

GREATER NEW YORK ARE TO HAVE SPEEDWAY OVER THREE MILES LONG THE "ANNEXED DISTRICT."

Where They Can Scorch as Fast as They Can Pedal Their Machines.

IN "ANNEXED DISTRICT."

May Be Ready Next Spring in Time for the Big Memorial Day Road Race.

PRESIDENT McMILLAN'S PLAN

Wheelmen Will Not Monopolize Things, for There Will Be a Bridle Path for Equestrians and a Road for Trotters

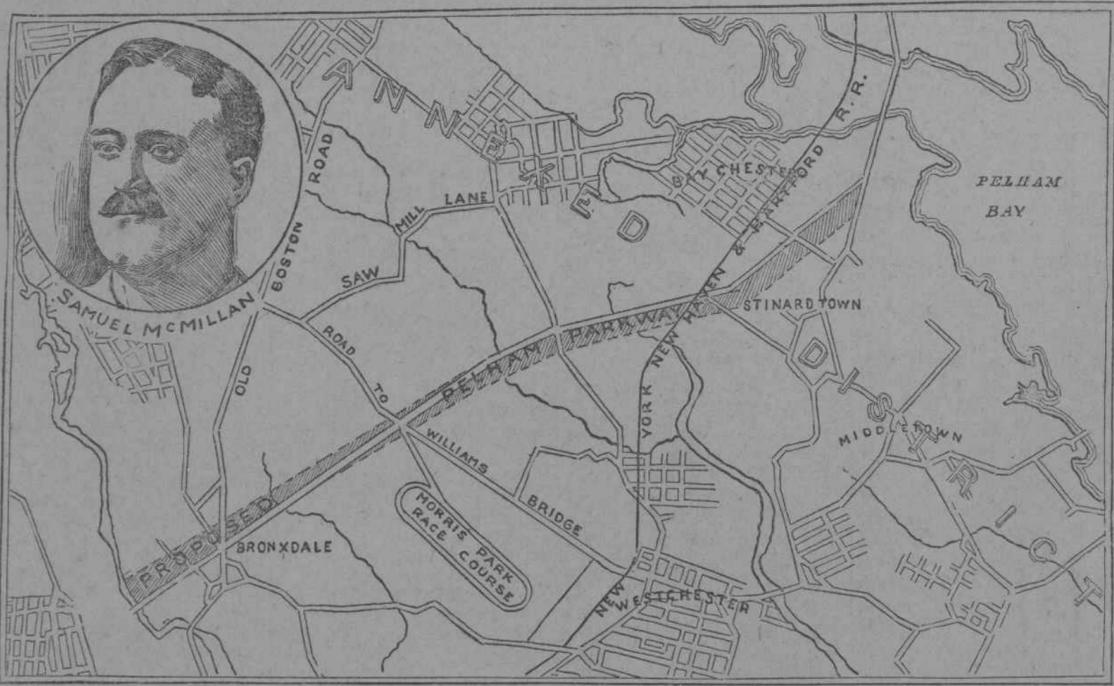
THE cyclists of Greater New York are to have a speedway.

Think of it, ye army of scorches, who in vain have sought some public place where ye might show the nimbleness of your bicycle wheels to the admiring gaze of the gaping public!

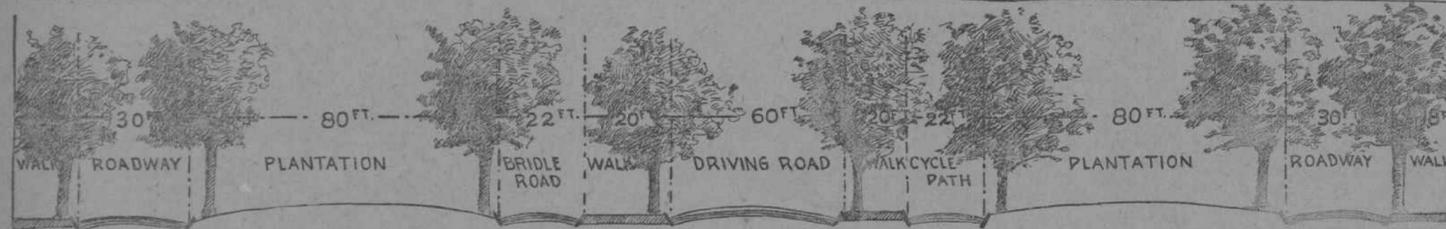
Wheelmen will be privileged to ride on the speedway as fast as they can pedal their machines.

No bicycle policeman, strong of limb and ambitious to make a record with his superiors, will chase the unwary cyclist to the station house and a \$5 fine. On the contrary, what policemen are stationed in the vicinity of the racing course will be the friends of the scorcher and clear the roadway that he may pursue his meteoric flight to the east.

The speedway will begin at the junction



MAP OF THE PROPOSED BICYCLE SPEEDWAY IN THE ANNEXED DISTRICT.



HOW THE PARKWAY WILL BE DIVIDED INTO PATHS AND ROADS.

of Southern Boulevard and Pelham Bay, in the annexed district, that will extend through what is known as the Bronx and Pelham Park to the Eastern Boulevard. President Samuel McMillan, of the Board of Parks, has been asked to be granted the right to use the certain in the Bronx speedway to be the owners of that highway.

After the meeting of the members of the Park Board, the plans will be adopted, and by another session the city council will have to pass a bill which will give the Board of Parks authority to acquire the land for the speedway.

Reservoir Path Wouldn't Do. Somebody suggested that the circuit of the reservoir in Central Park would be a good place for a cyclist's speedway.

The authorities frowned on that in a hurry. In the first place, it wasn't large enough for such a purpose. In the second place, some interested spectator was likely to get excited and fall into the water, necessitating the establishment of a life-saving station, and, in the third place, it was an absolute certainty that if a crowd was attracted to that spot it would be long before the water became filled with sticks and other rubbish, thrown in by the spectators of impromptu races. It is a falling of humanity that persons cannot get near water by large quantities of rubbish, and it is a falling of humanity that persons cannot get near water by large quantities of rubbish, and it is a falling of humanity that persons cannot get near water by large quantities of rubbish.

When the reservoir project was knocked out, the cyclists looked about Central Park for some other place on which a speedway might be built. There was no other place. Then the cyclists began to look about New York, and first one suggestion was made and then another. Meanwhile President McMillan, of the Park Board, was taking a quiet look on his own account, and he found the route for the speedway.

The Journal, always in the van in regard to everything pertaining to cycling, is, in this morning, the first to publish the route of the speedway, which is in Greater New York, all about the place of the Park Board.

The route proposed is to be about three miles and ten-tenths long. Perhaps, before it is completed, the distance will be arranged so that it will be a trifle shorter, or a trifle longer, but it will be about three miles, as stated before, at the junction of Southern Boulevard and Pelham Avenue, and will extend to Baychester Avenue, from which a connection will be made into Eastern Boulevard.

It will be possible to arrange any quantity of delightful bicycle trips to the annexed district when the road is built, and these will be described later in this article.

The bicycle speedway project is to be one of several things that are to be done in the Bronx and Pelham Park which will be subdivided. This parkway is to be four hundred feet wide, and is a little southeast of the grounds of St. John's College, in Fordham. The Fordham road, as most cyclists know, who have done any traveling in the annexed district, leads up from the Harlem River to Fordham, and in front of St. John's College, where it becomes Pelham Avenue.

The engineer's plan, as will be noted, provides for an eighteen-foot walk on either side of the parkway for pedestrians. This comes a thirty-foot roadway for pleasure driving. Next is an eighty-foot plantation; in other words, eighty feet of beautiful park effects. There will be trees, shrubs, flowers and ornamental walks for the pedestrians, and in the center of all a speedway sixty feet wide for the owners of fast horses, as well as for the other owners who like to have their horses.

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SLOANE'S GREAT SUCCESS ABROAD.

No Less Astonishing in America as It Is Among English Turfmen.

By Francis Trevelyan.

The cable has been telling us again and again how successful English racing men are at Turf Shows and his successes, but in actual fact it would not be out of reason to cable from this side of the Atlantic that American turfmen are no less successful.

This is not said in disparagement of Sloane, but rather in a spirit of sincere praise for the way in which this super-famous jockey has sailed in and simply carried all before him. Not only has he scored a tremendous personal success, but, wonderful to relate, has dissipated that obstinate "insular prejudice" which in turf matters particularly has always been ready to snub anything good that came out of America or, indeed, any other country than Great Britain.

If we are to believe the cable, the English jockeys are trying to imitate Sloane. The wonder could go no further, and this fact alone argues how strong a mark Sloane's personality, apart from his ability to steer winners, has made. It is not an exaggeration to say that the English jockey, trained to certain methods through generations, and which would be of real service to the turf.

Unfortunately this was not to be, and all balanced considerations, so that the chance to show his real usefulness in any direction, was proving the incapacity of his leaders to realize the excellence of the turf, and by encroaching on matters completely beyond its sphere.

If the purpose suggested at the meeting of the Sloane-Bay race course, when the association was finally formed, had been adhered to, the organization would have enlisted the support, not only of the press and the public, but also of the men in whom under the provisions of our race law the supreme power in turf matters rests.

All such claim to recognition and support was forfeited when this organization, not alone began to work in the matter of affairs that belonged to the Jockey Club, and which could have been safely left to the care of that body, but proceeded to enforce its demands by adopting the system of "bore-out" which is peculiarly obnoxious to all right thinking men.

Instead of acting as originally suggested, in the laudable capacity of an unofficial advisory body, working in harmony with and in support of the Jockey Club, this association proceeded to try to install itself on the top of the ladder before it had even gained a secure foothold on the first rung. There never was a more extraordinary example of foolish rushing in where angels fear to tread than the bull-headed way in which the question of guaranteed stakes was tackled.

The men to be blamed in the matter are not those the circumstances of whose lives have necessarily kept them in a very narrow circle, as is the case with the majority of trainers, but those who have had the benefits of more broadening intercourse with the world. Whether these men hoped to use the trainer element merely as cat-paws, as seems probable, cannot be positively said. Now it behoves the solid trainer element, merely to resign from the association to redeem itself by shaking free of the evil consequences.

that he can earn \$75,000 a year here. Of course, Sloane's statements have been exaggerated, but there is probably some foundation for all of them.

It seems to have been deliberately made-up by him to amuse the English, with a view to inducing a change of sentiment, and it is not likely that he is better pleased at the wonder he has excited by the grandeur of his success at Turf Shows than at the owner who has fallen into his hands.

Local turfmen will rejoice when the episode that will be chronicled in this article is at an end. It sometimes happens that a man of ill-conceived beginning a scheme may be made a success. At one time it looked as if such might be the case with the H. P. A., and that the absurd and impossible ambition of feeling manifested at Brighton Beach last summer might result in the formation of a body which would be of real service to the turf.

Unfortunately this was not to be, and all balanced considerations, so that the chance to show his real usefulness in any direction, was proving the incapacity of his leaders to realize the excellence of the turf, and by encroaching on matters completely beyond its sphere.

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NOW FOR SOME FINE BILLIARDS.

All Calculations May Be Upset in the Great Tourney Which Begins To-night.

The first championship billiard tournament of the season will be held at the Casino Club, on Monday night, at 8 o'clock in Madison Square Garden, Concert Hall. The contestants in the opening game will be the veteran expert, Maurice Daly, and the former champion, Jacob Schaefer.

At fourteenth ball, or eighteenth-inch with two shots in a victory for Schaefer would be regarded as a foregone conclusion. Under the new style of play, however, which restricts the player to one shot in the ball space and one shot at anchor, Daly, who has a fine steady stroke, has a very good chance. Schaefer, in common with Ives, had reduced the ball to the purple, but Schaefer's ball had rolled on hundreds at a break has been practically destroyed by the changed rules.

During his practice here, Daly, who has been playing for some time, was unable to hold the cue for more than a few minutes, and the result has been a very good chance. Schaefer, in common with Ives, had reduced the ball to the purple, but Schaefer's ball had rolled on hundreds at a break has been practically destroyed by the changed rules.

On the other hand, both Daly and Schaefer, who are enthusiastic experts and do not rely very much on close nurse play, have done excellent work and are not to be surprised the billiard world.

Daly made a change of cues about ten days ago, with bad results, but he returned to the original stick and was soon playing up to his best form.

While the odds seem to favor Ives, because of his great record at other series of play, it is not beyond the possibilities that a new champion will emerge from the contest. Ives has the best run at the new game to his credit—161—and the best average for 500 points—31—but Sloane's average of 37 for 400 points shows how fast he can travel under the changed conditions.

George Sutton, the newcomer in the championship lists, arrived in New York Saturday afternoon. He is a slim, blond-haired man, bearded like the parrot, and apparently possesses great vigor and nerve. He went to Brooklyn Saturday night and played a 400-point game with Maurice Daly. The latter won by 14 points, with an average of 18 and a high run of 111. Schaefer's best run was 99, but he made so many double figure breaks that he kept the veteran on the keen jump. Sutton's average was 14.

Schaefer is disappointed at the practical abolition of the anchor nurse, and was in favor of four shots in that position. However, the management have decided a style of play which, in their opinion, will prove the fairest basis for a test of players' skill and of the utmost credit to the spectators. The contestants can, therefore, depend on to put forth their best efforts.

SLY-TRICKS FOR PORT ENTRIES.

And All of Them Expect to Win First Prize in the Punishing Contest.

RECORD WILL BE BROKEN.

All the Best Known "Pluggers" in the World Will Start on the Long Ride.

By A. G. Batchelder.

Speed, endurance and pluck are the requisites absolutely essential to success in such an arduous undertaking as a six-day bicycle race, and the surprise is that so many are desirous of obtaining fame and fortune in such a trying affair. In contests of this kind youngsters seldom accomplish much, but now and then a "colt" secures the money.

Port entries have been accepted for the coming event in Madison Square Garden, and a dozen others desired to engage in the struggle, which promises to be the most noted of the distance order ever held in this country. The list is evidence of the probable character of the battle, and Hale's figure of 1,200 miles 8 laps will be exceeded to a certainty on the fast track constructed by Assington himself a rider.

Such a list of names is naturally the most interesting figure in the lot, and if he duplicates his performance of a year ago he has on hand a task that is located only by the name of the rider, who is known as "Flying Dutchman," who succeeded in Pittsburgh, and Fred W. Schinnerer, who scored in grand style in the prolonged ride in the native city of Chicago, occupied the first place in the list of names.

Notable is the array of foreign talent imported for the occasion. Gaston Alviere and Stephane, the Frenchmen, are the winners of the famous Paris-Bordeaux race; Maurice, the Belgian; Oscar Julius, the Swedish skater; and Rudolph Gartner, the American, who has been a member of the team of the "Flying Dutchman," who succeeded in Pittsburgh, and Fred W. Schinnerer, who scored in grand style in the prolonged ride in the native city of Chicago, occupied the first place in the list of names.

Of those who competed in last year's race these have determined to try it again. The Chicago men, who finished second, the Omaha men, who finished third, the New York men, who finished fourth, the Boston men, who finished fifth, the Philadelphia men, who finished sixth, the New York men, who finished seventh, the Philadelphia men, who finished eighth, the New York men, who finished ninth, the Philadelphia men, who finished tenth, the New York men, who finished eleventh, the Philadelphia men, who finished twelfth, the New York men, who finished thirteenth, the Philadelphia men, who finished fourteenth, the New York men, who finished fifteenth, the Philadelphia men, who finished sixteenth, the New York men, who finished seventeenth, the Philadelphia men, who finished eighteenth, the New York men, who finished nineteenth, the Philadelphia men, who finished twentieth, the New York men, who finished twenty-first, the Philadelphia men, who finished twenty-second, the New York men, who finished twenty-third, the Philadelphia men, who finished twenty-fourth, the New York 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