed to the police and causes them to be cautioned unjustly. One rider said that he felt like stopping suddenly and letting those dogging him have a smash-up, but did not do it for the fear that some one might be severely hurt. Some day there may be some motor cyclist take the notion and not have the consideration. A member of the New York Motor Cycle Club suggested yesterday that there should be an ordinance prohibiting the pace following and not pacemaking on the public roads, as the latter is unintentional. Then the "hangers on" could be arrested. It is probable that the motor cyclists will seek to have such a rule made for the parkways at least.

"Plugger Bill" Martin and Frank Beauchamp, the Australian, have decided to go to the antipodes in time for the season there, which begins early in November.

"Bobbie" Walthour, who is generally acknowledged to be the best pace follower of the year, is contemplating a trip to Europe. He expects, however, to ride in the six-day race of this year.

Gossip of the Ring.

Jimmy Britt, the California lightweight, says he will increase his wager from $2,500 to $5,000 that he can stop either Terry McGovern or Young Corbett inside of ten rounds, provided he is permitted to weigh in at 122 pounds.

George Siler of Chicago has finally been chosen to referee the bout between Kid Carter and Tommy Ryan, which is to be held at Fort Erie on Sept. 15. Odds betting on the encounter, which is already brisk, slightly favors Ryan.

CRAIG INQUEST BEGUN.

Inquiry Behind Closed Doors as to the Death of the President's Guard.

PITTSFIELD, Mass., Sept. 9. The inquest on the death of William Craig, the Secret Service guard for President Roosevelt, who was killed in the trolley accident in this city on last Wednesday, was begun before Special Justice Charles L. Hibbard, here to-day. The inquiry was conducted by Chief of Police Nicholson behind closed doors. The witnesses were questioned one by one before the Special Justice, the only other person in the courtroom being L. H. McClain of Boston representing the State Railroad companies.

There were seven witnesses examined to-day. They were F. S. Clark, George Withington, Charles G. Mattoon, and Lieut. W. K. Henry, Sergt. O. S. Fish and Privates J. B. Ohearn, and J. Harley Stevens, the last four being the outriders for the Presidential party. The hearing will be continued to-morrow.

DARIEL PACES FAST.

Goes the Last Quarter in 30 1-2 Seconds on Muddy Track—Rain Stops Races.

SYRACUSE, Sept. 9.—Rain came down in torrents after two heats were run off at the grand circuit meet to-day, and the programme went over until to-morrow. Scott Hudson's blind horse Rythmic was a top-heavy favorite for the Woodruff $5,000 Stake for 2:24 trotters. Oxford Chimes forced him out in the only heat of the race trotted to-day. The betting men seem to think there is nothing to the race but the blind horse.

Fannie Dilliard was a 4 to 1 favorite in the 2:06 pace, which promises to be an interesting race. Dariel repeated her trick of last year, when she got the track record of 2:05¼ by taking the opening heat of the fast pace. The last half was paced in the rain and mud, but despite this Dariel reeled off the last quarter in 30½ seconds. Fannie Dilliard broke her hobbles and could only finish fourth. The wise ones still pin their faith to Snow's mare, she being favorite to-night. If the track is not favorable for fast time to-morrow Dan Patch will not make the attempt for the record until Thursday.

The Woodruff Stakes; 2:24 class, trotting; purse, $5,000:

Rythmic, b. s., by Oakland Baron (Hudson)	1
Oxford Chimes, blk. g., by Chimes (Dodge)	2
Maxine, b. m., by Jack Day (Tyne)	3
Tiverton, b. g., by Gallileo Rex (Howell)	4
Time—2:11¼.	

2:06 class, pacing, (two in three), purse, $1,000:

Dariel, b. m., by Alcander (McDonald)	1
Prince Direct, blk. s. (McHenry)	2
The Bishop, b. g. (Snow)	3
Fannie Dilliard, b. m. (Snow)	4
Sir Alcantara, b. s. (Tickert)	5
Billy H., b. s. (Fisher)	6
Martha Marshall, b. m. (Noble)	dis
Time—2:07¼.	

Morristown Horse Show.

The Field Club of Morristown, N. J., has issued the prize list for its fifth horse show to be held at the Morristown Driving Park on Oct. 8 to 11, inclusive. There are fifty-six classes, of which thirty-eight are open to amateur horse owners residing in New Jersey, the remaining competitions being for the amateur residents of Morris, Essex or Somerset counties, N. J. The prizes offered are for roadsters, hackneys, harness horses, tandems, four-in-hands, ponies, saddle horses and hunters and jumpers. The events are well divided, including also in addition to various specials, contests for champion and reserve honors. The Horse Show Committee is Eliot Smith, president; W. J. Romaine, treasurer; John R. Brinley, W. S. Blitz, secretary, and R. H. Metcalfe, assistant secretary. Entries close on Saturday, Sept. 27, with the secretary, at 39 Cortlandt street, New York. Those who have thus far contributed prizes are: C. Ledyard Blair, Brewster & Co., Seymour L. Cromwell, J. Edward Davis, Henry F. Fanshawe, DeWitt C. Flanagan, H. P. Frothingham, Granville W. Garth, Dr. F. H. Humpreys, Charles H. Hathaway, Thomas B. Hidden, Otto H. Kahn, Richard A. McCurdy, Charles Pfizer, James Tolman Pyle, Edgar F. Randolph, Charles Scribner, Tonzo Souvage, Ransom H. Thomas, Henry F. Taylor, E. T. H. Talmadge, A. H. Vernam, R. H. Williams, Dr. Leslie D. Ward, A. R. Whitney, Arthur Whitney.

For Nyack Horse Show.

Indications point to a record-breaking entry list for the annual show of the Nyack Horse Show Association to be held at Nyack-on-the-Hudson on Sept. 19-20. The several classes have filled remarkably well and everything now points to a successful exhibition. All entries close to-day with George L. Campbell, secretary, Nyack, N. Y. Prominent among the exhibitors will be Mrs. H. H. Good, Herbert Coursell, A. Turner, Henry Boody, Howard Willets, S. R. Bradley and Van Wyck Rossiter.

The programme provides for prizes in these classes: Roadsters, harness horses, horse and depot wagon, tandem, four-in-hand, dealers' saddle, jumping, ponies, horse and delivery wagon, combination, polo ponies, championship harness class, horse and runabout. The number of entries received on polo pony, saddle and runabout classes has been remarkably heavy. At the recent sale of boxes for the show more than $2,000 was realized.

Trying to Stop the McGovern-Young Corbett Fight.

Opposition to the Young Corbett-Terry McGovern encounter, scheduled to be held at Louisville on Sept. 22, seems to grow stronger as the date of the mill approaches. The ministers seem to head the opposing list and apparently intend to do everything in their power to prevent the fight from coming off. An open address to the people of Kentucky and the Governor with a mass meeting to-morrow are the means employed to gain their ends. Fifty preachers talked behind closed doors all day yesterday at Louisville and after hours of debate brought forth an address. The following despatch was received at THE SUN office last night:

LOUISVILLE, Sept. 9.—Despite the protest from ministers the featherweight world's championship contest scheduled for Sept. 22, before the Southern A. C., between Young Corbett and Terry McGovern, will assuredly take place. The public may depend upon this. The hour for the contest will be about 10 o'clock. James J. Corbett will be referee.

ROBERT C. GRAY, Manager, Southern A. C.

LOUISVILLE, Ky., Sept. 9.—The citizens of Louisville will begin injunction proceedings to prevent the fight between McGovern and Corbett if all other means fail. A mass meeting has been called to meet on Thursday night, the call being signed by forty of the leading business and professional men of Louisville and six ministers of the gospel. At this meeting a petition will be drawn up and sent to the Governor and Mayor. It is understood that the Governor has intimated to the ministers that if the people of Louisville show strong enough opposition to the fight he will take decisive action.

Football Notes.

The Roseville Football Association is ready to book games with all teams whose average is 150 pounds. Games to be played at Ampere, N. J. Suitable guarantee offered. Address C. A. Luff, manager, 122 South Eleventh street, Newark, N. J.

The Lafayette A. C. would like to arrange games with first-class out-of-town teams averaging 140 pounds, having their own grounds and offering suitable guarantees for Sunday only. Address O. F. Luders, care Rogers, Brown & Co., 71 Broadway.

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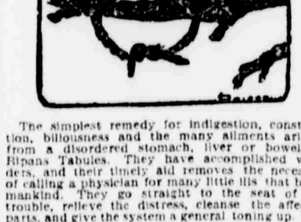

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From Pier 51, North River.

Campania, Sept. 13, noon | Lucania, Sept. 27, noon
Umbria, Sept. 20, 4 P.M. | Etruria, Oct. 4, 3 P.M.

VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Germanic, Sept. 10, noon | Cymric, Sept. 19, noon
Teutonic, Sept. 17, noon | Oceanic, Sept. 24, 11 AM

Pier 48, North River, office, 9 Broadway, New York.

STEAMBOATS.

BY SEA TO MAINE

via MAINE STEAMSHIP COMPANY

is the most charming short ocean voyage out of New York. Steamers leave Pier (New) 32, East River, foot of Pike st., New York, TUESDAYS, WEDNESDAYS, THURSDAYS, SATURDAYS and SUNDAYS. ROUND TRIP TAKES 3 DAYS.

Special Excursions via S. S. Manhattan

Good to return until Sept. 12, $7.00.

Descriptive book free on application at Ticket Office, 290 Broadway, and Pier 32, East River. Telephone 3100-3190 Franklin. Also all agents.

Albany Evening Line

Direct Route for Saratoga, Lake George, Adirondacks and Thousand Islands.

Steamer ADIRONDACK or DEAN RICHMOND leaves Pier 32, N. R., foot Canal St., at 6 P. M., week days only, making direct connections with express trains for above named points. Saturday night steamer connects with train for Saratoga and the North.

HUDSON RIVER STEAMER MARY POWELL.

Leaving foot of Canal st. at 5:40 P. M. daily, except Saturdays 1:45 P. M., W. 22d st., 3:30 P. M. (Saturdays 2 P. M.), 129th st. on SATURDAYS ONLY, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburgh, New Hamburgh, Milton, Poughkeepsie, Rondout and Kingston. Orchestra on board.

HARTFORD LINE

from Pier 24, East River, daily except Sunday, at 5 P. M., for Connecticut River landings, connecting for Springfield, Holyoke, Northfield and all New England points. Send for illustrated folder.

TROY BOATS "Saratoga" or "City of Troy" leave West 10th St. Pier daily except Saturday. Railroad connections to all point North and East. SUNDAY STEAMERS TOUCH AT ALBANY.

Catskill Evening Line.

Boats leave every week day: Pier 45, N. R., 6 P. M., and West 129th st., 7 P. M.

Fare, New York to Tannersville or Cairo, $2.00.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.

FALL RIVER LINE, for Newport, Fall River, Boston and all Eastern and Northern Points. Strs. PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., weekdays and Sundays at 5:30 P. M.

PROVIDENCE LINE, for Providence, Boston, North and East. Strs. PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R., foot of Murray St., weekdays only at 6 P. M.

STONINGTON LINE, Passenger service temporarily discontinued.

NORWICH LINE, for New London, Stonington, Norwich, Worcester, Boston, the North and East. Steamers CITY OF WORCESTER and CHESTER W. CHAPIN. Leave Pier 36, N. R. foot of Spring St., weekdays only at 6 P. M.

NEW HAVEN LINE, for New Haven, Hartford, Springfield and the North. From Pier 25, E. R., foot Peck Slip. Weekdays, Str. RICHARD PECK leaves New York, 4:30 P. M. Sundays, leaves New York, 9:30 A. M. (East 21st St., 9:45), returning due New York 8:00 P. M.

SUNDAY STEAMERS.

JOY LINE $2.00 to Boston. $1.00 to Providence.

The fast and elegant steamers

LARCHMONT & TREMONT

Leave Pier 35, E. R., ft. of Catharine St.

Every day, including Sundays, at 5 P. M.

STATEROOMS RESERVED IN ADVANCE.

Cut rates to all New England points.

Hudson River by Day Light

Palatial Steamers "New York" and "Albany" of the Hudson River Day Line.

Fastest and finest river boats in the world. For the Catskills, Albany, Saratoga, and all points East, North and West daily, except Sunday.

Leave Brooklyn, Fulton St. (by Annex) 8:00 A. M.
" Desbrosses St. Pier 8:40 "
" West 22d St. 9:00 "
" West 129th St. 9:15 "

Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson, and Albany. Through tickets to all points on sale at leading ticket offices, including those of the New York Transfer Co., who check baggage from residence to destination.

Morning and afternoon concerts. Fine restaurant.

CENTRAL HUDSON BOATS

Str. "RAMSDELL" leaves FRANKLIN ST. PIER every day (including Sunday) at 9:30 A. M., W. 129th ST. 10:00 A. M. for WEST POINT, COLD SPRING, CORNWALL, FISHKILL and NEWBURGH.

Str. "BALDWIN" or "ROMER" leaves FRANKLIN ST. week days except Saturdays 4:00 P. M., Saturdays 1:00 P. M. for NEWBURGH, POUGHKEEPSIE, RONDOUT and intermediate landings.

Str. "NEWBURGH" or "POUGHKEEPSIE" leaves FRANKLIN ST. week days at 5:00 P. M. for HIGHLAND FALLS, WEST POINT, COLD SPRING, CORNWALL, NEWBURGH and POUGHKEEPSIE. Saturdays lands at W. 129th st.

RAILROADS.

Pennsylvania RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

"The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.55 A. M. FAST MAIL.—Limited to Two Buffet Parlor Cars New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8.55 A. M. FAST LINE.—Pittsburg and Cleveland.

9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1.55 P. M. THE PENNSYLVANIA SPECIAL.—"20-hour train to Chicago." Pullman Compartment, Drawing-room Sleeping, Dining and Buffet Smoking Car.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Welch, W. Va. (via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

7.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland and Cincinnati.

WASHINGTON AND THE SOUTH.

7.55, 8.25, 9.25 (Dining Car), 10.10 (Desbrosses and Cortlandt streets), 10.20 (Dining Car), 10.55 (Dining Car), 2.55 (Dining Car), 3.25 (Desbrosses and Cortlandt streets), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night. Sunday, 8.25, 9.25 (Dining Car), 10.25, 11.10 (Dining Car), 2.55 (Dining Car), 3.25, "Congressional Lim.," all Parlor and Dining Cars, 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night.

SOUTHERN RAILWAY.—Express, 3.25, 4.25 p. m., 9.25 p. m. daily.

ATLANTIC COAST LINE.—Express, 9.25 a. m. and 9.25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—"Florida and Metropolitan Limited," 12.55 p. m. daily. Express, 12.10 night, daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3.25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7.55 a. m., week days, 12.55 and 4.55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7.55 a. m. and 4.55 p. m. daily.

ATLANTIC CITY.—9.55 a. m. and 2.55 p. m., week days. Sundays, 7.55 a. m. Through Vestibuled Trains, Buffet Parlor Cars and Standard Coaches on week days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY, 12.55 p. m. week days.

For points on New York and Long Branch Railroad (from West Twenty-third street station) 8.55 a. m., 12.10, 2.25, 3.25, 4.10, 4.55 and 6.55 p. m., week days. Sundays, 8.25 a. m., 4.55 p. m. (from Desbrosses and Cortlandt streets), 9.00 a. m., 12.20, 2.20, 3.40, 4.20, 5.10 and 7.00