CYCLERS' HOPES PUNCTURED.

Park Commissioners Refuse Three Petitions of the Wheelmen.

NO DERBY ON THE DRIVE.

And There Will Be No Speeding on the Circle in Central Park.

PARADE APPLICATION LAID OVER.

President Potter Informed That the Pennsylvania Railroad Will Carry Bicycles as Baggage.

Cyclists and their plans received scant courtesy at the hands of the Park Board yesterday and every matter that came up for their benefit or advantage was quickly disapproved. In fact it was anything but a red letter day for the thousands of riders of the wheel in this city. Among the plans that were not favored by the Commissioners was the request of the Associated Cycling Clubs of New York to hold a road race on the Riverside Drive; the petition of the Triumph Wheelmen to speed on the Circle in Central Park; the request of the New York Consulate for an exit for bicycles at One Hundred and Tenth street and Fifth avenue; and a petition to hold a parade on the Riverside Drive. This last was laid over, but is expected to be reported upon unfavorably.

When the Commissioners gathered for their weekly meeting about thirty cyclists were in attendance as well as Lawson N. Fuller. Among the wheelmen were President Simms, of the A. C. C. of New York; President P. Anthony Brock, of the M. A. A. C.; President Louis Harding, John Frick and M. Keller, of the Morris Wheelmen; Matthew Gibb, Century Wheelmen; James O'Neill, Mecca Wheelmen; M. B. Fredinburg and A. J. Englert, of the Harlem Wheelmen; Joseph Oatman, of the Manhattan Bicycle Club; E. Gebereaux, Riverside Wheelmen, and M. L. Bridgeman, Metropolitan Bicycle Club.

The first matter of interest to the riders to come up was the petition of the Triumph Wheelmen asking for the use of the Circle in Central Park for a cyclists' speed day. It was pointed out that Chicago and other cities had special places for the riders to try their speed and New York should not be behind the times. The Commissioners, however, did not appear to see the matter in that light and they lost no time in voting down the proposition without a dissenting voice.

Then came a request from the New York Consulate to have the Park authorities provide some exit for cyclists at One Hundred and Tenth street and Fifth avenue. It met the same fate as the preceding request, and those present were very certain that little mercy would be shown the request of the Associated Cycling Clubs for a race on Riverside Drive.

And they were right in their surmises, for when it came up Commissioner Cruger made a motion that it be not granted, which was seconded and carried only too quick for those who were interested in the matter.

After the wheelmen had been so summarily dealt with, Magistrate Simms, who led the movement for a race on the Drive, said that he regretted the action of the Commissioners in refusing to grant the request of the thousands of wheelmen, which the association represented, for the use of a driveway for two hours once in a year. He spoke of the fact that Detroit, Chicago, Boston and other cities granted such privileges to riders of the wheel, and he was sorry to see New York so far behind the times. He said he thought a race within the city limits would be a benefit to thousands, and, as he warmed up, asked the board upon what grounds they had refused the request.

He was told that to grant the use of the Drive for a bicycle race would make the board open to allowing horse racing over it. It could therefore show no distinction in the matter.

Magistrate Simms then expressed the wish that some day the board would be willing to grant such a request.

Lawson N. Fuller, the well-known horseman, then arose and said neither he nor any of his family rode wheels, yet he thought the request should have been granted. He spoke of the fact of the large number of cyclists in proportion to pedestrians and vehicles and horsemen who rode on the Drive, and was indignant that there should be any opposition to the turning over to the riders of the new path on Riverside Drive. Mr. McClellen, of the West Side Property Owners' Association, said the members had no objection to a road race on Riverside Drive. But it was of no use, for the die had been cast, and there will be no road race for the public or cyclists on Riverside Drive for some time.

It is the sense of the members of the Race Committee of the A. C. C. that the body make no further efforts to hold a race in the city, and it is more than probable that the proposed affair will be run off on Staten Island. President McMillan, of the Board, said yesterday that it was more than a possibility that the New York Driving Club would offer bicyclists the use of Fleetwood Park for the purpose of speeding.

News of the Cycle Clubs.

The Hobo Cycle Club, of Brooklyn, will hold a road race on the Sixtieth street course on April 24. The distances agreed upon are one, three and five miles.

The Harlem Wheelmen will give a progressive euchre party at the clubhouse on Wednesday night of this week.

Harry W. Ott, of the Harlem Wheelmen, has made one thousand miles, and participated in three century runs, merely as an introduction to other road riding in which he expects to enjoy himself the remainder of the Summer. Acting Captain Bullock, former Captain Englert, Dr. Devoursney, and Messrs. Seggerman, Doe, Shaw, Bryan, Fressel, Pace and Ellis have run up a heavy mileage thus far in 1897.

Harry Ashworth has been elected president of the Belleville, N. J., Wheelmen for the ensuing year.

The Universal Cycle Club has been organized in Brooklyn, with headquarters at No. 492 State street.

On Saturday night of this week the Minnesford Wheelmen will hold a stag party at their clubhouse, corner of Mott avenue and One hundred and Fifty-eighth street.

The members of the Gotham Cycle Club have suggested a camp as a suitable way to pass the summer. Some spot will be chosen not far from New York and the members will go to and from business on their bicycles.

The New York Firemen's Club anticipates a great increase in membership when Brooklyn becomes a part of Greater New York.

The April runs of the Manhattan Bicycle Club will be to Bath Beach on the 11th of the month, to Hunnemann on the 18th and to Yonkers on the 25th.

The committee in charge of the games of Company K, of the Ninth Regiment, have decided to make the track twelve laps to the mile. It is claimed that it will be much safer than it was at the former meeting. The events to be contested are a two-mile handicap and a one-mile novice.

The first century run of the New York County Wheelmen for 1897 will be held on April 11. The course is from Jamaica and return. The pace will be [illegible]

The Bowling Green Wheelmen have a new club house [illegible] Scammell. They will [illegible]

TO CARRY CYCLES FREE.

President Potter Receives News That the Pennsylvania Road Will Take Them as Baggage.

President Potter, of the League of American Wheelmen, received a telegram yesterday from Chief Consul Samuel A. Boyle, of the Pennsylvania Division, informing him that the latter had succeeded in perfecting an arrangement with the officials of the Pennsylvania Railroad by which the big road will hereafter carry bicycles without charge as baggage. This is a matter that has occupied the attention of the president and his followers ever since he has taken the office, and the fact that the order goes into effect over the entire system of the road will have more influence hereafter in passing baggage bills all over the country than all the arguments that could be set forth by Senators, Assemblymen or wheelmen.

President Potter did not appear anxious for the credit he deserved when seen yesterday, and he told a Journal reporter that he wanted it placed to the credit of the L. A. W. alone. He expressed the opinion that before a year had passed every railroad in the United States would carry bicycles as baggage, without charge. He will now start a vigorous campaign against the railroads in New England, and is sending out matter to aid the good work. A strong letter is being sent to the passenger agent of every steamboat line and railroad asking for his opinion in regard to carrying bicycles as baggage, and their answers will guide him in his future plans. Already there are 130 roads in the country which carry bicycles without charge, while the number is constantly increasing, owing to baggage bills being introduced in the Legislatures or from the concessions of the companies.

Cycling Topics.

The Long Island Railroad, under its new management, has adopted an entirely new policy toward the cyclists. Instead of being the bugbear of wheelmen, as the road has been in the past, it looks as though the new arrangements would make Long Island more the wheelmen's pleasure ground than ever.

In the first place, when a large party of wheelmen desire to make an excursion down the island, going part of the way by rail, it will be possible to secure a special baggage car by applying to the railroad officials in advance. This will be read with gratification by some of the double-century aspirants.

In the second place, the baggage cars have been specially arranged for the transportation of bicycles, by the building of racks and patent hangers on the sides of the cars. They are modelled just a little after the hangers that have been in use on the railroads of France for some time, and the bicycles can be carried with 50 per cent less liability of damage to them.

* * *

New York cyclists are greatly interested in the Bicycle Tax law adopted in Niagara County. As stated in the Journal, the tax is 50 cents annually on each wheel, and the amount thus raised is to be applied to the building of sidepaths. Delinquents, under the provision of the law, are liable to have their wheels seized and sold. Wheelmen have always contended that, if bicycles were to be taxed, the sums thus raised should be applied to a good roads fund. Niagara County will furnish the first practical instance of the working of this theory.

* * *

The cycle path between Port Jefferson and Patchogue is likely to be put into good condition for riding this year. It is realized in both places, particularly in Port Jefferson, that it would be of great advantage to many persons in that part of Long Island to have the path made fit for riding, and thus complete the south shore and north shore circuit. If the road is made cyclists will have an excellent ride from Brooklyn to Patchogue, thence across the island to Port Jefferson, and return home by the north shore. Riders with little experience on the road would better take the north shore route first, which is harder riding, and make the return trip over the south shore road, which is entirely devoid of hills.

* * *

A system of cycle paths will be built along the south shore of Lake Ontario by the cyclists of Watertown, N. Y. They will connect with other paths from the central portion of the State. Eventually it is hoped to have a complete system of fine paths and roadways between Lakes Erie and Ontario and the chain of smaller lakes in Central New York.

* * *

Chairman Albert Mott, of the League of American Wheelmen Racing Board, is averse to entering into any discussion with foreign organizations of cyclists that will lead to hostilities between the leading organization of America and those of Europe. President Potter, of the League of American Wheelmen, has been similarly quoted, and it is not in the least probable that the wheelmen of the United States will come into direct conflict with the International Cyclists' Association or any of its European allies.

* * *

Proud fathers who have been in the habit of carrying their little ones in front of them on their bicycles must bear in mind that such amusement is now prohibited in New York. One arrest was made on Sunday and several others were warned and desisted when informed of the law. All were ignorant that they were violating a city ordinance. Many persons have complained to the authorities of the practice of carrying children on bicycles, asserting that the danger of accident was great enough at any time to result in a possible fatality.

* * *

Those who use the new bicycle trains of the Manhattan Railway Company next Sunday must bear in mind that an additional fare of 10 cents is charged for each single wheel carried, and for a tandem the extra price is 15 cents. Some objection has been urged to these prices because the Brooklyn elevated companies charge but 5 cents extra for carrying a bicycle to the end of the line. A majority of the New York cyclists, however, are so glad of the fact that bicycles are to be carried on the "L" that they are willing to pay liberally for the convenience.

Cycle Notes.

On May 19, at Boston, there will be a race very novel in its nature. Nat Butler, who can sprint some on a bicycle, as everybody knows, is to ride one mile on his wheel while Frank Rowe, who sprints with the good, strong legs that nature has provided for him, will run a half mile.

The kinetoscope is to be tried at the bicycle races this year. It is expected there will be bicycle racing all the year round, if it is a success. In the Summer time the real contests will take place and in the Winter the clubs can have exhibitions of the kinetoscope pictures and see the Summer fun all over again.

Yale University will put a very strong team into the intercollegiate races this year. The men are training under the captaincy of Hill, '97, and C. R. Culver, of Springfield, is to coach them.

The Question of Ferries.

To the Sporting Editor of the Journal:

The article in the Journal on "Ferry Charges for Wheels" is timely. I came over the Staten Island Ferry on April 1 with my wheel and was charged ten cents. The One Hundred and Twenty-fifth street ferry to Undercliff charged but five cents, as did the Bergen Point ferry to Port Richmond. Yesterday I crossed the Ninety-ninth street ferry to College Point and paid twenty cents, so I returned by the Thirty-fourth street ferry for three cents. If the Astoria citizens and ferry company will make a good road from Astoria to the Long Island Court House, where the Hoffman Boulevard begins, they will find it a good investment.

HARLEM WHEELMAN.

New York, April 5, 1897.

Ferry Bill Passes the Assembly.

Mr. Forrester's bill to compel ferries to carry bicycles free of charge when they are in care of passengers passed the Assembly at Albany last night.

Yale Will Row Wisconsin If—.

New Haven, Conn., April 5.—The Yale boating management has forwarded to the University of Wisconsin a letter in which Yale consents to row a race here provided Wisconsin will permit the Yale freshman crew to compete. This will mean a triangular race and give Yale two chances of winning. The freshman crew promises to be one of the strongest ever, Yale has developed in years and if the Westernons can defeat both crews it will be a magnificent victory. The race, if rowed, will be two miles and the time about May 30.

Giants at the Polo Grounds.

The New Yorks close their practice season at Lakewood on Thursday, after which they begin an interesting series of games at the Polo Grounds with college and minor league teams. They begin Saturday, April 10, in a game with Yale University, play Fordham College April 12, Newark of the Atlantic League, April 13, Princeton April 14, Newark at Newark, April 15, Syracuse at Polo Grounds April 16 and 17, Elizabeth April 19, and Manhattan College April 20.

Other Baseball Games.

At Newark—Newark, 5; Pawtucket, 4.
At Paterson—Paterson, 6; Portland, 0.
At Richmond—Richmond, 1; Pittsburg, 11.

TROTTING TRACKS MAY SELL POOLS.

Wilcox's Measure Is Passed in the Assembly at Albany.

FIFTEEN DAYS THE LIMIT.

The Bill to Permit Sunday Ball Games Held Over Until To-day.

Albany, N. Y., April 5.—"Sporting night" was the promise of the Assembly calendar for the evening, but one of the measures was laid aside and the other passed without debate or dissent. Assemblyman Burr's amendment to the Gray-Percy racing law was passed by 122 affirmative votes, and goes to the Senate, where it is likely to pass.

Senator Wilcox's bill, which in reality permits Sunday baseball playing at the cost of a $50 fine against the corporation offending, was on the calendar as a special order, but the friends of the bill heard that it was to be an object of attack and arranged to have the bill laid aside till to-morrow.

The amendments to the racing law were presented soon after the Court of Appeals decided that the Gray-Percy law was constitutional. The bill is intended to give the trotting tracks an opportunity to have auction pools sold during fifteen days of their meeting. The bill leaves the law as it is at present in relation to poolselling in general. Now it is punishable as a felony, and subjects the offender to two years' imprisonment or a fine of $1,000.

For the fifteen days of exemption the penalty is that one participating in a pool can recover from the poolseller the amount wagered. The penalty is considered light, but the amendments also provide that when auction pools are sold no token or memorandum shall be given in registry of the bet. If such token or memorandum be given the transaction of poolselling becomes a felony.

The argument made for the amendments is that they keep the transaction to the level of "honor," like a private bet and that only at the smaller tracks can poolselling be indulged in, because at the small tracks betting men are quite likely to be well acquainted with each other, which is not the case at the large tracks.

The Sunday baseball bill is fathered by Senator Wilcox. It provides that a corporation which manages a ball game played on Sunday shall be liable to a fine of $50. The law now is that all the players can be fined and imprisoned for Sunday ball playing. The bill is dubbed by its opponents "a bill to license Sunday ball playing." A strong effort will be made by some of the country members to defeat the measure if it is brought up to-morrow.

For Court Tennis Honors.

Boston, April 5.—E. A. Thompson, of New York, to-day defeated L. M. Stockton in the first match for the national court tennis championship, which was played at the Boston Athletic Association, winning a straight three-set match. The score was 6—2, 6—3, 6—1. To-morrow P. S. Gormendia will play George R. Fearing, Jr., and on Thursday the finals will be played.

Tigers Begin Football Work.

Princeton, April 5.—The Tiger football players reported at the field for preliminary practice this afternoon. Captain Cochran and Jack McMasters supervised the work. The men were drilled in kicking and catching punts and forming interference. The practice will be continued until hot weather sets in. Several prominent Princeton graduates of football fame will visit Princeton from time to time to coach the players.

New Jersey Clay Bird Cup Shoot.

The clay bird championship of the State of New Jersey, represented by the Recreation trophy, will be shot for the third time to-morrow at Hackensack, N. J. The conditions are 100 targets, fifty traps and unknown angles, and the same number at known angles. The cup was first won by J. S. Remsen, of Flatbush, L. I., and is now held by F. Sinnock, of Newark, N. J.

Giants Remain Indoors.

Lakewood, April 5.—Rain fell heavily all last night and this morning. This afternoon the weather was so threatening that Captain Joyce decided to abstain from all outdoor work. The players, however, exercised in the gymnasium and bowling alley in the morning.

NO MATCH FOR CRESCENT.

Picked Team of Liverpool Lacrosse Players Defeated by the American Organization.

(Copyright, 1897, by W. R. Hearst.)

Liverpool, April 5.—The Crescent Athletic Club lacrosse team defeated a picked team at Liverpool to-day by seven goals to none in an easy game, which was marked by clear, sharp passing and pretty play by both sides.

The Liverpool team averaged fully ten pounds a man heavier than the Americans, but were clearly outmatched in both dodging and stick handling.

The Crescents leave for Belfast Tuesday night, where they will play three games, leaving there Saturday for Paris, where they will remain for a week. They then return to London and play Cambridge University.

LIONEL MOSES,
Crescent Athletic Club Lacrosse Team.

OUTLAW TRACK IN BAD SHAPE.

Mabel's Change of Form at Singerly Looked Into, but Nothing Was Done.

Singerly, Md., April 5.—The track was in bad shape here to-day on account of the heavy rainfall last night. It was especially deep and treacherous on the backstretch, but the jockeys were instructed to avoid the bad spots, and no accidents occurred.

Mabel's change of form did not suit the judges, and they investigated the race, but did nothing. Maybe it was on account of the track, but the riding of some of the boys was not so energetic as it might have been. The most noticeable examples were Ellis's rides on Belisarius and Charma. The latter appeared to be easily the best horse in the race. Old Chesapeake, one of the entires to-morrow, was sold this Winter at Elkton for $5.

Summary:

First Race—Four and one-half furlongs.—Ennice, 100 (Kuhn), even and 1 to 2, won by two lengths; Glover Vendig, 107 (Honlahan), 5 and 8 to 5, second; Charma, 100 (Ellis), 8 to 1 and 3 to 1, third. Time, 1:03.

Second Race—Six furlongs.—Mabel, 100 (R. Brown), 6 and 2, won by two lengths; Ventanna, 108 (Patton), 8 and 5, second; Jackson, 108 (Asburn), even and 1 to 2, third. Time, 1:28.

Third Race—Six and one-half furlongs.—Little Dorlit, 106 (Kuhn), 8 to 5 and 3 to 5, won by three lengths; Jack Wynne, 111 (Patton), 3 and 8, second; Our Maggie, 109 (C. Hueston), 4 and 7 to 5, third. Time, 1:34¼.

Fourth Race—Six furlongs.—Sebastian, 109 (Patton), 4 and 8 to 5, won by a length; Oracle, 120 (Congdon), 11 to 5 and even, second; Gold Dollar, 109 (Kuhn), 9 to 2 and 8 to 5, third. Time, 1:24.

Fifth Race—Four and one-half furlongs.—Irvanus, 107 (Asburn), 6 to 5 and 1 to 2, won by two lengths; Earn, 112 (Dorsey), 4 and 8 to 5, second; Minnie V., 110 (Andrews), 15 and 6, third. Time, 1:02.

Sixth Race—Five furlongs.—Sister Myra, 107 (Narvaez), 4 and 6 to 5, won by a head; Metropolis, 109 (Kuhn), 8 and 3, second; Grampian, 109 (A. Moore), 8 and 3, third. Time, 1:10.

Entries at Singerly.

First Race—Four and a half furlongs.

503 Herndon	109	—— Kitty Van	107
503 Comma	109	482 Estelle J.	107
498 Little Joe	109	—— Hiddenite	105
533 Charma	107	503 San Benita	105
503 Q'n of Berlin	107	525 Altonwood	102

Second Race—Four and a half furlongs.

530 Frank Fuller	112	507 Advance	109
519 Jim Lamb	112	503 Burgundy	109
517 Spite	112	496 Goncho	109
—— Chesapeake	109	429 Blue Front	102
496 McHenry	109	337 Bonnie Eloise	100

Third Race—Four and a half furlongs.

(526) Jack Lovell	115	519 Jerquet	104
522 Heck, Jr.	112	522 Con Lucy	104
513 Archie	112	519 Loretta	102
475 Marguerite II.	110	—— Miss Helen	102
513 St. Law'ce II.	104	526 Helen H.	102

Fourth Race—Six furlongs.

448 Gorman	109	527 Fifield	109
410 Walnut Ridge	109	534 Ha-Ha	107
523 Florenso	109	444 Tyrone	105
479 Free Silver	109	476 Mamie Clark	100
517 The Native	109	528 Lisnorour	100

Fifth Race—Six and one-half furlongs.

491 Smuggler	115	505 Katie Gray	110
536 Ray Lewis	115	519 Finnwater	110
532 Little Cliff	112	514 Button	105
486 Dr. Johnson	112	536 Bragalone	105
531 K't of Honor	112		

Sixth Race—Four and one-half furlongs.

492 Paragon	120	(482) Beatrice IV.	115
531 Chiswick	120	511 Prairie Flower	115
537 Despair	117	501 Miss Starr	115
513 Rob Roy	117	511 Salesman	107
501 May Pinkerton	115	449 Oxia	105

To-day's Probable Winners.

At Singerly.

FIRST RACE—ALTONWOOD, LITTLE JOE.
SECOND RACE—ADVANCE, GONCHO.
THIRD RACE—HECK, JR., ARCHIE.
FOURTH RACE—GORMAN, THE NATIVE.
FIFTH RACE—FINNWATER, BRAGALONE.
SIXTH RACE—OXIA, SALESMAN.

Charles Chadwick, Strongest of All College Men.

This is a picture of Charles Chadwick, a Yale man, who last week broke all college records in the way of strength tests. He overtopped the figures of Arthur Lovering, the Harvard student, who recently broke the record of Klein, another Harvard man.

J. J. M'CAFFERTY'S FINE YOUNGSTERS.

Half a Dozen Colts That Have Wintered Well at Morris Park.

W. KARRICK'S BIG STRING

He, Too, Has a Number of Two-Year-Olds That Are Very Promising.

The storm yesterday morning was responsible for a complete changing of plans by the trainers quartered at the local tracks. The going was too muddy for fast work, and the majority were content to let their equine charges off with a good stiff gallop or a long walk under the sheds.

At Morris Park a few trainers who were out early managed to make a fair showing, but the later sets were breezed and sent to shelter to cool out.

In John McCafferty's string there are half a dozen that are moving along in a way that demands attention, and their owner makes no secret of the fact that he considers them the equal of any that he has ever handled.

Galladay, by Rayon d'Or—Glory; Corelli, by Enquirer—Pansy Blossom, Kitefoot, a full sister to Wingedfoot, and Dinsmore, by Buchanan—Leonore, are considered the most promising of the lot. The entire string have wintered well, and look hard and muscular. They will be easily recognized, for sides of each show the marks of the inoculation which their trainer treated them to last Fall. The experiment seems to have brought the desired results, for there has not been a case of sickness in the stable all Winter.

McCafferty is in the saddle every day, and as usual, will do most of the riding. Reiff, who is with the Wishard string at Saratoga, will be called on when outside help is needed. Tom McCafferty, a brother, is helping in the training. He has had a lot of experience, and his aid is sure to be appreciated.

W. Karrick, who is handling a big string, the property of various owners, has a number of two-year-olds that are promising, a colt by Belvidere, and Miss Tenny, a daughter of the famous "sway back," being especially worthy of note. The strong hold of the stable is in three-year-olds. In Divide, Full Speed, Azure, Takanassee, Trayline and Contractor there is material enough to almost guarantee a repetition of last year's success.

A careful inspection of the lot shows a general improvement in make-up, and their work thus far has been gilt edged. Sapelo, who went lame at Pimlico last Fall, seems to have fully recovered, and shows well enough in his work to justify the high opinions held of him as a three-year-old.

Karrick's daughter, who was kicked in the face by the filly Divide a couple of weeks ago while playing at the stable, is now pronounced out of danger. She will probably be able to leave the hospital some time next week. Her face was horribly mutilated, but the operations performed have been remarkably successful, and no serious disfigurements are anticipated.

Ben Ronald is one of the most forward horses at the track, and with his stable mate, Spinning Wheel, is likely to be heard from at Aqueduct.

At Gravesend all hands had an off day. Some galloping was done, and two or three trainers attempted some speeding, but mud put fast time out of the question.

Father "Bill" Daly's lot, which has not missed a day since the track was fit to use, was confined to shed work at his stable.

Sporting News in Brief.

Denver Ed Smith and Joe Choynski were matched yesterday afternoon to box twenty rounds at the Broadway Athletic Club, on May 11. Smith, who is under the management of Buck Connolly, is now actively at work in the northern part of this State, and Choynski has kept in condition by gymnasium work in this city.

Dan Creedon denies the report that he is matched with Choynski, although he would not object to meet the Californian at 160 pounds, at the ringside.

Peter Maher will condition himself for his bout with Sharkey at training quarters pitched close to Morris Park.

Dan Lynch and Tom Sharkey will arrive in New York on April 15, and complete arrangements for a bout with Peter Maher.

Australian Billy Murphy and Austin Rice will box twenty rounds at the Palace Athletic Club next Monday night. In addition there will be three ten-round bouts.

The Palace Athletic Club is out with an offer of a $5,000 purse for twenty rounds between Jim Corbett and Steve O'Donnell. The latter is quoted as asserting the belief that he can outpoint the former champion, which is looked upon by sporting men as a rather vigorous kick at a dead lion.

The American Sporting Manual is a valuable compendium of sporting records issued by Daily Racing Form, of Chicago. Its chief features are tables of comparative American track speed up to date, American race track records to date, and the pugilistic events of 1896.

It has been decided to place tickets on sale to-day for the testimonial benefit to be tendered to Jim Mutrie, next Sunday evening, at the Academy of Music. Seats can be procured at the Academy of Music, Nick Engel's, Twenty-seventh street, and of P. T. Powers, St. Paul building, No. 220 Broadway. Among the first to volunteer their services for that evening are Lew Dockstader, Matthews and Bulger, Josephine Sabel, George Fuller Golden, Mark Murphy, Charles B Ward, Katharine Clare and the Excelsior Clipper Quartet, Don Campbell, Earle and Blick.

The boxing tournament for 118 and 128 pound men will begin at the Bohemian Sporting Club to-night. The finals will be contested Thursday night.

The Montclair Athletic Club will put a lacrosse team in the field, in which will be found T. B. Crawford, formerly captain of the New York A. C. team, and G. B. Mulligan, of Montreal, W. H. Jennings, Warren Chaplin and Kidder and Christie, of Stevens Institute will play on the team. J. R. Flannery will be coach.

E. S. Kirby, amateur champion pool player of America, and Percy Johnson, the New Jersey champion, will play a 200-point match at No. 234 Broadway to-morrow night.

A number of athletic stars will compete in the Eighth Regiment games next Saturday night, including Hjertberg, the Jersey war horse; Andy Walsh, the Xavier crack; Hollander, the Cherry Diamond expert, and Romaine, the Seventh Regiment crack.

Prizes for the Harlem Regatta.

The Regatta Committee of the Harlem Regatta Association met last night at the Marlborough Hotel and the reports of the various committees were heard. James Pilkington, of the Harlem Rowing Club, occupied the chair. The Committee on Prizes, H. W. Walters, S. T. Mahoney and Thomas F. Heffernan, submitted several sizes of three-handled silver loving cups which they suggested to substitute for the banner which is generally presented to the club the winning competitors are from. Their idea met with favor and the largest of the three cups was selected. Messrs. Heffernan, Villmar and Pinkney were appointed a Committee on Transportation. The Committee on Boats, Messrs. Murphy, Villmar and Walters, will arrange to have one boat follow the races for the general use of the public.

They Fought with Small Gloves.

Jerry Sullivan, formerly a boxer of the Down Town Athletic Club, and Mike Kelly, of Williamsburg, met early yesterday morning near Bowery Bay to fight to a finish for $100 a side and a $75 purse. Small gloves were used. The men fought carefully till the fifth round, when they cut loose and it was hammer and tongs till the ninth, when Kelly showed that the pace was too hot and his seconds threw up the sponge. Both were severely punished.

Fifth Avenue's Attractive Card.

Sam Bolen and Billy Job will be the chief attraction at the next bouts of the Fifth Avenue Athletic Club next Thursday night. They are matched to go twenty rounds at 129 pounds, and East Siders are much interested in the event. For preliminary bouts Dave Wall and Jim Clare will box ten rounds at catch weights, and Joe Handler and Mike Slattery will mix it ten rounds at 125 pounds.

READING'S BALANCE SHEET.

Statements of Three Railroad Companies Operating from Philadelphia.

Philadelphia, April 5.—The statement of the operations of the Reading Company, comprising the Philadelphia and Reading Railway and Coal and Iron Companies, for February, 1897, and for the year to date, as compared with 1896, shows the following figures: February, 1897, earnings Railway Company, $629,060.80; 1896, $484,762.16; loss Coal and Iron Company, $133,118.81; 1896, $201,049.21; income Reading Company, $22,897.68; 1896, $22,897.68; earnings of all companies, $518,839.73; proportion of annual fixed charges and taxes of all companies, estimated $775,000, leaving a deficit of $256,160.27. For February, 1896, all earnings were $300,610.63, and the proportion of fixed charges $806,249.68, leaving a deficit of $499,639.05. For the year to date, including December, January and February, as compared with the same period of 1896, the earnings of all companies were $1,854,914.05; 1896, $1,826,199.66; proportion of annual fixed charges, etc., $2,325,000; 1896, $2,418,749.04; reducing the deficit from $592,549.38 in 1896 to $470,085.95 this year. The net earnings of the entire property, including income from all sources, for the year ending Nov. 30, 1896, were $9,480,736. The fixed charges on the completion of reorganization will be $8,672,672, leaving a surplus of $808,064. For the present year, pending completion refunding, says the report, the fixed charges will perhaps be $400,000 more than the sum above stated. The results of the business of 1896 are adjusted so that the items will compare as nearly as possible with the same items of 1897.

A statement of comparison of earnings and expenses of the Philadelphia, Wilmington & Baltimore Railroad for February, 1897, compared with the same month in 1896, follows: Gross earnings, decrease, $22,195; expenses, decrease, $26,759; net earnings, increase, $3,564. For the four months ending February 28: Gross earnings, decrease, $249,282; expenses, decrease, $221,779; net earnings, decrease, $27,503.

A statement of the West Jersey & Sea Shore Railroad Company for month of February, 1897, compared with the same month of 1896: Gross earnings, decrease, $1,397; expenses, decrease, $15,969; net earnings, increase, $14,572. For four months ending February 28: Gross earnings, decrease, $12,035; expenses, decrease, $23,079; net earnings, increase, $11,044.

NATURAL GAS IN ROME, N. Y.

Second Well Drilled Roars Out 600,000 Cubic Feet a Day.

Rome, N. Y., April 5.—The second natural gas well drilled in Rome was opened on the premises of the Rome Brass and Copper Company, where on Saturday night, at a depth of 800 feet a vein of gas was struck that roared in a six-inch pipe like a fog horn. It was impossible to cap the well, the pressure being too great.

At the present time, under a relieved pressure, there is flowing from it a volume estimated at 600,000 feet a day. The plan of the company from the start was to go entirely through the Trenton limestone, and that course will be pursued. Experts are confident that still greater pressures of gas will be reached at 1,500 to 2,000 feet.

IS BRITANNIA SOLD?

Report That James Gordon Bennett Has Purchased the Yacht from the Prince of Wales.

London, April 5.—The Exchange Telegraph Company learns that the Prince of Wales has sold his famous racing yacht Britannia to James Gordon Bennett.

Cannes, April 5.—The large raters Alisa and Britannia sailed a race to-day over a ten mile triangular course, three times round, for a prize of 5,000 francs, Britannia winning by 3m. 15s. The weather was fine and the wind light from the southeast.

Zeigler Outpoints McKeever.

Philadelphia, April 5.—Owen Zeigler had all the better of Charles McKeever in the wind-up at the Arena to-night. In only one round—the second—did McKeever show his superiority. Zeigler cleverly avoided all of McKeever's rushes, and clearly demonstrated that he was his opponent's master when it came down to infighting. In the preliminaries Billy Vernon made Tommy Keenan, of this city, quit; Maxey Haugh, another New Yorker, wasn't quite so successful in his bout with Danny McMahon. Both men were hissed when they went off.

Boat Clubs to Move.

The Nonpareil, Union and Dauntless Boat Club men held a meeting Friday night at the Dauntless boat house, and decided to move to the new site, given them by the Dock Department, at the head of Lenox avenue, early this week. During the progress of the meeting Jim Pilkington, of the Harlem Rowing Club, who will superintend the moving, had his $100 wheel stolen, having left it on the runway.

Queries.

M. C.—Corbett never drew the color line.

J. Earley, Newark—Walcott and Lavigne fought at 133 pounds.

A Reader—Betting at the ringside was 10 to 7.

Percy H. Jones, Norfolk, Va.—Send to American Sports Publishing Company, 241 Broadway, New York, for handball rules.

Mack—Fitzsimmons and O'Donnell have never met in the ring.

Joseph Gilbert, Albany, N. Y.—Corbett's height is six feet one inch.

C. Sherwood, Springfield, Mass.—Fitzsimmons weighed 172½ pounds.

John Dillon, Paterson, N. J.—You are entitled to the return of your money.

Providence, R. I.—There was but one knockdown, and that in the fourteenth round, when Corbett was knocked out.

Constant Reader—The decision in the Bolan-McCoe bout was drawn battle. 2. Mitchell's weight when the fight Corbett was 140½ pounds.

L. S. D., Little Falls, N. Y.—Fitzsimmons, according to Referee Siler, weighed 172½ pounds.

Jakie Bergen—There was no decision in the Lavigne-McKeever bout, held in Philadelphia.

P. J. C., New York—Corbett never weighed 220 pounds.

E. H. R., New York—Corbett was knocked out by Fitzsimmons.

A. Oldack, Meriden, Conn.—Fitzsimmons was born June 4, 1862, and Sullivan October 15, 1858.

Subscriber—We cannot undertake to republish the entire lists from lack of space.

Corbett was defeated by Billy Welch, the champion amateur middle-weight of California, at the Ariel Club, San Francisco, in 1886. They fought four rounds for a gold medal. Corbett knocked Welch out in one round some weeks later.

John J. Powers—Fitzsimmons, as he defeated Maher, in whose favor Corbett retired in 1895.

S. Coleman.—You will find it very hard to obtain such a position as you want, though the references you have would help you. Your best chance is to make personal application to the trainers.

Reader, St. Albans, Vt.—The Queen's head is "heads," on an English coin or Canadian coin, without reference to date.

W. C. H.—It is purely a matter of personal opinion, and we therefore cannot decide a bet on the subject.

Vino-Kolafra in La Grippe

"It is the remedy par excellence, for the debility following La Grippe and the muscular pains and weakness which are so often observed in this disease."

Prof. F. Woodbury in Phil. Medical Bulletin.

You Sneeze

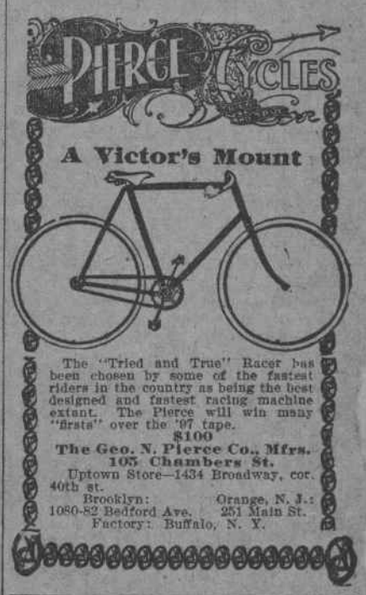
and feel chilly, and then begin to realize you are "taking cold." But you shiver and sneeze because your system is too weak to resist cold weather, bleak winds, draughts and chills. The best way to escape Winter's many dangers is to fortify yourself with

Duffy's Pure Malt Whiskey

which gives heat to the blood and increased strength to every part of the body. It improves digestion and the power to assimilate food, and thus provides a clothing of sound, healthy flesh, which is the surest protection against coughs, colds, chills, the grip, or pneumonia.

Ask your grocer or druggist for Duffy's, and take nothing else.

Bicycles.



The "Tried and True" Racer has been chosen by some of the fastest riders in the country as being the best designed and fastest racing machine extant. The Pierce will win many "firsts" over the '97 tape.

$100

The Geo. N. Pierce Co., Mfrs.
105 Chambers St.
Uptown Store—1434 Broadway, cor. 40th st.
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Factory: Buffalo, N. Y.

500,000 wheelmen will buy bicycles in '97.
Only 5,000 of these can have "Duquesne Specials."
The other 495,000 will wish they had.
Do you want to know why?
Send for catalogue and find out.
Equipped with the new Doolittle automatic brake
Greatest improvement since the pneumatic tire.

Duquesne Mfg. Co.,
Makers of distinctively high grade bicycles.
N. Y. Branch 226 Fulton.

$55 Duquesne 1896 model an easy runner, graceful, strong, and fitted with lamp and bell; equal to any $100 wheel of last year. Made in 24 in. Frames for Tal women.

REMINGTON BICYCLES,
$100 AND $75.
$15 on Delivery of Bicycle.
Balance in monthly payments of $10 each.
A FEW SPECIAL BARGAINS in second-hand wheels, '96 MODELS.
REMINGTON ARMS CO.,
300 West 59th St. and Grand Circle.
OPEN EVENINGS UNTIL 10 P. M.

GENUINE NEW $100 1896
SYRACUSE BICYCLES, $49.
50 per cent off—SUNDRIES—50 per cent off.
New Palmer Tires, $6.00 pair; Vim, Hartford, Morgan & Wright (?); $5 Christy Saddles, $3.19; 5,000 20th Century Lamps, $1.99; Searchlight, M. & W. Bamer, etc., Corbin Electric Bells, 39c.; Barrel Cyclometers, 10,000 miles, 50c.; 3 in 1 (?); everything 10 per cent cheaper than department stores.