YACHTSMEN HOLD A LONG SESSION.

Racing Union of Long Island Deliberate on Important Amendments.

And Fix the Schedule of Dates for Next Season's Regattas and Circuit.

Propose That Yachts Under Thirty Feet Shall Be Measured with Crew Aboard.

ADDITIONAL STARTING SIGNALS.

So That Starts May Be Made for Resailing Races—The Eighty-Foot Sloop Class to Be Eliminated—Other Important Business.

The annual meeting of the Yacht Racing Union of Long Island Sound, was held in Parlor F of the Fifth Avenue Hotel last night. The principal business was the report of the Council, the allotment of the racing schedule throughout the season, fixing the date of racing circuit and the clubs under whose auspices the special events were to be given.

W. C. Kerr, Seawanhaka Corinthian Y. C., and Frank Bowne Jones, Indian Harbor Y. C., who were the temporary chairman and secretary, respectively, were elected as permanent incumbents of the offices. The delegates present were: Indian Harbor Y. C., George E. Gartland and Frank Bowne Jones; Corinthian Fleet, of New Rochelle, J. D. Sparkman and E. T. Birdsall; Huntington Y. C., H. H. Garden; Hempstead Harbor Y. C., Ward Dickson; New Rochelle Y. C., C. P. Towle; Knickerbocker Y. C., O. H. Chellborg; Park City Y. C., R. S. Bassett; Harlem Y. C., T. C. Allen; Seawanhaka Corinthian Y. C., W. C. Kerr and C. L. Sherman; Huguenot Y. C., T. Sea Cliff Y. C.; Le Grand L. Clark; Horseshoe Harbor Y. C., G. G. Fry and F. E. Towle, Jr., Douglaston Y. C., William G. Newman.

The council advocated as recommendations for amendments to the racing rules, first, that no special class be recognized; second, that the distinction between cabin and open yachts be gradually eliminated; third, that the one gun start shall be generally adopted; fourth, that in addition to Saturdays, Wednesdays be recommended as regular racing days; fifth, that all races on Long Island Sound shall be started at a uniform hour, and in the event of a necessary postponement, its duration shall be one-half hour.

The council's report on the amendment of rules was a lenghty document, and covered in detail measurement, classification, time allowance, allowance for rig, sails, entries, boats and life buoys, fittings, water, ballast, crews, private signals, numbers, starting signals, prizes, shortening and reversing courses, disqualifications, limit of draught and the definition of what constitutes a sloop, cutter or cat.

The principal changes covered in the new rules are that yachts under thirty feet shall in future be measured with crew aboard. In the new classification the eighty-foot sloop class has been eliminated, leaving nineteen classes, each of which will be designated by letters of the national code.

Provision was also made in the yachts at present enrolled to remain in their distinctive classes, notwithstanding the measurement with crews aboard will carry them beyond the prescribed racing length.

The elimination of time allowance for new boats was also a feature, as was the recommendation that the sand bag classes be gradually eliminated from the schedules of the various classes on the Sound. Boats over sixty feet (racing length) will hereafter be permitted to carry club topsails, and the allotment of crews was altered so as to allow a greater number in the larger and less in the smaller classes. The rule was also amended so that all yachts of thirty feet and under are allowed one professional on board during a racing, each professional, however, not to be the helsman.

Additional starting signals were recommended, so that the starts will be made by division instead of single classes, and provisions were made for resailing races which prohibit yachts "going up a class." A resolution was passed providing that all yachts should be measured before they be permitted to start in any race within the union's jurisdiction and that the racing number must be placed on the sail, midway between the luff and leach, and also above the second line of reef points.

The racing circuit will extend from June 26 to July 6, inclusive, and will embrace regattas under the auspices of the principal clubs on the Sound.

The following dates were assigned:

REGATTAS.

May 31, Monday, Harlem Yacht Club.
June 5, Saturday, Knickerbocker Yacht Club.
June 12, Saturday, Douglaston Yacht Club.
June 15, Tuesday, Atlantic Yacht Club.
June 26, Saturday, Seawanhaka Corinthian Yacht Club.
July 1, Wednesday, Corinthian Fleet.
July 3, Saturday, New Rochelle Yacht Club.
July 6, Tuesday, American Yacht Club.
July 10, Saturday, Riverside Yacht Club.
July 28, Wednesday, Stamford Yacht Club.
July 31, Saturday, Sea Cliff Yacht Club.
August 7, Saturday, Indian Harbor Yacht Club.
August 14, Saturday, Hempstead Harbor Yacht Club.
August 21, Saturday, Horse Shoe Harbor Yacht Club.
August 28, Saturday, Huntington Yacht Club.
September 4, Saturday, Huguenot Yacht Club.

RACING CIRCUIT.

June 20, Saturday, Seawanhaka Corinthian Yacht Club (special).
June 28, Monday, Stamford Yacht Club (special).
June 29, Tuesday, Indian Harbor Yacht Club (special).
June 30, Wednesday, Corinthian Fleet (special).
July 1, Thursday, Horse Shoe Harbor Yacht Club (special).
July 2, Friday, Sea Cliff Yacht Club (special).
July 3, Saturday, New Rochelle Yacht Club (annual).
July 6, Tuesday, American Yacht Club (annual).

YACHT RACING LEAGUE.

At a Special Meeting of the N. Y. Y. C. a Committee Will Be Appointed to Call a Convention.

At the special meeting of the New York Yacht Club, which has been called by Commodore E. M. Brown for Tuesday evening, December 22, a committee will be appointed for the purpose of calling a convention of delegates from such yacht clubs as they may select for the purpose of considering the advisability of organizing a yacht racing league, the object of which will be to establish uniform co-operation on measurement, classification and racing rules, promotion of yacht building, as well as other innovations in the stereotyped methods formerly adopted by the oldest club in the country.

This action comes in the nature of a surprise to the yachting fraternity, as the New York Club never gives an open regatta, and the majority of its yachts race under the Larchmont and Atlantic clubs' colors.

Each division throughout the country, viz., the Yacht Racing Union of Long Island Sound, the Eastern Yacht Racing Union, the Pacific Coast Yacht Racing Association, the Inter-Lake Yacht Racing Association and the New York Yacht Racing Association, will have its own board of officers, and will not in any case lose its identity.

It is the intention of the promoters of the scheme to hold one meeting a year, at which all the unions will be represented, and elect a general board of governors. Although nothing definite has been said in reference to the embryo league, it is confidently expected that the commodore of the New York Yacht Club will be elected president, as with the presiding officer of such an important factor as the New York club in the chair, the co-operation of the largest and most influential yacht clubs in the United States and Canada is assured.

The above intention of the New York club follows close upon the heels of the action of the council of the Sound Yacht Racing Union a week ago, which doubtless led up to the call for the meeting.

Cycling.

Lovers of indoor cycle racing can enjoy it to their hearts' content in this city and Brooklyn to-night, there being two meets scheduled. The first will include a two-mile handicap, and will be held under the auspices of the Eighth Regiment Athletic Association at the armory, Park avenue and Ninety-fourth street. A number of fast riders are entered, besides which there will be athletic games.

The other meet will be run off at the Thirteenth Regiment armory in Brooklyn, under the auspices of Company F and the Liberty Wheelmen, and the class of riders entered is a guarantee of some excellent sport. Among the amateurs who will contest for the diamonds in the mile scratch and two-mile handicap are H. Y. Bedell, W. A. Brown, J. W. Judge, A. S. Jungkind, C. S. Henshaw, William Schneider, W. S. Mosher, C. K. Granger, J. P. Williams and T. J. Bell, of the Riverside Wheelmen; W. F. Lesee and W. H. Owens, South Brooklyn Wheelmen; Charles Uhlirk, B. F. Green and O. V. Babcock, F. F. Goodman, Charles Murphy, U. S. Page, A. Weinig and G. F. Kuhke will make a hot fight for the money prizes in the mile scratch and two-mile handicap for professionals. There will also be a mile novice and a mile and a half race for military teams in heavy marching order, and a match race, best two out of three mile heats between G. M. Murphy, of Brooklyn, and "Teddy" Goodman, of the Riverside Wheelmen.

Michael and Linton to Meet.

Syracuse, N. Y., Dec. 18.—T. W. Eck, manager of Michael and Johnson, stated to-night that final arrangements had been made for Michael and Linton to meet on the three-lap cement track at Jacksonville the third week in January. Eck has telegraphed Michael to begin training at once and will proceed to Minneapolis at once to assist in preparing the boy for his task. It is understood that the Plant system, which embraces several hotels and railroads in Florida, will put up a purse of $2,000. There is also to be a side bet of $1,000 between Eck and Plummer.

YALE AND HARVARD STILL AT VARIANCE.

And the Proposed Athletic Reconciliation May Not Materialize.

The Difficulty Lies in Fixing the Dates for the Boat Race Satisfactorily.

Yale Maintains That It Would Be Undignified Now for It to Row Against Cornell.

NEITHER SIDE WILLING TO CONCEDE.

Dr. Brooks Denies That He Is to Hold a Conference Here With "Bob" Cook or Any Other Representative of the New Haven College.

Cambridge, Mass., Dec. 18.—There now appears to be good ground for believing that the much talked of Harvard-Yale reconciliation may not materialize.

The great bugbear from the first has been the rowing question, and unless there is some great concession by one of the colleges, all the plans of both colleges will be wrecked for this year. It is not that the colleges do not want to come together again, but that they thus far have not been able to arrange a date for rowing.

Another factor tending to hinder arrangements is that Yale has not yet given anybody full powers, and Dr. Brooks has given authority to deny the reports that he was to have any conference in New York or any other place with "Bob" Cook, Walter Camp, or any other Yale man.

It was seen very soon by the Harvard authorities that Yale would stand firm in her determination not to row in any race in which Cornell would participate.

The New Haven men say that they never have been willing to row Cornell, and to do it now would be very undignified. Harvard conceded that such might be the case, and agreed to row two races, Yale, on her part, endeavored to do the right thing, and agreed to row at Poughkeepsie. So everything would appear to be settled, but the date for the race created the difficulty. Yale has said that she would row Harvard after June 27. This would be the earliest date for the blue, as the crew could not leave New Haven till June 12.

The Harvard crew cannot leave Cambridge till June 1, and would need at least three weeks steady practice to be in condition to meet Cornell. And as Mr. Lehmann has said that at least three weeks must elapse between two races, it would be necessary for the Harvard crew to race Yale about the second week in July. The Harvard committee realizes that it would be impossible and unjust to hold the crew together that late in the season.

"What do you think the outcome will be?" a member of the Harvard Athletic Committee was asked.

"It is difficult to say," he answered. "Both colleges seem convinced that there shall be an agreement for all sports. Harvard can do no more than concede two races. Yale should make an equivalent concession to make Harvard's possible by granting a suitable date. If this is not done, I fear the Harvard-Yale reconciliation must be postponed a year."

Eighth Regiment Games To-Night.

Arrangements have been made to seat 3,000 persons at the Eighth Regiment games, to be held in the armory, Park avenue and Ninety-fifth street, this evening. Among the many track athletes entered is W. F. Ryan, the crack mile runner, of the Xavier A. A., who will make his first attempt as a quarter-miler at these games, and his clubmate, A. J. Walsh, who will try to add the mile run to his already long list of victories. Alvah Nickerson, the old-time high jumper, will also make his first appearance in competition since 1892. The entries in the various events number over 300.

Hand Tennis at the N. Y. A. C.

The hand tennis tournament now in progress at the New York Athletic Club was continued yesterday. Last year's "champion," E. Ellsworth, was defeated by G. F. Booth in two straight games, the scores reading 25—16 and 25—19. In the other games F. L. Donohue defeated A. H. Cook, 25—10 and 25—20, and F. L. Ames got the best of H. S. Lyons by 25—17 and 25—14.

OWNERS MAY YET STRIKE.

Horsemen at the Outlaw Tracks Still Consider that the Purses Should Be Larger.

Philadelphia, Dec. 18.—The promised strike of the horsemen became a fact today, for the majority held to their agreement, refusing to make entries, but, as anticipated, there were a number that weakened at the last minute, and the result was Secretary Bayard was able to issue his programme in time. It is lighter than usual, yet if all those entered start, there will be no chance to complain.

It is here the real fight will be made. The dissatisfied ones are trying to get those who have made entries to withdraw, and the association's representative have received promises from nearly all that they will start. Both sides are claiming a victory, but to-morrow will tell the tale.

Sympathy is, of course, with horsemen, for the purses are small considering the business the track is doing. They claim it impossible for an owner to even pay expenses at the present figures. While the legitimate tracks were running the patronage of the outlaw circuit was, of course, limited and no complaints were heard, but now that they have a clear field and the receipts are nearly double what they were, they think that they are entitled to the increase they ask for.

A similar move is to be made at Iron Hill should the association there refuse to come to terms.

As to next week, Iron Hill's re-opening will be on Christmas. This will leave Monday, Tuesday, Wednesday and Thursday off days for the racegoers. Some few may go over to Magnager's, but the majority are glad to get the opportunity to rest up for the long campaign that is to come.

The day's racing was of the regulation order. McDermott rode Eastre again, and this time he did not find any pockets to get into. He sent the filly right along from the start, and in a driving finish got her home in front of Cozette, who seems to improve with every race. Eastre pulled up very lame.

Key West's runaway yesterday could not have harmed him much, as he won to-day in most decisive style. Asburn's riding of Tancred made his victory especially easy, still, even with "something doing" on the last named, he would have beaten the others.

Hogan's handling of Tenacious caused considerable talk. The boy seldom gets a mount, and no one semed to blame him The wrong was in puting him up. Here was a case where a change of riders would have perhaps proved rather awkward for some of the layers.

FRANK J. BRYAN.

LAVIGNE ON HIS METTLE.

The Champion Lightweight to Meet Charley McKeever in a Twenty Round Bout Next Wednesday.

"Kid" Lavigne will make his next appearance in the ring on Wednesday evening, December 23, when he will meet Charley McKeever, of Philadelphia, under the auspices of the Marlborough A. C., in the old Puritan Athletic Club's house, in Long Island City. The men will box twenty rounds at 140 pounds at the ring side. The original arrangement was for them to fight at 138 pounds, but when it came to signing the articles, McKeever held out for 140.

George ("Kid") Lavigne,
Light-weight Champion of the World.

Both men are in fine fettle. Lavigne is training, of course, at his old stand, at Joe Little's, at Oceanic, N. J., and McKeever at Atlantic City. These boys have been keen to meet for some time, and a lively go should result. Charley White will be the referee.

The opening bout will be one of ten rounds at 118 pounds, between Frank Patterson, of Brooklyn, and Mike Sears, of Boston, and as these are exceptionally clever featherweights, they should provide a good prelude to the main event.

The clubhouse seats 5,000 persons, and is only four blocks from the ferry house.

Singerly Race Track, Md., Dec. 18, 1896.

The Twenty-ninth day of the Southern Racing Association's meeting. Weather pleasant. Track good.

84.—FIRST RACE—For four-year-olds and upward; selling. Five furlongs. Time—1:08.

Index	Horses.	Wt.	St.	¼ M.	¼ M.	⅜ M.	½ M.	Fin.	Jockeys.	Betting Open.	Betting Closing.
64	Juanita H., 4	119	5	1²	1²	1²	1²	1²	Morris	5-2	5-2 7-10
—	Markstone, 9	122	1	3³	3³	3²	3²	2¹½	Hussey	4	3 1
34	Spaniard, 4	119	6	6	6	6	5	3½	Parmos	6	20 8
79	Tioga, 9	119	4	5	5²	5	4²	4½	Helnrichs	5-2	15 6
59	Kirzover, 9	119	3	2²	2²	2²	2²	5	Asburn	6	8 3
69	May Brilin, 4	119	7	7	7	7	7	6	Lynch	4	8 3
63	Fussett, 9	119	2	4	4²	4²	6	7	J. Moore	4	11-5 7-10

Start fair. Won galloping. Winner brown mare Dutch Roller—Blossom. Owner, H. Davis.

85.—SECOND RACE—For two-year-olds; selling. Six furlongs. Time—1:23.

Index	Horses.	Wt.	St.	¼ M.	⅜ M.	½ M.	⅝ M.	Fin.	Jockeys.	Betting Open.	Betting Closing.
30	Margaret Roth	105	3	3²	3²	2½	2½	1½	Donnelly	5	8 3
76	Kassula	105	4	4	4	4	4	2²	Carson	3	8-5 3-5
27	Lizzie M.	105	2	1²	2²	3½	3½	3²	Helnrichs	8-5	3 1
35	Uncertain	105	1²	2²	1²	1²	1²	4²	J. Moore	8	8 3
—	Tea Caddy	108	6	6	7	7	7	5	Dorsey	10	6 5-2
76	Happy Bird	108	5	5	5	5	5	6	Daugher	15	25 8
65	Mary Larson	105	7	7	6	6	6	7	O'Brien	8	10 4
—	Recover	105	8	8	8	8	8	8	Butler	8	15 6

Start poor. Won driving. Winner chestnut filly by Kantaka—Flirt. Owner, R. W. Bailey.

86.—THIRD RACE—For two-year-olds; special weights. Six furlongs. Time—1:22.

Index	Horses.	Wt.	St.	¼ M.	⅜ M.	½ M.	⅝ M.	Fin.	Jockeys.	Betting Open.	Betting Closing.
80	Eostre	105	3	2²	1²	1²	1²	1²	McDermott	6-5	4-5 1-3
76	Cozette	105	8	6	4	2½	2²	2²	H. Brown	4	8 3
27	One Chance	105	5	5	6	4	4	3²	Clark	3	4 6-5
80	Thurless	105	7	8	8	6	5	4	Carson	15	20 8
57	Mr. Waverly	108	6	4½	5	7	6	5	Helnrichs	5-2	4 8-5
—	Mafia	105	1	3½	2½	3½	3½	6	Asburn	8	12 5
50	The Monarch	105	2	1²	3½	5	7	7	Coodrier	10	15 6
76	Leowika	105	4	7	7	8	8	8	Donnelly	8	8 3

Start poor. Won driving. Winner bay filly by Charaxus—Eolee. Owner, W. L. Maupin.

87.—FOURTH RACE—For four-year-olds and upward; selling. Six furlongs. Time—1:22.

Index	Horses.	Wt.	St.	¼ M.	⅜ M.	½ M.	⅝ M.	Fin.	Jockeys.	Betting Open.	Betting Closing.
73	Foxglove, 6	110	2	1²	1²	1²	1²	1²	Lynch	3	2 7-10
—	Salvor, 4	110	3	4	3½	3²	2²	2½	J. Moore	2	6 2
79	Setauket, 5	110	6	5	5	5	4	3²	Brooks	3	2 4-5
75	Tenacious, 5	110	5	6	6	6	5	4	Hogan	6	6 2
—	Rustrus, 5	110	7	7	7	7	7	5	Heinrichs	6	10 4
74	Intimidad, 5	110	4	2²	2²	2²	3²	6	G. Taylor	8	15 6
—	Lillipute, 4	110	1	3²	4	4	6	7	Hoolahan	4	6 2

Start good. Won easily. Winner brown horse by Capt. Flaherty—Sneyder. Owned by the West Lynn Stable.

88.—FIFTH RACE—For all ages; special weights. Four and a half furlongs. Time—0:59.

Index	Horses.	Wt.	St.	¼ M.	¼ M.	⅜ M.	½ M.	Fin.	Jockeys.	Betting Open.	Betting Closing.
83	Key West, 9	132	2	1½	1½	1²	1²	1²	Parsons	5-2	4 6-5
(83)	Tancred, 4	123	3	4	3²	3²	2½	2²	Asburn	3	3 1
35	Rossman, 2	109	5	3½	2²	2²	2²	3½	Lynch	8	10 4
78	First Light, 5	132	4	5	5	6	4²	4²	Merrick	4	10 7-2
52	Minnetonka, 8	127	6	6	6	5	5	5	Brooks	10	30 10
(8)	Jonah White, 2	109	1	2½	4²	4²	6	6	Heinrichs	1	4-5 1-3
75	Columbus, Jr., 5	132	7	7	7	7	7	7	Hogan	20	100 40
—	Trint, 3	124	8	8	8	8	8	8	Coudrier	10	25 8
—	Gold Fly, 4	129	9	9	9	9	9	9	Grace	25	50 20

Start good. Won easily. Winner bay horse by Glenelg—Florida. Owner, T. Fagin.

ROUGH ON MISS VERNE.

Went the Entire Distance on a False Start in Fast Time, Which Killed Her Chances.

New Orleans, Dec. 18.—Each day here increases the boom in the Winter meeting. Perfect weather this afternoon drew out 4,000 people, including many new arrivals from the North. Among these were A. Botay, from Washington, and Abe Levy and W. H. Chaffin, the Chicago bookmakers. Tobe Wall also got in late last night from Washington and will make book here.

The sport to-day was first class over a fast track, barring a false start in the second event, which saw Miss Verne, a hot favorite, and Al Lone run the entire distance clear up to the finish. Miss Verne ran the five furlongs in 1.01½, beating Al Lone four lengths. Ordered to the post, she of course had no chance, and in the betting that took place after this Sharon ruled favorite at 7 to 5, Gold Top second choice at 3 to 1. This was a correct solution of the situation, as Sharon won cleverly, Gold Top second, Miss Verne, the unfortunate favorite, last. But for the false start Miss Verne could not have lost, as she is the speediest two-year-old here.

The summary:

First Race—For three-year-olds and upward; selling; six furlongs; purses, 106 (A. Barrett), 4 to 5 on, won handily by a length; Bryan, 105 (Caywood), 3 to 1, second; Sourjuet, 96 (Songer), 200 to 1, third. Time, 1:15¼. Pelleas, Anna Mayes and Romance also ran.

Second Race—For two-year-olds; selling; five furlongs.—Sharon, 108 (Scherrer), 3 to 1, won cleverly by a length; Gold Top, 108 (Wilhite), 12 to 1, second; Juanita, 105 (N. Turner), 40 to 1, third. Time, 1:02½. Sugar Cane, Fred Graff, Ethel Farrell, Plaudita, Cavalry, Sanguine, Augustina, Brescia, Al Lone and Miss Verne also ran.

Third Race—For three-year-olds and upward; one mile and twenty yards.—Seabrook, 98 (C. Reiff), 8 to 5, won driving by a head; Cotton King, 98 (Wilhite), 20 to 1, second; Dorothy III., 95 (Hirsch), 3 to 1, third. Time, 1:44½. Judge Steadman, Volma, Bizarre, Alto June, May Ashley, Private and Trixie also ran.

Fourth Race—Heavy-weight handicap, for all ages; six furlongs.—Clymena, 101 (Hirsch), 10 to 1, won easily by a length; Scribe, 106 (Scherrer), 7 to 5, second; Hill Billy, 109 (Vandusen) 10 to 1, third. Time, 1:15½. Viscount, Jack Hayes and Cannonette also ran.

Fifth Race—For four-year-olds and upward; selling; six furlongs.—Denver, 104 (Morse), 15 to 1, won easily by three lengths; Princess Rose, 104 (Gonlin), 20 to 1, second; Tom Sayre, 104 (Warren), 5 to 1, third. Time, 1:16¼. Longbrook, Gomar, Pike, Gluck, Comeaway, Realyre and Darter also ran.

Sixth Race—For four-year-olds and upward; selling; six furlongs.—Moloch, 104 (Taberville), 6 to 1, won driving by a head; Senator Morrill, 107 (Caywood), 13 to 5, second; Elano, 104 (Rose), 8 to 1, third. Time, 1:15¼. Miss Clark, Little Billy, Buckmore, Billy Jordan, Necedah, Roth and Wulff also ran.

Entries at Singerly.

First Race—Selling; four furlongs and a half.
74 Princess Alix ..... 112 79 Motolitha 107
84 Little Alice ..... 112 69 Beloved 107
74 Ajan ..... 112 60 Silver Hood 107
57 Lady Frances ..... 112 60 Murray 107

Second Race—Maidens; six furlongs.
60 Permeal ..... 107 79 Rollinger 102
84 May Brilin ..... 107 79 Signora II 102
82 Ray Lewis ..... 106 18 Mountain Maid 102
56 Blue Piece 102

Third Race—Selling; four furlongs and a half.
88 Minute J. ..... 112 84 Syde 112
65 Pocohontas ..... 112 74 Oswego 107
— Mamie R. ..... 112 64 Miss Bowser 107
69 Estelle J. ..... 112 64 Mollinge 107

Fourth Race—Cecil County Handicap; six furlongs and a half.
68 Cerncob ..... 122 57 Electro 106
47 His Grace ..... 116 78 Plenty 105
82 Dulcie Laroudie ..... 107 81 Dr. Reed 103
(81) Marie Lovell ..... 106 77 Schultie 98

Fifth Race—Selling; one mile and a sixteenth.
68 Long Gala ..... 111 62 Juliet 103
79 Candelabra ..... 106 88 First Light 103
— Blue Banner ..... 103 58 Bloozy 103
73 Bronston 103

Entries at New Orleans.

First Race—Six furlongs; selling.—Issie O., 88 pounds; Alva, 90; Mary Nance, 97; Shuttle Cock, 101; Gil Fardium, 104; Willie W., 106; Renaud, 106; Mr. Dayton, 107; Lorraine, 109; Ban Johnson, 106.

Second Race—Five furlongs; selling.—Miriam M., 98 pounds; Pommery Sec, 101; Boarder, 109; Woodbird, 103; Prime, 103; Tempest, 103; Koenigen, 103; Princess Bonnie, 103; Double Dummy, 103; Verve D'Or, 103; Tory, 106.

Third Race—One mile and a sixteenth; selling.—Chagnut, 93 pounds; Fasig, 95; Earl of Montrose, 93; Bridgeton, 98; Mamie G., 98; Trilby, 99; Cinder Sal, 100; Uncle Abb, 101; Bender, 102; Lightfoot, 102; Nicolini, 107; Constant, 107; Ida Pickwick, 115.

Fourth Race—Six furlongs; selling.—Sky Blue, 97 pounds; Rosalind III., 97; J. H. Grafton, 99; May Ashley, 99; Ruth, 102; Mary Link, 102; The Sculptor, 104; Julie D'Or, 104; Katherine, 104; Miss Rowena, 104.

Fifth Race—Seven furlongs; selling.—Gladiola, 97 pounds; Basl Gad, 97; Hippogriff, 100; Longbrook, 102; Petroline, 102; Twelve Fifty, 102; Dave Zac, 102; Leonard B., 105; Ixion, 105.

Sixth Race—Seven furlongs; selling.—Laura Davis, 97 pounds; Samson, 97; Mollie R., 107; Stark, 107; Mrs. Bradshaw, 107; Buckmore, 107; Loudon, 107; Lord Nelson, 110.

TO-DAY'S PROBABLE WINNERS.

AT SINGERLY.

First Race—Beloved, Princess Alix.
Second Race—Blue Piece, Brilliancy.
Third Race—Syde, Miss Bowser.
Fourth Race—His Grace, Corn Cob.
Fifth Race—First Light, Bronston.

AT NEW ORLEANS.

First Race—Issie O., Shuttlecock.
Second Race—Koenigen, Woodbird.
Third Race—Ida Pickwick, Nicolini.
Fourth Race—The Sculptor, J. W. Grafton.
Fifth Race—Petrolene, Leonard B.
Sixth Race—Lord Nelson, Loudon.

Yale Frowns on Professionalism.

New Haven, Conn., Dec. 18.—The proposed trip of the so-called "Yale Consolidated Football Eleven" to the South as far as New Orleans, projected by Harry B. Durant and G. Foster Sanford, two former Yale players, is censured harshly to-day in the Yale Alumni Weekly, which contains sharp editorials, adverse criticisms in the news columns and letters from former Yale players and alumni condemning the scheme. Yale men as a body object to the trip as savoring too much of professionalism, and candidates for next year's team are warned against going.

LYNCH VS. DELANEY TO-NIGHT.

A Good Card and at Popular Prices Offered by the Polo A. C.

The great success attained by the Polo Athletic Club, One Hundred and Fifty-fifth street and Eighth avenue, in its two boxing entertainments already given, has determined the management of the club to present the very best talent that can be secured for its future shows. The regular weekly bouts will take place to-night, when another splendid bill will be presented.

The event of the evening will be a fifteen-round bout between Jack Delaney, of the Pastime, and Jimmy Lynch, of the New West Side Athletic Club. Lynch's return to the roped arena has been received with much pleasure by his friends. He is the ex-champion at 122 pounds, and a stiffer puncher never entered the ring. He will meet a worthy opponent in Delaney, who is "lightning" and considered the coming man at his weight.

Johnny Gorman, of this city, and George Clare, of Long Island City, will meet at 130 pounds for ten rounds, and Dave Sullivan, of Ireland, and Tommy Tully, of New York, are also billed for ten rounds at 112 pounds. The general admission is fifty cents.

New York Bicycle Club's Dinner.

The New York Bicycle Club, one of the oldest wheeling organizations in the city, having been formed on December 18, 1879, celebrated its seventeenth anniversary last night with a dinner at the Brevoort House. About twenty-five members attended the dinner and indulged in exchanging reminiscences over the good old times in cycling while they discussed the elaborate menu prepared for them. This club was the first to join the L. A. W., being designated in the League as No. 1, some of its members being among the founders and organizers of the League. Previous to the dinner the club held its annual election of officers, with the following results: President, Frank W. Kitching; vice-president, Irving H. Crocker; secretary-treasurer, William E. Findley; trustees, Frank W. Kitching, J. C. Jirnents, K. N. Putnam, E. F. McManus, Irving H. Charlotte, Frank L. Stott, Charles L. Child, Edwin H. Hammer and William E. Findley.

The Celebrated Vitapathic Magnetic Healers.

Those Wonderfully Gifted Men Who Cure All Forms of Chronic Disease Removed to More Elegant and Commodious Quarters,

Nos. 30 & 32 West 27th St.

Their Largely Increasing Practice Demands the Change.

The Vitapathic Healers who have been located at 166 West 23d st. have been obliged to find larger and more commodious offices, owing to the great number who have been unable to receive attention at their former limited quarters. They have now removed to the elegant Double houses Nos. 30 and 32 West 27th st., near Broadway, where they have secured a long lease of this fine property and have established a permanent Institute, where all can be accommodated, as the apartments devoted to reception, parlor and treatment rooms are large, commodious and elegantly furnished with every facility for the care of all who apply. Patients from a distance can be accommodated with rooms and board at the Institute and Sanitarium, which have the best appointed facilities for their accommodation of any sanitarium in the United States. No better proof of the ability of the Vitapathic Healers to cure distressing ailments and chronic diseases is needed than the fact that they are at this time their offices have become too small to accommodate all desiring treatment. Now, however, at the new Institute all who present themselves can be attended to without long waits. The Vitapathic Healers are winning fresh laurels daily, and without doubt are the busiest men in the city in discharging the cured patients and receiving the ailing. These patients come from almost every direction to seek advice for themselves and friends and that aid that the Vitapathic treatment is alone beyond to afford. Cases of consumption, bronchial affections, dropsy, dyspepsia, sick headache, kidney trouble, heart disease, tumor, cancer, indigestion, obesity, rheumatism, paralysis, insomnia, &c., &c., are cured by them, however chronic or long standing, if cure is possible. When this is not possible the patient is promptly informed of the fact and thus spared the useless expenditure of time or money. And this is the saddest task the Vitapathic Healers have to perform, for their greatest delight is in gratifying the hopes of patients and their friends by curing and benefiting the afflicted and suffering. Only yesterday a lady from Brooklyn, who had been told by other physicians she was incurable, was made inexpressibly happy by the restoration of her hearing after years of almost total deafness. Another equally satisfactory case was that of Mrs. Walton, of Jersey City. Her hands and fingers were distorted from rheumatism and rendered useless. After a few treatments their normal flexibility and action were restored. For the first time in twenty-two years she could sew and write with ease. James Bradley was cured of lumbago and sciatic rheumatism. Adam Green of partial paralysis of left side. Ann Cummings, relieved of large goitre, and Ellen Ryan of tumor on left shoulder. These are only a few of many similar cases of cures. The Institute is open for the reception of patients from 9 A. M. to 8 P. M. No free treatment is given at the Institute, and no office hours on Sunday.

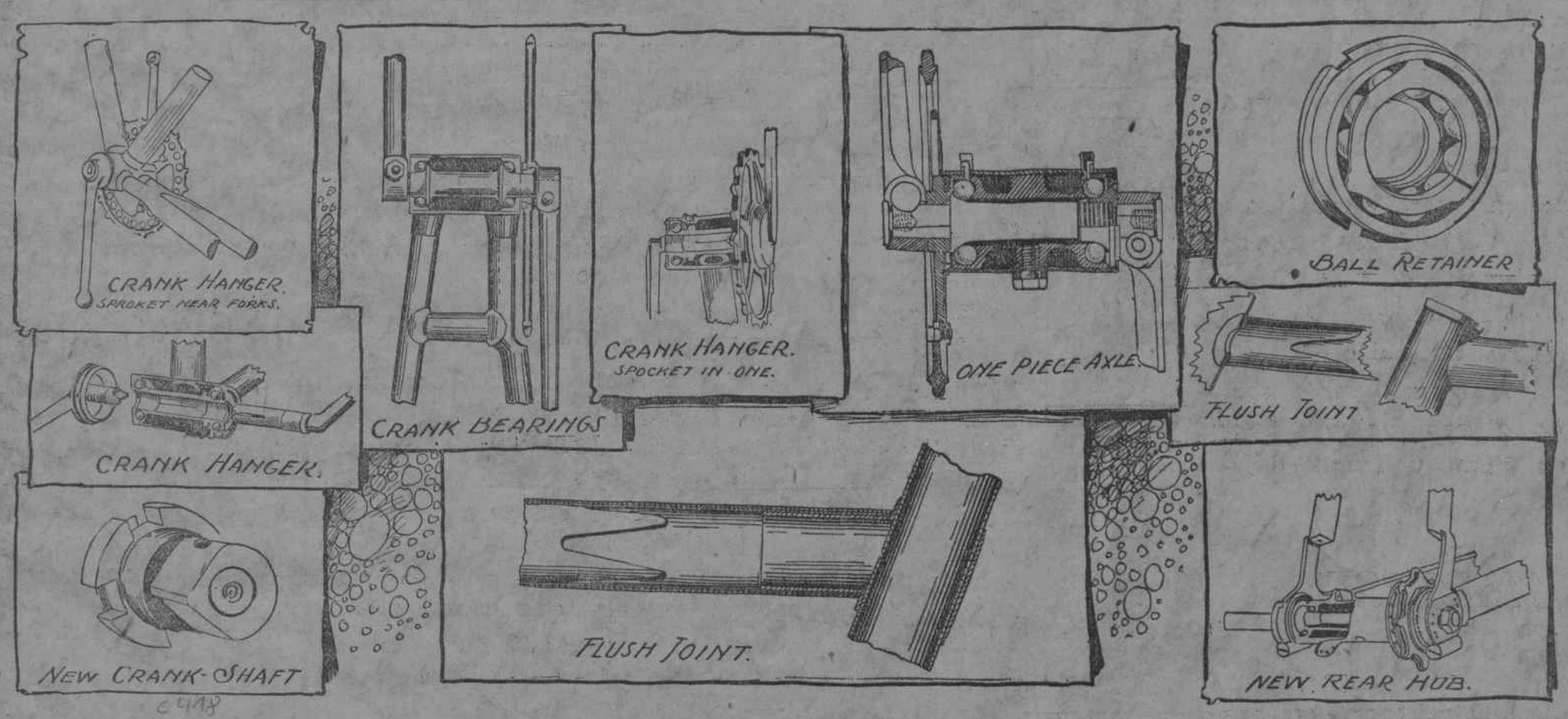
Bicycles.

CRAWFORD BICYCLES;
U. S. Club Skates,
all sizes, for holiday gifts. Special for juvenile bicycles, Club Skates 40c. pair and up.
DURANT, McLEAN & CO.,
299 Broadway.

$25 TO $40,
For Holidays, 3,500 $80 and $100 Cycles.
$16 TO $24,
500 Boys' or Girls' $50 and $60 Cycles.
JANDORF & CO., 321 Broadway.

NEW CYCLES, $19.
28-inch Men's Ixion, full guarantee; regular $60. Girls', Boys', Ladies', almost given away. Call Bicycle Cut Price Co., 23 Park row, opp. P. O.

IT IS disagreeable to have an oily skin. It's unhealthy for you and unpleasant for others. Oily skins cured by JOHN H. WOODBURY, 127 W. 42d st., N. Y. First try Woodbury's Facial Soap.



CHANGES THAT WILL BE MADE IN THE INTERNAL MECHANISM OF THE BICYCLE FOR 1897.

In writing about the 1897 models in these columns a short time ago it was stated that very few changes would be seen this year in the style of frames, all the changes being confined to the internal mechanism of the bicycle and tending to improve its running qualities, promote ease of adjustment of the various parts and add strength and better appearance of the joints or parts where one portion of the tubing joins another. These joints are known as flush joints, and will be found in a number of the high-grade wheels next season. Two pictures of this form of construction are given, one showing an internal tapered reinforcement, and the other a "fish mouth" reinforcement. It is claimed for these joints that they not only look better, but they equalize the vibration and insure more strength.

One cut is a reproduction of a new and novel bottom bracket, showing a removable one-piece crank axle, as also a removable ball case and complete bearing parts. By removing the screw in the end of the axle at the left-hand crank, and removing the screw from the bottom of the crank-hanger bracket, the right crank, main sprocket, cones and entire ball-bearing parts are removable from the hanger forging. By removing the adjusting cone from the axle, the crank is easily slipped from its bearings, having the balls on both sides intact. This method of building the main bearing part of a wheel permits of making the ball races on both sides in one piece, and thereby does away with the possibility of the bearings ever becoming out of line. In addition to its easy running qualities, it also possesses extreme strength. Another crank shaft is that of one of the most popular bicycles in the country. It is a divided shaft and has stood the test of two years and given perfect satisfaction. Improvements are made in it this year, in that the shape of the divided shaft ends is reversed, bringing the wedge on the sprocket side and the mortised part on the left-hand side, which is also made expansible by a lengthwise slot. This relieves the strain and prevents possibility of breaking.

A feature of all the bearings of this wheel is the presence of oiling pads of felt, which obviates the necessity of lubrication from the outside. One picture shows a crank hanger bracket with sprocket, showing D tubing of stays and attachment of tubes; also the method of attaching crank and sprocket. The removal of one nut on the end of the crank axle allows the left-hand crank, with cone attached, to be taken off, and the crank axle, with right-hand crank, cone and sprocket wheel complete, to be easily withdrawn free from the bracket without changing, in the least degree, the adjustment of the bearing. The bushings, with balls retained in the cups, remain undisturbed in the crank axle bracket. In replacing these parts again in position, a key seat at the end of axle renders it impossible to attach left-hand crank in other than its proper position. Examination of the crank axle bearing thus requires