

# THE SPORTING LIFE.

A WEEKLY JOURNAL  
Devoted to  
BASE BALL, BICYCLING AND  
GENERAL SPORTS AND  
PASTIMES.

Published by  
THE SPORTING LIFE PUBLISHING CO.  
Philadelphia, Pa., U. S. A.

FRANCIS C. RICHTER } Editors.  
FRANK A. EGAN }

**CONTENTS:**  
Base Ball News..... Pages 1 to 7  
Bicycling News..... Pages 9 to 12  
Hing, Foot Ball, Aquatic,  
Trigger, Tennis, Kennel,  
Turf..... Page 7  
Billiards, Athletic, Cricket,  
Questions Answered..... Page 8

**SUBSCRIPTION RATES:**  
One Year..... \$4.00  
Six Months..... 2.25  
Three Months..... 1.25  
Single Copy..... 10c.

**PAYABLE IN ADVANCE.**  
Foreign Postage, \$1.04 Extra per Annum.

**DISTRIBUTION:**  
THE SPORTING LIFE is the only weekly paper (to our knowledge) requiring a perfecting press and nine hours, at a speed of 10,000 per hour, to complete an edition. This is not a claim of 90,000 circulation, but it is a claim and demonstration that the circulation of THE SPORTING LIFE is by far larger than any weekly published and almost equals the largest monthly on a monthly basis. The papers are shipped by express as fast as printed and any and all news stands in the following cities or localities should have the paper on sale the day specified opposite to each locality:

New York City.....	Saturday A. M.
Brooklyn, N. Y.....	Saturday A. M.
Troy, N. Y.....	Saturday A. M.
Albany, N. Y.....	Saturday A. M.
Boston, Mass.....	Saturday A. M.
Springfield, Mass.....	Saturday A. M.
Providence, R. I.....	Saturday A. M.
Cleveland, O.....	Saturday A. M.
Louisville, Ky.....	Saturday A. M.
Toronto, Can.....	Saturday A. M.
Baltimore, Md.....	Saturday A. M.
Washington, D. C.....	Saturday A. M.
New Orleans, La.....	Saturday A. M.
San Francisco, Cal.....	Saturday A. M.
St. Louis, Mo.....	Saturday A. M.
Pittsburgh, Pa.....	Saturday A. M.
Chicago, Ill.....	Saturday A. M.
Detroit, Mich.....	Saturday A. M.
Kansas City, Mo.....	Monday A. M.
St. Paul, Minn.....	Saturday P. M.
Denver, Colo.....	Monday A. M.
Omaha, Neb.....	Monday A. M.
San Francisco, Cal.....	Tuesday P. M.
Philadelphia, Pa.....	Saturday A. M.
Harrisburg, Pa.....	Saturday A. M.
Newark, N. J.....	Saturday A. M.

Any one finding delay in the delivery of THE SPORTING LIFE as per the above table will oblige the publishers by immediate notification. Efforts will be made cheerfully at all times by the publishers to overcome any delay or obstruction in delivery.

## A BRIGHT OUTLOOK

FOR THE REORGANIZED PENNSYLVANIA STATE LEAGUE.

Good Results From the Recent Special Meeting--Disputes Amicably Settled and Misunderstandings Cleared up--The Allentown Situation Greatly Improved.

Pennsylvania State League prospects have improved mightily during the past week. The special meeting at Harrisburg, a full account of which appeared in our last issue, was productive of good results, inasmuch as whatever little misunderstandings there were between the clubs were amicably patched up. The Massey case was settled to the satisfaction of all. Mr. Wittman did not take his Reading club out of the League. After he had heard Massey's correspondence with Scranton read and compared it with the letters he had received he said that he was convinced that Massey had toyed with both clubs to push up his salary, but that Scranton had the best right to him. Massey was severely censured for his actions, but he will play at Scranton.

Neither Mike Kelly nor Al. Johnson were at the meeting, but the "\$10,000 beauty" wire that he wanted all the rights he was entitled to. There was a long discussion regarding the Allentown players. Manager Hanlon claimed that he was entitled to them for Hazleton, and wanted Allentown's claims ignored altogether. The League finally decided to give Mike Kelly the first pick, and what he didn't want Hanlon could have. Hanlon and Kelly came to terms subsequently, and the latter agreed to give up all claim to the players. This insures Hazleton the nucleus for a strong team.

Potts, one of Allentown's catchers, was awarded to Pottsville, where he had signed, because it was proven that Allentown had released him last year 48 hours before the season closed.

The League is sound financially and everything looks very bright. Nick Young has granted protection under the National Agreement, and in his next circular the National League secretary will promulgate the State League contracts. The schedule meeting of the State League will be held at Pottsville on Monday, April 2.

Secretary Diddlebock, of the State League, has issued a circular in which contracts are approved as follows: Al. Johnson, Frank Miller, Edward Henry, W. L. Lehman, Frank T. Eustice, W. T. Clark, George B. Fox, W. C. Rhodes, R. O. Stephenson, Thayer Torreyson, George Goodhart and W. H. Beaumont.

With Pottsville--Thomas B. Golden, Philip Bachman, Harry Lehman and Patrick T. Fox. With Scranton--W. S. Wetzel, George Reese, George Hodson, W. J. Patcher, George Sholz, M. F. Hogn, W. H. Massey, George T. Westlake, John F. Doran.

With Hazleton--J. Ely and O. Jordan, pitchers; Z. Moore, catcher; W. Clark, first base; Conroy, second base; Rothelmer, E. Henry, H. Ely and Gus Moran.

Secretary Diddlebock has also issued official notice that the Pennsylvania

League has been admitted to protection under the National Agreement.

### AS TO HARRY WRIGHT.

His Duties in His New Position Not Yet Officially Defined.

While Harry Wright's duties as chief of umpires have not been officially defined by President Young, it is not unlikely that all complaints will be turned over to him for investigation. He will visit the city where the umpire against whom the charges have been made is working, "look him over" and act according to his judgment. Umpires will be taken in their cases, and club captains and managers will know that their interests are safe in his hands. Club officials will greatly strengthen Mr. Wright's hands if, when they think they have reason for complaining, they say nothing to the umpire of the proposed protest, but inform Mr. Wright direct, and let him watch the work of the umpire without the latter's knowledge.

### WHERE CLUBS CAN HELP.

One of the little things that help to make the umpire's existence a burden is the bluff protests that some of the managers make. Many an umpire has been raked over the coals by the head of a losing club solely for the purpose and with the hope of getting the best of the deal in the next game. These protests would have no effect upon men with the moral stamina of Lynch, but they have had their effect in the past upon umpires less generously endowed with backbone. If managers are sincere in their expressed desire for improvement in the umpiring and wish to help Mr. Wright in his work, they will see that there is no more protesting to the umpire direct.

### NEEDED NO CONTRACT.

Appropos of Harry Wright, it can be stated that during the 10 years he has been under engagement as manager of the Philadelphia Club that he had only been under contract for three years, he serving the remainder of the time from year to year, under mere verbal contract, so that no faith was broken with the popular manager when the Philadelphia Club gave him his release.

### FALL RIVER FINISHED.

The Team Now Quite Made up by Manager McDermott.

Fall River, Mass., March 26.--The makeup of the Fall River base ball team has been completed. The following players have been signed: Pitchers, W. O'Neill, P. V. H. Dolan, P. Klobedanz, H. Stevens, P. H. Dolan, catchers, Pat Rollins, Dave Gore, George Rudderham; first base, Ed Flannigan; second base, Tom McDermott; short stop, W. D. Howells; third base, H. Harrington; left field, "H. Ladd; centre field, Charley Brady (captain); right field, Dave Riley.

"I have now 15 men," says McDermott, "and I expect to begin the practice games with 16 men." Whether this extra man will be Nulton or Myers is not known.

The players will probably report by April 11 or 12.

Tommy Cahill wants April 18, 19 and 20 for practice games with the Troy team. Boston has been given a date, but at present McDermott is in a quandary whether to arrange his practice games with Harvard or Yale, or with Eastern League teams.

The matter of choosing new uniforms is now bothering the managers. From the list of samples given them, McDermott prefers a pearl gray with red trimmings and cap to match. The blue uniform of last year was not a very handsome rig, but it was a mascot, according to some of the players.

Tim Murnane wants McDermott to state immediately what particular date or dates the local club desires, and has also asked "Mac" for the latter's views on the date for opening and closing the season. This indicates that "Tim" is going to hustle the Schedule Committee in its work.

Contractor Gesner has placed the props in position for the new grand stand, and this next week the base ball reporters will be extended the courtesy of suggesting any improvement they may desire in the matter of the press box.

### CHICAGO'S SCORN.

Cold Water Thrown on New York's Hot Enthusiasm.

Mr. Edgar S. Sheridan has unlearned quite a big Chicago sprinkling can and is trying to dampen the hot enthusiasm which is now manifested in New York. After the big deal with Washington the old war cry, "We are the people," was trotted out and the New York cranks are laboring under the impression that they have already got the flag nailed down. This Windy City critic craves observes:

"The Giants will be far from the strongest team in the League, even with Fiebel and Mack. Neither of these men is a star. Farrell was a great player two years ago, but fell off last season. It is explained that he was dissatisfied, but the man who draws a ball player's salary and then falls to his knees and begs for the position of short stop is not long ranked as a first-class player. As for Meekin, he played a very short engagement in the first company of the National League, and while he showed up well, he is not yet established as a first-class player. With Connor and with a good catcher is the best pitcher in the world; but the Giants are weak behind the bat, and Rusie's effectiveness may be impaired. Even the New York papers are represented by Connor and there is no Giant to fill the position of short stop. With the best catching talent in the League the Chicagoans are likely to outrate the Gothamites this year."

### TED SULLIVAN'S STRATEGY.

How Montgomery Was Pulled Into Base Ball.

Montgomery's threat to sue the Southern League for a place in the circuit created a sensation all through the South. The capital of Alabama was wooed and won in a strange manner and she does not relish the way in which her fickle lover has offered her the mitten. Denny Long, who was at Atlanta last season, tells the story of Montgomery's capture. He says:

"It was in the winter of 1891, during a meeting that was being held at the 'Magic City,' Montgomery's bitterest enemy. All the desired cities were represented except Montgomery, and everything had been done to get them to respond, but to no avail, and the delegates were about to give the job up as a bad one when Ted Sullivan quietly slipped out of the hotel parlors and at once proceeded to the Western Union office and the editor of the 'Advertiser' and the following dispatch: 'The people of Birmingham say there is not money enough in Montgomery to start a base ball team, and that your street cars are being run by a hatter. A new rule advantage over the batsman. In case of batted balls the umpire's judgment will also be called into play more frequently than of old. Every foul ball will count as a strike, while an ordinary foul hit goes for nothing. The umpire must watch the batsman as well as the ball.'

## CHANGE OF PLAN.

DAVIS NOW RETURNS TO HIS ORIGINAL PROJECT,

And Abandons the Tri-State League

Idea in Favor of His Original Plan of a Strictly Wisconsin League--Engaged in Making Converts.

Milwaukee, March 25.--W. D. Davis, who is endeavoring to form a State ball league, arrived in the city Saturday afternoon. He held a conference with Charley Cushman, as he wished to get the latter's views on the situation. "Cush" gave him more pointers in ten minutes than Mr. Davis has come in contact with the past month.

The plan as first proposed by Mr. Davis has been abandoned, and he will now endeavor to organize a league after the plan of the Western League. He thinks a circuit with such towns as Chippewa Falls, Eau Claire, Stevens Point, Wausau, Sheboygan and Manitowish, Appleton and Green Bay would meet with favor and prove a success financially. The four cities last named would form the southern end, and the other four the northern end of the circuit. He left to-day on a tour through Wisconsin to stir up a little enthusiasm.

The meeting of the League, which was to have been held at the Plankinton House Monday, March 26, has been indefinitely postponed, as it has been thought best to have the meeting at one of the towns in the circuit, where the delegates will not have so far to travel to attend.

### ATLANTA AFFAIRS.

More Battery Players Signed by Ted Sullivan.

Atlanta, Ga., March 27.--Manager Ted Sullivan has just signed the last player for his team.

The new player is Oscar Foster, of Binghamton, New York, and was one of the crack outfielders of the Eastern League last year. He is a change catcher, a fast sprinter and a good batter.

He was signed by Manager Sullivan a few days ago and will join the team in Cincinnati in a few days.

Manager Sullivan now has five pitchers, Kissinger, Chard and Harlan, of Cincinnati; Conover, of Kentucky, and Copping, of Butte, Montana. These men will all be given a trial and the best men will be kept; the others will be dropped.

He has also signed three catchers, Fagan, Yeager, and Foster.

This completes the Atlanta team, as no others will be signed.

Men already signed are Ted Sullivan, who is expected of them.

The team has been instructed to meet in Cincinnati on the 21st instant. They will play several games in Cincinnati before starting South.

Several games will be played with clubs between Cincinnati and Atlanta, and the season will be opened here Friday, March 29, with Al Marshall's team.

Manager Sullivan says that his team is a strong one and a sure winner. He will arrange a parade on the opening day and will have the Atlanta team with all local teams and a number of citizens in carriages driven through the various streets of the city.

It is probable that Manager Sullivan will have some difficulty in getting grounds for his games this year. Recently he lived on the grounds on Crumley street was sold at public outcry by the Sheriff under an attachment sued out by various parties to whom the old Atlanta Base Ball Club owned large sums.

The lease was for three years and was purchased by Mr. W. F. Moyers, one of the attorneys for the plaintiffs in the attachment.

### THE WISE MAN OF CHICAGO.

Why Not Just Present Captain Anson With the Pennant?

The less a man knows about base ball, the more suggestions he will make how the game should be conducted. The "Chicago News" has an innocent, who believes money will buy the pennant, and he is much put out because Captain Anson doesn't wade in and get what he considers pennant winning material. He says: "Patrons of such cities as New York and Chicago do not want to see smaller cities like Boston, Brooklyn, Philadelphia or Cleveland play better games than the home teams. It is easier work to kill a popular sport than it is to revive it, and it is much wiser to look these facts in the face and not learn wisdom at night."

Does this youth expect the villages of Boston, et al., to turn over their game preserves to Chicago and say: "Take your pick?" If so, he is barking his shins against a vain hope. "The News" has been disgruntled ever since the resurrection of the game, which it declared in its wisdom a year or so ago, dead beyond hope of redemption. The national game is a sport that will live on as long as mankind takes to outdoor recreation. Chicago may mourn because her team is dragging along toward the rear, but a few victories would change the kickers into bowling Der-vises. That is base ball.

### MORE WORK FOR UMPIRES.

Changes in the Rules Will Increase the Responsibilities.

Chief of Umpires Harry Wright points out that the change in rules in relation to being hit by a pitched ball and bunt hit will throw more responsibility upon the umpires. Everything is now left to the judgment of the umpire.

If with two strikes and three balls called a batsman is hit by a pitched ball he may be declared out, instead of being sent to first base, providing he swings his bat as to hit at the ball. It often happens that a batsman will set himself with such determination to hit the next good ball that he will involuntarily swing his bat, although he may have no other intention than to get away from the ball, which he sees is going to hit him. The opposing team will, of course, claim that the batsman tried to hit the ball, and many a "kick" will be the result. The new rule advantage over the batsman. In case of batted balls the umpire's judgment will also be called into play more frequently than of old. Every foul ball will count as a strike, while an ordinary foul hit goes for nothing. The umpire must watch the batsman as well as the ball.

## CINCINNATI CHIPS.

THE HOME PLAYERS ONE BY ONE REPORTING FOR WORK.

Comiskey in Winter Quarters--Niland's

Good Showing--Parrott Wants More Salary--Comiskey Sure of Third Place--Yarns and Other News.

Cincinnati, March 28.--Editor "Sporting Life":--The Cincinnati players are beginning, according to their custom, to flock into town, although so far only six of them have done any flocking to speak of. They arrived Monday and flocked around the stove at the club house while a blustering, hearty South Dakota zephyr frolicked around the building. Holliday, Hoy, Latham, his protegee Niland and George Cross reported to Captain Comiskey, who was installed in winter quarters at the club house. The weather was so cold that about half of the unemployed who have been helping about the work, struck till warmer weather, and Bancroft worried through the day on half force. Several players, however, were playing over again by the little party of Reds, and then the talk turned to horses. Bug Holliday bewailed the capture of his money (what was left from his disastrous saloon investment), on the fact that he had lost Jack Boyle related how "Shorty" Fuller had been "just killing 'em" all winter. The abbreviated short stop won, he said, over a thousand dollars. "I won \$6000 myself at Ruby," remarked Comiskey. "But I never said anybody about it." Then the captain smiled.

On Tuesday no more men had arrived, probably on account of the weather, which was not so cold, however. He prevented the boys at hand from chasing a few flies over the frozen field. Niland, a good-looking young fellow of about 21, surprised everyone by his excellent work in practice. He was not so good, however, in the game, but he can bat, that Latham's glowing eulogies of his favorite were not far wrong. It is a great satisfaction to see that all of the men who have so far reported, have evidently studied up well in condition for work.

Twelve Cincinnati players have signed. Vaughn, Murphy, McPhee and Parrott are the delinquents. King isn't counted, but he will play a strong game, and the gentlemen at the head of them are determined that the patrons of the game will be given an opportunity of witnessing first-class ball games during the approaching season.

Already work has been begun at Tecumseh Park, and that famous old base ball ground will be considerably enlarged and beautified before the season opens in May. The seating accommodation will be ample for a large crowd, and the park will present an attractive appearance. A prettier base ball park will be difficult to find outside National League cities.

With a couple of exceptions the Alerts will be composed of the same players that were on the team last year. No effort will be spared to make the club as strong as it was last season.

"Doc" Sippl, of this city, will play second base for Grand Rapids, in the Western League, this season. He is an excellent infielder and a heavy hitter, and will be a valuable man for Grand Rapids.

J. M. N.

### TOLEDO TIPS.

Toledoans Anxious to Know Where They Are at.

Toledo, March 26.--Editor "Sporting Life":--All eyes are turned toward Milwaukee this week to discern, if possible, anything new in the base ball horizon. The schedule will be made public, and Toledo expects to be at home on July 4 and to open with Detroit.

Oil of Peard, who had a batting average of .360 with Birmingham last year, and was released because he lost his quill, has been in daily practice at the park, and will make an excellent fielder or first baseman for any minor League club. Ollie is a clever ball player, and has been with Berdan & Co. all winter in the wholesale grocery business.

President Long, of the Toledo Club, is after a left-hand phenom to put into the box when Detroit comes down here.

Work on the Toledo grounds will commence as soon as the frost is out of the ground.

Twenty-five people have already signed the roll to attend the opening game in Cincinnati, when Toledo will go up against Cincinnati. Pastorius will be in the box for the Toledo boys, and as he once held the Reds down to three hits the game will be watched with much interest.

T. W. DYAR.

### FROM LEAGUE HEADQUARTERS.

Latest Contracts and Releases Noted by President Young.

Washington, D. C., March 24.--Headquarters National League and American Association of Professional Base Ball Clubs:

With Cleveland--E. J. McKean, Jesse C. Burkett, C. L. Zimmer, C. L. Childs, C. H. Dewald.

With Washington--C. L. Abbey, J. H. McMahon, William Joyce.

With St. Louis--C. J. Crooks.

With Cincinnati--"Connie" Murphy.

By St. Louis--Arthur Twineham.

N. B. YOUNG, Secretary.

IL MAKES A DIFFERENCE

Whether You Are a Manager or a Player.

Manager Ward, of the New Yorks, has been somewhat harshly criticised for his determined opposition to the demands of Farrell and Rusie, owing to the fact that when he was only a plain, ordinary player he was voted to stand one year for a big advance. The fact that he generally succeeded in his "strike" is used against him. There does not seem to be much sense or justice in this complaint. He is now a manager, liberally paid to look after the club's interests. It makes a heap of difference which side of the fence a person is on. A man of property is never an Anarchist and a landlord deprecates the "no-rent" movement.

PAUL CHAMBERLIN.

NASHVILLE NOTES.

Infielder Callopy Signed and Truby Released--The Opening Game, Etc.

Nashville, Tenn., March 24.--Editor "Sporting Life":--Manager Stallings says he, as usual, will have pennant winners, which will undoubtedly be true with the team he has signed. A few days ago Mr. Stallings received a letter from a prominent official of the Eastern League complimenting him very much in securing such a gentlemanly and capable lot of players to represent the Rock City this season. Mr. Stallings has at last signed Callopy, of last season's California League.

This is the player Mr. Stallings has been corresponding with for some time, but at last landed him. Callopy will cover short field for Nashville. This is the player who did such fine work for Oakland last season, he having led the league in base running and also near the top in hitting and fielding.

The signing of Callopy caused the release of Truby, whom Mr. Stallings had signed to play short. Truby, on receiving his release, immediately signed with Memphis.

The team up to date is composed of Spies, catcher; Borchers, Lookabaugh and Cleve, pitchers; Dooley, first base; O'Brien, second base; Whitehead, third base; Callopy, short stop; O'Meara, left field; Stallings; centre field; Webster, right field, and change catcher.

Charley Petty, the pitcher New York traded to Washington, makes his appearance at the park daily, clad from head to foot in sweaters, trying to reduce himself.

"CUMBERLAND."

### A BASE-RUNNING TEAM.

The Official Averages Show a Peculiar and Surprising Fact.

A dissection of the averages reveals the fact that a nine built on base-running lines alone would not be a half bad team, either with the stick or in the field. It is a striking circumstance that not one member of the champion Boston takes a place on this team of the greatest base runners in the League.

New York furnishes four of the sons of Mercury, Cincinnati two and Pittsburgh, Louisville, Brooklyn and Cleveland one apiece. What an array of sprinters there would be with Dave Foutz, Tebeau, Ward, Jack Glascock and Arlie Latham on the infield. The outfielders who stole their way to the front rank were Ed Burke, Tom Brown and "Buck" Ewing. Jack Doyle, of the New Yorks, is head and shoulders above all other catchers of the League as a successful pilferer of the canvas. He stole forty-nine bases, and no one but Farmer Vaughn takes second rank with eighteen.

If the base ball family depended upon members of the batteries to do all the base running they wouldn't get much of a run for their money. Tony Mullane, with eight on the "S. B." ledger, and Mark Baldwin, with six to his credit, take rank as the fastest pitchers in the business, but it looks like an abuse of the word to use "fast" in this qualifying them as performers. Arlie Latham and John Ward, for instance, have stolen more bases this year than all the pitchers and catchers put together. That "fast nine" would be able to win a few games if they were pushed.

### LONDON LACONICS.

Two Sectional Leagues to Battle This Season in Canada.

London, Ont., March 26.--Editor "Sporting Life":--There are bright prospects for a genuine boom in base ball in Canada this season. There will be two leagues, representing the east and west, the winners in each to play for the Canadian championship. The different cities will be represented by clubs that will play a strong game, and the gentlemen at the head of them are determined that the patrons of the game will be given an opportunity of witnessing first-class ball games during the approaching season.

Already work has been begun at Tecumseh Park, and that famous old base ball ground will be considerably enlarged and beautified before the season opens in May. The seating accommodation will be ample for a large crowd, and the park will present an attractive appearance. A prettier base ball park will be difficult to find outside National League cities.

With a couple of exceptions the Alerts will be composed of the same players that were on the team last year. No effort will be spared to make the club as strong as it was last season.

"Doc" Sippl, of this city, will play second base for Grand Rapids, in the Western League, this season. He is an excellent infielder and a heavy hitter, and will be a valuable man for Grand Rapids.

J. M. N.

### TOLEDO TIPS.

Toledoans Anxious to Know Where They Are at.

Toledo, March 26.--Editor "Sporting Life":--All eyes are turned toward Milwaukee this week to discern, if possible, anything new in the base ball horizon. The schedule will be made public, and Toledo expects to be at home on July 4 and to open with Detroit.

Oil of Peard, who had a batting average of .360 with Birmingham last year, and was released because he lost his quill, has been in daily practice at the park, and will make an excellent fielder or first baseman for any minor League club. Ollie is a clever ball player, and has been with Berdan & Co. all winter in the wholesale grocery business.

President Long, of the Toledo Club, is after a left-hand phenom to put into the box when Detroit comes down here.

Work on the Toledo grounds will commence as soon as the frost is out of the ground.

Twenty-five people have already signed the roll to attend the opening game in Cincinnati, when Toledo will go up against Cincinnati. Pastorius will be in the box for the Toledo boys, and as he once held the Reds down to three hits the game will be watched with much interest.

T. W. DYAR.

### FROM LEAGUE HEADQUARTERS.

Latest Contracts and Releases Noted by President Young.

Washington, D. C., March 24.--Headquarters National League and American Association of Professional Base Ball Clubs:

With Cleveland--E. J. McKean, Jesse C. Burkett, C. L. Zimmer, C. L. Childs, C. H. Dewald.

With Washington--C. L. Abbey, J. H. McMahon, William Joyce.

With St. Louis--C. J. Crooks.

With Cincinnati--"Connie" Murphy.

By St. Louis--Arthur Twineham.

N. B. YOUNG, Secretary.

### IL MAKES A DIFFERENCE

Whether You Are a Manager or a Player.

Manager Ward, of the New Yorks, has been somewhat harshly criticised for his determined opposition to the demands of Farrell and Rusie, owing to the fact that when he was only a plain, ordinary player he was voted to stand one year for a big advance. The fact that he generally succeeded in his "strike" is used against him. There does not seem to be much sense or justice in this complaint. He is now a manager, liberally paid to look after the club's interests. It makes a heap of difference which side of the fence a person is on. A man of property is never an Anarchist and a landlord deprecates the "no-rent" movement.

PAUL CHAMBERLIN.

NASHVILLE NOTES.

Infielder Callopy Signed and Truby Released--The Opening Game, Etc.

Nashville, Tenn., March 24.--Editor "Sporting Life":--Manager Stallings says he, as usual, will have pennant winners, which will undoubtedly be true with the team he has signed. A few days ago Mr. Stallings received a letter from a prominent official of the Eastern League complimenting him very much in securing such a gentlemanly and capable lot of players to represent the Rock City this season. Mr. Stallings has at last signed Callopy, of last season's California League.

## LATE NEWS BY WIRE.

THE SOUTHERN LEAGUE ADOPTS THE KIFFE BALL.















RECEIPTS.	
Subscriptions, \$5 from each club.....	\$75.00
Six Toronto junior clubs.....	18.00
Total.....	\$93.00

EXPENSES.	
Officers' traveling expenses.....	31.30
Printing and postage.....	21.60
Stationery and sundries.....	19.35
J. J. Ward's and W. A. Porteous' expenses in organizing.....	7.00
Discount on check.....	45
Balance on hand.....	13.60
Total.....	\$93.00

After the secretary had read his report, which was considered to be an eminently satisfactory one, the questions of changes in the constitution, which last year was found to be extremely faulty, came up for discussion.

CONSTITUTIONAL REVISION.

The council, at its important session, had considered many important points, and they were submitted for the approval of the delegates.

An addition was made to Article III, Section 1, of the constitution, giving the executive committee power to remove any club which has a representative among the executive officers of the association. Provision was made in Section 6 of the same article for the election of district secretaries by delegates from the various clubs in each district, instead of by the president, as formerly.

Article IV, clause 4, was altered to allow a player suspended by the president the right to appeal to the Judicial Committee. An amendment to Article IV, section 7, provided that the secretary should notify the club secretaries of contracts and releases within four days of receiving notification.

THE LOCAL PLAYER QUESTION.

The discussion that ensued over the residence qualification of players, and the amateur question was so animated and vigorous that at one time it looked as if the association was trying to express its opinion on the question of local players by dropping out of any club which has a representative among the executive officers of the association. Provision was made in Section 6 of the same article for the election of district secretaries by delegates from the various clubs in each district, instead of by the president, as formerly.

Article IV, clause 4, was altered to allow a player suspended by the president the right to appeal to the Judicial Committee. An amendment to Article IV, section 7, provided that the secretary should notify the club secretaries of contracts and releases within four days of receiving notification.

"No player in any city or town where a league club is located shall be allowed to play with the club of any other city or town."

But this, apparently, did not satisfy the meeting, as they rejected it, despite the futile protests of Messrs. Graham and McMillan, the club delegates. Mr. McMillan then moved an amendment, which was identical the same as that recommended by the council, but which made it compulsory for a player to reside in a town for at least fifteen days before being granted a certificate. This motion likewise met the fate of its predecessor. The ire of the Galt delegates was excited, and they declared that they would leave the meeting, and the association as well, if a similar amendment was not formulated. They said it was useless for their club to compete with the team in London and in some of the eastern towns, where players were imported especially to play base ball. The game should be played on its merits, and not degenerate into a professional game.

A COMPROMISE.

Efforts were made to pacify the Galt delegates, and, after they had laid their grounds for objection before the meeting, a compromise was suggested, which emanated from Mr. Ramsay, of the Park Nine Club. The motion was an ingenious one, and covered the ground fully. The clubs situated in towns east of Toronto are permitted, according to the new law, to enlist players living in any part of the county in which the town is situated. The western clubs are restricted to bona fide residents of their towns. The motion was carried by a vote of 12 to 7. When all had been settled amicably the business went on as before.

An addition was made to Article VI, Section 6, which provided that no certificates would be issued to players after August 1. This prevents any club from signing new players for the championship games.

OTHER AMENDMENTS.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

The alteration to section IX, Article II, placed the annual subscription fee for senior clubs at \$5, and for clubs at \$2. This prevents any club from signing new players for the championship games.

Aug. 24 and the final series by Sept. 1, the winning club in each district to arrange the final series.

An important alteration was made in Section 3 of Article XIV., which was amended to read:

"The secretary of each district shall notify four days each district secretary of all releases and new contracts, which will be the secretary of the association shall, within the championship of the junior clubs and made the secretary of the association of every release and new contract of players in the club of which he is secretary within two days, and to the ratification of the council in convention."

After the revising of the constitution had been concluded, Dr. Brennan posed as an eloquent appeal for their recognition as duly accredited delegates to the conventions of the association. He was supported by President Ward, but the result of the meeting was adverse and the matter was given a settler.

MINOR BUSINESS.

Under the head of general business, Delegate Smith, of the Hamilton Victorias, moved that the Dukes be struck off the roll for failing to comply with the rules of the association in not posting up the \$10 called for by the constitution when a club forfeits a game. The offense, he said, occurred last August, when the Victorias journeyed to Hamilton, only to meet with disappointment. An acrimonious discussion followed, which culminated in the resignation of the Dukes from the association. The resignation was accepted.

Fraternizing greetings were exchanged from the C. L. A. and reciprocated to that association, and also to the C. W. A.

THE ELECTION.

Guelph was selected for the next annual meeting, after which the election of officers was proceeded with. Following is the result:

Hon. President, Mr. Charles S. Hyman, London; President, J. J. Ward, Toronto (re-elected by acclamation); first vice president, Dr. Brennan, Peterboro' (re-elected by acclamation); second vice president, James H. Hough, Guelph (re-elected by acclamation); secretary-treasurer, Cal Davis, Hamilton (re-elected by acclamation); Judicial Committee: J. J. Ward, Cal Davis and F. H. Elmore.

Council: J. J. Ward, G. J. Smith, Galt, McMillan, London; Joseph Weber; Lindsay, T. McMillan; Guelph, G. P. Downey; Bowmanville, A. J. Bennett; Parkdale, R. H. Eames; Peterboro, E. Le Brun; Oshawa, J. B. Cummings; Park Nine, Inspector Stark.

THANKS TENDERED.

On motion of President Ward and Mr. Weber, of London, a unanimous vote of thanks was tendered Messrs A. G. Spalding & Co. for the donation of their handsome flags to last season's district champion senior and junior clubs. A vote of thanks to the Palmer House proprietor concluded the business of a well-conducted and important meeting.

ROSY READING.

Satisfied With the Settlement of the Massey Case--Witman's Hold in Reading--Club News, Etc.

Reading, Pa., March 28.--Editor "Sporting Life": The State League for a second time has declared that Massey belongs to Scranton the base ball fraternity here does not consider it a reproach for Manager Witman or an entire vindication of Scranton. Through the concerted effort of certain facts in the case by Scranton the public was misled to a certain degree, and, therefore, some of the revelations at the Harrisburg meeting came as a surprise to the cranks in this city. It was known here that the first baseman was paid advance money by the coal barons, and neither was it known that he had indulged in such an extensive correspondence with his Scrantonian claimants, his ultimate object being to compel terms far more than his worth. With this new complication of affairs confronting him, and the unproven charges of fraud and misrepresentation Witman gracefully submitted to the decision of the League's resolution of censure is highly commended, and the Massey imbroglio is only another instance of the importance of National League protection in State Leagues.

There is no community in the circuit that wishes the League more success than the county seat of Berks, and Witman was championed in this connection only because it was justifiably considered that a principle was violated and that a wrong should be righted. It is necessary to state that in the harmony now established we are in the swim and that we forgive the Scranton correspondent for his pepper and salt attack on our manager's honor and his harmless advice to retire from the League.

WITMAN'S HOLD.

The repetition of disgruntled threats that a club would be placed in this city in event of Witman's withdrawal is talk of a day and comes from those not in authority. Witman's existing base ball conditions here and in the past. Secretary Diddlebeck remembers as well as the harrowing experience of the State League club here in the winter when his League aggregation backed each other. Randall was traveling down hill at a very untidy gait, losing his financial backers' money, and he was finally forced to concede the independent team and his own, which was followed by lawsuits, petty fights, indiscriminate ball playing, and the year can be called the most disagreeable in his long history in 10 years. Witman again revived interest last year through hard work and made money, despite a poor team. He has gone to an expense of thousands of dollars, and is backed by no stock company, has the support of no traction company and should have withdrawn this year and maintained an independent line on opposition professional club dependent upon its own weight. Those somnolent correspondents who write in a revengeful spirit should remember that the tall never was the

CLUB NEWS.

It is refreshing to note that Thayer Torreyson will play first base and captain the Reading Club. Who will deny that he is Massey's superior? His meritorious career results in no commendation, but no telling but what he will bring the pennant to this city. The club is now practically completed, and the contracts of the following are on file: George B. Fox and George Goodhart, pitchers; W. C. Rhoades, W. T. Clare and W. L. Lemmon; short stop, Frank Miller; first base, Thayer Torreyson; second base, W. H. Reardon; left field, Frank B. Justice; right field, B. G. Stephenson; centre field, Edward Henry. In right field the surplus pitchers and catchers will alternate.

MINOR MENTION.

Jack Holland, who umpired in the big and minor leagues for ten years has been prevailed upon by his friends to be an applicant for umpire in the State League. The league officials could not make a more satisfactory appointment. It is hoped Mr. Holland will be selected, for he has been base ball on his fingers' ends.

The exhibition season will open Saturday, April 24, with the National amateur team. Erie, Binghamton, Buffalo and Syracuse have made arrangements to play here.

The new game is rapidly nearing completion, and the finest in the league. It is impossible to knock a ball over the fences for a home run, so large are they. The grand stand accommodations are perfect and the prices quite reasonable. The spectators will find the folding chairs very comfortable. At night the park will be illuminated for various amusements. Already 25 season tickets have been sold, they remunerating at \$10 each.

The new uniforms will be navy blue, with white trimmings, and white sweaters. Bailey & Co., of Philadelphia, are the makers of the uniforms. George B. Weidner, of the "Eagle," an afternoon paper, has been appointed official scorer.

The popularity of the "Sporting Life" is greatly on the increase in this city, and it is greatly to be regretted that the circulation exceeds 2000 a week this summer. Its extremely entertaining contributions on the grandest sport in the world have given it a popularity in this city which is highly complimentary and extremely flattering.

G. B. W.

BUSY BRIDGEPORT.

John Henry Engaged to Secure and Manage a Team.

Bridgeport, Conn., March 26.--Editor "Sporting Life": The Park City Athletic Club will have control of the Bridgeport team, and there is no doubt but what they will make it a success. The members of the club are well-known business men. They have engaged John Henry, the well-known player, to manage the team. No better man could be secured, and he will have a strong team to represent Bridgeport in the State League. Bridgeport has had a professional team since 1887, and everyone is anxious to see our city again represented on the Diamond.

The Bridgeport boys are all hard at work getting into shape for the coming season. Dan Shannon will manage and captain the team. Jack Kelly goes to Washington; Jim Rogers to Providence; D. Gore to Fall River. Tom Malone to Springfield. Two other good men in this city that have been overlooked, are Red McDonough, who covered second base for Easton last season, and John Doran, who pitched for New Orleans part of last season.

All the League clubs have signed their managers for the coming season with the exception of St. Louis and New York. The latter two are giving it no thought as a first-class man, a heavy hitter, a fine fielder, a splendid catcher, and with all the requirements of a first-class manager, why don't he sign Jim O'Rourke, no better man could be found for the position.

PARK CITY.

ISSUED APRIL 1st.



The GUIDE is the acknowledged authority on BASE BALL in AMERICA. Many new and attractive features will be added, and the GUIDE will be replete with valuable statistics.

—PRICE 10 CENTS—  
FOR SALE BY ALL NEWSDEALERS.

A. J. REACH CO.,  
Tulip & Palmer Sts., Philadelphia.

HUB HAPPENINGS.

THE ACQUISITION OF THE EX-BROOKLYN PITCHER, LOVETT.

Portends Some Radical Changes in the Boston Pitching Department--News About the Other Members of the Champion Team--A Hot Time For the New England League, Etc.

Boston, March 29.--Editor "Sporting Life": The talk of the hour in this city is the engagement of Pitcher Tom Lovett, formerly of the Brooklyn, to the Boston team. It was somewhere I noticed a squib that Lovett had not been snatched in a hurry, but this was not for a lack of offers. There were plenty who felt confident that his pitching days were not over, and one of these was Manager Selee. He made a trip to Providence early in the week and arranged to open the exhibition season in that city on April 20. He saw Lovett and found him in splendid condition. Lovett claimed that he had not been in good form for several seasons, but that his arm was now as good as it ever was. He said that he would like to play in Boston above all things. Manager Selee came home and reported the matter to the Board of Directors, as a result of which he was empowered to make Lovett an offer, which was accepted. The Providence Club was sorry enough that Lovett did not stay in that city, as it was prepared to make him a liberal offer, but Tom wanted to show what he could do with a first-class club behind him, and amidst pleasant surroundings.

The fact that Lovett was secured shows that Manager Selee appreciates the lack of confidence bestowed upon Boston pitchers as a whole. Without doubt Staley will be released. He was not sent a contract when the batch was sent out, and he will doubtless be given a chance to go elsewhere. One other pitcher will be allowed to go, and the work in the exhibition game will be done by the new batch. Young Lampe has been working hard with Pitcher Mike Sullivan, of the Washingtons, in the Casino Building here, and the latter says that the youngster has the speed to make a good pitcher. Staley was not in his old form last season and pitched a good part of the time as if there was something the matter with his arm. He will be critically watched when he arrives and takes part in the early games.

The Boston players will be the very last in the League to report. Captain Nash is now the only one in the city. Tucker has not yet sent his contract, but I expect it will be sent very soon. The time this letter reaches the public, and the same will be true in the case of Stivett.

TUCKER AND STIVETT.

Tom thinks that he will use money that he has been saving, but the directors think that few first basemen in the country have been treated as liberally as the Boston man. When Tucker says he is not appreciated here he makes a big mistake. He has a very big following, and that fact is recognized in the liberal sum for these or any times that he is receiving. Last season the Boston directors were asked to make a trade of Tucker for Beckley, and there is no doubt but that they would have done so to the great satisfaction of President Soden said as soon as he heard that Tucker wanted to get away from Boston that he could go if he could effect an exchange for Beckley. I guess the players will be in the good graces of the Pittsburgh people by the way he batted while on the exhibition trip of the Bostonians and in California. At that time I knew that the first basemen would be pleased to play here, for there is no city in which he has more admirers than in Boston.

Stivett has found out that the club was not particularly anxious to sign him, and that advance money was a thing of the past.

ABOUT THE OTHER PLAYERS.

There is not a lot of truth in the report sent out from Pittsburgh, of course, that they would not play this season on account of the illness of his wife. He may not report for the early exhibition games, but he will be on deck when it comes to the championship contests. Oh, one has to go away from home and find the exact condition of things here. Now let us hear what "Isid" in Louisville about something that Boston ought to know best as well as anybody. From all that we hear here Herman Long's arm will be stronger than ever this season. This is good news. With "Bob" Love playing his base better than ever, on account of increased experience, we can look for finer work and some half-raising plays all round. Captain Nash is the picture of health and confidence as for young Banner, he is one of the finest-looking youngsters who ever handled a bat. I wish you could have seen him when he entered my office the other day. He has a curly head and a pair of rosy cheeks that ought to place him way up with the fair sex. Catcher Jack Ryan was also numbered among my callers. If he does not fill the bill this year it will be because looks belie him. He has been working in a shoe shop in Haverhill all winter, and if he has him in first-class trim. Indeed, it is no chestnut that not for years and years have players reported in as good condition as he has been the case this year. The heavy ones have reduced flesh, and the light ones have got into better trim.

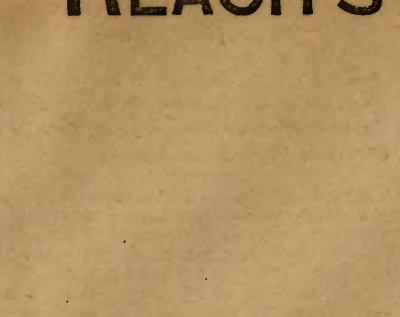
ABOUT JOHN CLARKSON.

Advise readers of the "Sporting Life" to watch John Clarkson this year. I happened to run across him just as he had landed in Boston after the completion of his engagement in New Orleans, and he looked better than he ever looked before. He expressed himself, too, as feeling fine and confident of being able to do his part in pitching winning ball for Cleveland. He said that he knew no reason why he should not pitch as good ball as he ever pitched. Last year he claimed to have had hard luck, and was handicapped by a great deal by the accidents to the players of his club.

NEW ENGLAND LEAGUE AFFAIRS.

My friend, Jim Merritt, is having his hands full with New England League matters. This little league has caused more trouble to its officers than any in the country. Now there is a great hue and cry about franchises. One Lavery, of Marlboro, went to Worcester and tried to stir up the interest in base ball. The foremost local paper gave the matter a black eye from the start. Afterwards, when it

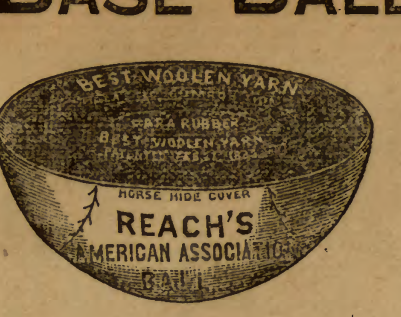
REACH'S BASE BALL GOODS.



The REACH AMERICAN ASSOCIATION BASE BALL being adopted by the principal LEAGUES and ASSOCIATIONS is sufficient guarantee that it is the BEST BALL made.

REACH'S No. AA LACED CATCHERS' MITT is the ONLY one SUITABLE for the BEST CATCHER; it gives PERFECT PROTECTION to the player.

REACH'S No. 4-0 BAT is the standard bat of LEAGUE and ASSOCIATION player. It is a



PERFECTLY BALANCED BAT made in all weights and sizes.

The above ARE the BEST the market affords. Send for ILLUSTRATED CATALOGUE, which gives descriptions of our complete line of BALLS, BATS, MITTS, GLOVES, MASKS, BODY PROTECTORS, BOXING GLOVES, Etc.

If your DEALER does not keep our goods, send direct to

A. J. REACH CO.,  
Tulip and Palmer Sts., Philadelphia, Pa.

ENTERPRISE WINS

The Kiffe League Ball

HAS BEEN ADOPTED BY

The Southern League

FOR 1894

MONEY TALKS

10 BASE BALL \$2.50

10 UNIFORMS \$25.00

Cap, Shirt, Pants, Stockings and Belt.

PRICES FOR BETTER QUALITIES ON APPLICATION.

THE H. H. KIFFE CO.,

523 Broadway, near Broome St., New York.

SEND FOR CATALOGUE.

Base Ball Uniforms

\$3.50

\$5.00

Other Qualities, \$8.00 and \$12.00.

John T. Bailey & Co., Philadelphia, Pa.

MANUFACTURERS AND RETAILERS

General Athletes' and Sportsmen's Goods.

Irwin's Celebrated Gloves and Mitts; Louisville Slugger Bats. Raleigh and Relay Bicycles.

TALK ABOUT PRICES!

\$3.75

IS ALL WE ASK A FOR COMPLETE BASE BALL UNIFORM

Made of good quality flannel, consisting of Shirts, Pants, Stockings, Cap and Belt.

We also make finer goods, as the bulk of our trade is exclusively with the leading Clubs and Colleges throughout the United States, and they use the best.

Then we have our Boys' Complete Uniform which we are selling at

Samples Furnished upon Application.

A. G. SPALDING & BROS.,

CHICAGO. NEW YORK. PHILADELPHIA

ROGERS & FERGUSON

MANUFACTURERS OF THE

ROGERS & FERGUSON CUSHION MITTEN.

Best Mitten I have ever used.--CHAS. W. GANZEL.

Best Glove ever put on the market.--WM. EWING.

Pleased me most of any Glove I ever used.--MORGAN MURPHY.

That new "Cushion" is a great help.--GEO. F. MILLER.

No superior on the market.--WM. H. MERRITT.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.

Washington's Loss?

Washington, D. C., March 20.--It is very probable that young Dave Thompson, of the Washington Club, will be given his release. He sent word to George Tebeau that he has come into the possession of quite a large sum of money by the death of a relative, and at the urgent request of his mother he was going to quit playing ball and engage in the grocery business with a brother and cousin, at Phoenix, Ariz.</



## BASE BALL

## BOSS VON DER AHE.

HE IS GOING TO MANAGE HIS TEAM IN PERSON.

He Anticipates no Trouble in Handling the Browns--His Plans For the Season--News of the Players and General Mention.

St. Louis, March 27.—Editor "Sporting Life":—Being asked to-day as to who would manage the Browns this season, Mr. Von der Ahe said: "I am going to do the work myself, and after April 1 I propose to have discipline in the team and to see that every man earns his money. Last year's team had a manager who had full swing. He did not suit some of the players, and at Baltimore he was chased out of a hotel. Now I do not propose that anything of this kind shall happen again. I started in to-day. I won't mention any names, but one of my players concluded to run things as he had run them last year, and I brought him up with a round turn. I got along quite well when Comiskey was captain of the team, and I expect to get along just as well this season without a regular manager, if not better than I have in several seasons past. Miller will captain the team, and have full command of them on the field. Off the field I will look after the men and see that they put in the regular hours at practice and all that sort of thing. If the team does not pan out well under this sort of treatment I will accept all the responsibility."

**THE PLAYERS AT WORK.**  
I took a run out to Sportman's Park Saturday afternoon to see how things looked there. I found Crooks, Werden, Cooley, Miller, Breitenstein, Kuhne, Shugart, Arkansas, and Quinn and Kuehne at work in the field. The latter is a new member of the Browns, and he handled himself like a very promising young player. These players have been at work about a week, and the love and loyalty which they have shown toward helping them get into first-class shape. Jack Crooks, was out at Sportman's Park to-day, but he was not taking part in the practice. Jack has already thrown his arm out, and he is now laid up for repairs. Quinn was looking as well as ever. He has gone out of the lively business in so far as actively managing an establishment of that kind is concerned, and he will devote all his time this season to the management of the Browns. He has signed to play next year with the Erie (Pa.) Club, and, judging from his playing, I am of the opinion that that team in Kuehne has secured a regular jewel.

**THE ABSENT PLAYERS.**  
The members of the team who have not yet arrived here are Dowd, Buckley, Frank, Hawley, Gleason and Goodenough. Miller arrived Thursday from Pittsburgh, and Hawley came up from Fort Smith at about the same time. Gleason was sent to Philadelphia, and he is probably on the way here. Buckley is still in Chicago. A contract was sent to him, but in reply to it he sent a letter stating that he was in better shape this year than ever, and that he would like to play for the Browns. He has received a letter from the Browns, but he has not yet received a letter from the Browns. The figures stated in the contract were probably based on the work Buckley did last year, but if he is in better shape than he was then there is no reason why a better salary should not be paid him. This is the way that President Von der Ahe looks at the matter, and if Buckley reports here in first-class condition and plays his old game he will be paid a good salary. Dowd is coaching the University team in Boston, and will not get here until about April 1. Frank is expected in this week, and may get here at about the same time.

**CAPTAIN MILLER.**  
George Miller, the famous all-around player and former captain of the Pittsburgh Club, arrived here Thursday morning. He at once repaired to New Sportman's Park and reported to President Von der Ahe. Well, Miller has been secured by the Browns. He will be captain of the team, and you will be given every possible encouragement and assistance in your work. Miller said that he was in better shape than ever, and that he would like to play for the Browns. He has received a letter from the Browns, but he has not yet received a letter from the Browns. The figures stated in the contract were probably based on the work Buckley did last year, but if he is in better shape than he was then there is no reason why a better salary should not be paid him. This is the way that President Von der Ahe looks at the matter, and if Buckley reports here in first-class condition and plays his old game he will be paid a good salary. Dowd is coaching the University team in Boston, and will not get here until about April 1. Frank is expected in this week, and may get here at about the same time.

**GENERAL MENTION.**  
Jack Milligan would like to return to St. Louis, but there is no place on the team for Jack.

Jack Crooks has resigned the commission of the St. Louis Police Department, and will devote himself strictly to baseball.

The Kansas Citys will be here April 1, 2 and 3; the Toledo will follow, 4, 5 and 6; Minneapolis, 7 and 8; Sioux City, 14, 15 and 16. The Browns will play in Kansas City April 10, 11 and 12.

The players of the St. Louis Club are just now playing for their board money. The regular salary time does not come around until April 1. Until that time they are paid for their services. President Von der Ahe has contracted to pay the board of each player who reports for duty at 10 o'clock each morning and who puts in the most of the day in practice work.

Right fielder Tommy Dowd, of the Browns, will be here before April 15, or just as soon as his college coaching season closes. His salary dispute will be adjusted, and the hard hitter, best base runner and superb fielder will be one of the Browns' favorites.

Perry Werden's leg, which bothered him last year, has entirely mended, and the weighty first baseman promises to develop more speed in his base running than the best race of last season, due to his injured limb.

Dick Cooley, the Browns' young all-around player, is one of the young players of the profession who are of steady habits and cheerful disposition, and who don't play exactly for their health, but who are in love with it just the same, and are not in the business for revenue only.

Cooley is one of the young bloods who make a good showing, no matter where they play. He is a good catcher—his regular position—while he can play an infield or outfield position successfully.

Breitenstein says he has pitched repeatedly to Rappold, and he regards the Browns' new man as a very desirable acquisition, who will, in his judgment, turn out well this year.

The Pittsburghs will open the championship season here April 19. They have so far given out that they will not play Sunday games, but President Von der Ahe has made the club an offer to play Sunday, April 22, that they would be foolish to refuse.

The Browns have announced their selection of 94 uniforms. At home they will wear white with brown trimmings. On the road, blue flannel shirts and pants, with brown trimmings and the name, "St. Louis Browns," across the shirt front. The cap is of blue, with brown trimmings, and the belt and stockings are brown.

## MOBILE MEMS.

**Infielder Lutenberg Accused of Base Double-Dealing.**

Mobile, Ala., March 23.—Editor "Sporting Life":—Last Sunday the first game of the season, between Southern League clubs, was played in the Crescent City before an audience that numbered 1500, when the Mobile club

outplayed the representatives of that city to the tune of 8 to 3.

Manager Graves, of Memphis, has written Wells explaining how he secured Lutenberg. Graves states that Lutenberg wrote to him and stated that he was tired of playing ball in Mobile and wanted to make a change. Not knowing that Mobile had reserved the player he signed him for \$150.

This looks very strange. Manager Wells, states that several months ago he wrote to Lutenberg and received a reply, stating that he would be ready to sign when asked, and that terms would be all right. On this Wells let go a better player than Lutenberg, because Lute is well liked in this city, and Wells wanted to please the public. On writing Lutenberg to sign, he placed his terms, the very lowest, at \$175. He then offered \$140, but he refused. Since then he was signed by Memphis. If there is any use in reservation, Manager Wells should insist on Lutenberg wearing a Mobile uniform.

K. N.

## SHUT-OUT RECORD.

**The Whitewash Work of League Teams and Pitchers.**

There were not as many shut outs the past season as in previous years, which is no doubt due to the increased distance which the pitchers have to throw the ball. Just 43 games were played during the past season in which one of the playing teams failed to send one of their members around the four bases. The following record includes the complete series of whitewash games:

CLUBS.	Pittsburgh	New York	Philadelphia	Chicago	St. Louis	Brooklyn	Cleveland	Washington	Baltimore	Totals
Pittsburgh	1	0	0	0	0	0	0	0	0	1
New York	0	1	0	0	0	0	0	0	0	1
Philadelphia	0	0	1	0	0	0	0	0	0	1
Chicago	0	0	0	1	0	0	0	0	0	1
St. Louis	0	0	0	0	1	0	0	0	0	1
Brooklyn	0	0	0	0	0	1	0	0	0	1
Cleveland	0	0	0	0	0	0	1	0	0	1
Washington	0	0	0	0	0	0	0	1	0	1
Baltimore	0	0	0	0	0	0	0	0	1	1
Totals	1	1	1	1	1	1	1	1	1	10

The following pitchers shut out teams on home grounds once: Mauck at Cincinnati, Nichols at Philadelphia, Hawke at Washington, Hemming at Louisville, Gleason at Washington, Young at Brooklyn, McGuiness at Chicago, and Maul at St. Louis. The Bostonians were the only team to be shut out without runs on succeeding days. On July 7 and 8 they failed to score in the games played at Pittsburgh. The worst shut-out of the season was the Washingtons winning at Pittsburgh on July 15, the home team winning by a score of 19 to 0. On July 8 the Pittsburghs beat the Bostonians 13 to 0, and on Aug. 16 the Louisville outplayed the Chicago 11 to 0. These were the only "shut-out" games in which the winning team's score was in the double-figure column. Four 1 to 0 games were played, New York defeating Cincinnati, New York defeating Chicago, Pittsburgh defeating New York, and Chicago defeating Baltimore. Two games were played, in which a team was shut out without runs or base hits. On Aug. 16, at Washington, Hawke, of the Baltimore, pitched in such a masterly manner that not once during the nine innings were the Senators able to place the ball safely. In a six-inning game at Cincinnati on Sept. 23 the Bostonians failed to hit Chamberlain safely.

## TAKEN FOR A REAL CRANK.

**The Embarrassing Predicament in Which Carney Found Himself.**

Salem, March 20.—John J. Carney, of Salem, who is to be captain and manager of the Toledo Base Ball Club this season, was taken for an escaped lunatic last Wednesday. While getting up sweat, for the past two weeks he has been in training in the Y. M. C. A. gymnasium, and occasionally he has taken a long spin on the road to Lynn to get up a sweat and to reduce flesh. Wednesday he started out, and was making good time in the direction of Floating Bridge, in Lynn, to which he generally goes before returning. On the way he passed two friends who enjoy playing a joke.

They spoke to Carney, but that individual was too interested in his work to stop and talk to them. He had not gone very far after that when he was overtaken by a man going to Lynn, occupied by a man and a woman. The driver slowed up as they got near Carney, and the woman said: "My good man, there is no use in your trying to escape, as your keepers are right behind you. Carney was making good time, but he halted at this, and for the next five minutes the woman tried to prevail on Carney to wait for his keepers to come up.

Carney could not see it, and he persisted in walking on. Carney, on his return, told of the joke, and it came out that the two friends whom he had met informed the woman that they were keepers in the Salem poorhouse insane department. They were told that if they overtook a fellow wearing a sweater and short jacket to stop him.

## OLD "METS" TO REORGANIZE.

**Mutrie's Famous Base Ball Team to Play Games This Season.**

New York, March 26.—By far the most important announcement made in base ball circles yesterday was the unexpected news that the once famous Metropolitan team, more commonly known as the "Mets" or "Mutrie's Indians," are to reorganize for a campaign. It is said on good authority that arrangements have been made with the players named below to meet within the next two weeks and go into practice.

The team will be as follows: Batteries, Keefe and Holbert, Lynch and Reipschlag; first base, Hankinson; second base, "Sam" Crane; third base, Esterbrook; short stop, Nelson; left field, "Eddie" Kennedy; center field, "Dasher" Troy; right field, "Jimmy" Roseman. "Dave" Orr and "Steve" Brady are the only members of the great team of other days who will not be seen with the "reorganized" team. This is because Troy's transfer to the outfield and Roseman's substitution at second base.

It is the intention to play this team against the New Yorks and the Brooklyn several times at the Polo Ground and Eastern Park during the first two weeks in April.

## SCHEDULE DEFECTS.

**Cleveland Strikes More of Those Long Jumps.**

Cleveland, March 26.—Secretary Robinson and Manager Tebeau were engaged yesterday afternoon in the laborious task of "routing" the team for the coming season; that is, they took the playing schedule and a railroad guide for the purpose of figuring out the routes to be taken by the team. They found one bad case of long jumps in August, when the team plays in Pittsburgh on August 8, in Chicago the next three days and then jumps to Washington. That last jump is a pretty healthy one in length, but they found that, unless the time cards of the railroads between this city, Louisville and St. Louis are changed, the team will have to travel by special train between Louisville and Cincinnati to reach Cleveland in time to play games. One trip it may be necessary to use a special train between this city and St. Louis. The train service on all roads at present is worse than it was before the World's Fair, so far as base ball teams are concerned.

## TROY TIPS.

**PROBABLE MAKE-UP OF THE LOCAL TEAM.**

**Possibility of a Change in the Infield The Case of Breckenridge—The Spring Programme—About Strothers, Etc.**

Troy, N. Y., March 27.—Editor "Sporting Life":—Although politics, as a general thing, has but little interest for the average base ball fan, Troy's recent spring election—unacted by a murder and the shooting of several citizens—has been the all-absorbing topic of conversation for the past two weeks and accounts for the absence of our usual Troy letter.

## TO SET THE BALL A-ROLLING.

Now that quiet has been restored attention is again directed to the national game, and the pleasant weather of the last three or four days has set the boys a guessing as to the make-up of the team for the coming season. On this point it may be said that the complexion of the team will be very much the same as last year. A new man—possibly two new men—may appear in the outfield, but the pitching corps and the catching staff will remain practically the same as last year, with the exception of a couple of youngsters Mr. Maloney has corralled to help the pitchers out in the early exhibition games. The infield is not made up as yet, and can't be given in its entirety at this writing, but it will contain most of last season's players. Marr Phillips' injury, received the latter part of the season, and which incapacitated him from participation in the concluding games of the championship race, may prove a barrier to the little shortstop. The home management thinks well of Phillips' work at short field (when Marr is himself), and his batting is all right, but his base running—well, Marr is not a sprinter. The hope is entertained that John Pickett will be with us again, although rumor has it that he is to retire from active participation in the game.

## THE EXHIBITION DATES.

A call at headquarters to-day found Messrs. Maloney and Van Arman, president and treasurer of the Troy Club, busily at work on the exhibition dates. The team will report about the middle of next month. It has always been the custom in past years to test the local team's mettle by a series of games with some of the major league clubs. New York and Brooklyn, usually—but no such series has been arranged thus far. Manager Ward and his team were received right royally here last spring, and the New York management's treasury was swelled to goodly proportions by the trip. Brooklyn, also, did well here, although the weather was cold and the air raw and chilly, upon the occasion of the visit from the Bridge-grooms. Manager-Captain Thomas Cahill writes from his home, at Fall River, Mass., that the Fall River team, of the New England League, is anxious to play the Troy Club during the season there, playing two games, April 19 and 20, Sunday, the 22d, will open the Pleasure Island grounds. It was the original intention of the home club management to give this date to one of the National League clubs, but as the Eastern teams are to open the season in the West, the idea will have to be abandoned. An endeavor will be made to get on a few exhibition games with some of the crack college teams prior to the opening of the championship season.

## WORK ON THE STAND.

A big gang of men are at work to-day on the new grandstand, and everything about the park looks bright and fair. "Gene" Derby, the genial janitor, was out looking at the grass grow, and will have things in shape for the "boys" within a week.

## THE CASE OF STROTHERS.

The attention of your correspondent was called to an item in last week's "Life" of "Troy's shabby treatment of Con Strothers," and, while there is much truth in the article, the story has two sides. Troy's side, some months ago, when the sale of Tommy Cahill to Brooklyn, and Home-Run Breckenridge to Louisville, looked like foregone conclusions, President Maloney began casting about for a good man to take Cahill's place as captain-manager, and hit upon Strothers. Seven or eight weeks ago the men came to an agreement and Strothers was to receive advance money (merely enough to pay railroad fare) upon his signing a Troy Club contract. Well, Strothers did not get the cash because the "Troy Club" management never sent him a contract.

## THE WHY AND WHEREFORE.

Readers will remember the drafting by Brooklyn of Troy's crack catcher and the contemplated sale of the big first baseman, Breckenridge, to Louisville; the withdrawal a few months ago by Brooklyn of its claim to Cahill's services, and Louisville's failure to purchase "Breck." Of course these players revert to Troy, and being first-class men, we prefer to keep them in preference to strangers. Strothers wrote President Maloney that he had a chance to go to either St. Louis or Des Moines, providing Troy did not want him, and received an answer to the effect that if he could do better in the West he was at liberty to sign there. Could anything be more fair or square? No, sir, and the Troy Club management will do the right thing by every player—providing he is himself worthy. Here's hoping young Strothers will soon find a berth and land a pennant.

J. A. W.

## A ROMANCE OF THE DIAMOND.

**How the Late Ed. Williamson Won a Wife.**

The late Ed. Williamson graduated with Charles Bennett from the Neshauncks at New Castle, Pa. His wife was with him when he died at Mountain Valley, out in Arkansas. The story of their courtship reads like a romance. She was Nettie McDonald, and her father, F. C. McDonald, related the story of their meeting to a Chicago Newsman. He said:

"It was in the spring of 1881 that my Nettie first met Ed. It was in New Orleans. My wife and daughter were visiting in the Southern city, and at the hotel where they were putting up the Chicago base ball team was also stopping. The club was there practicing and getting in shape for the season's play. My wife thought that professional ball players were not just the class of people she would like to meet, but her daughter threw in with them and therefore she refused to allow Nettie to meet any of the men. But old 'Silver' Flint, who was catching for Anson then, had his wife along with him, and it befell her that she and Nettie became fast friends. Nettie told Mrs. Flint of my wife's antipathy to the base ball profession, and as she expressed a strong desire to see a game Mrs. Flint arranged to take her and Nettie to the game. The game was close and exciting, and the Chicago needed two runs to tie the home run. That placed the Chicago in the lead, and when Ed. came paunting to over the home plate Nettie tossed him the flowers he picked them up, smiled and lifted his hat, and that evening Mrs. Flint brought Williamson over to the table where my wife and daughter sat and introduced him. My wife treated him

with cool politeness. She could not cover up her displeasure. After that, however, she saw more of Williamson, and soon came to like him. Ed. and my wife were in a very short time, and were married in June, 1882, and since that time I do not believe the pair have been separated for more than a week at a time. She accompanied him on the famous trip around the world of the Chicago Club."

## BARNES SCORED.

**Charged With a Double-Cross by Vanderbeck.**

Detroit, March 24.—Editor "Sporting Life":—At the recent Western League meeting in Milwaukee, Detroit got it where the turkey grows his whiskers. Catcher Lohman and outfielders Carroll and George were all taken from Vanderbeck. Luckily, there are other players in the country, but it seems to have been a small pot of trick. Vanderbeck lays it all to the treachery of John S. Barnes, of Minneapolis. This is what the Detroit manager has to say:

"It was a low-down trick Barnes played me and perhaps it was my fault ever placing any confidence in him. Barnes is pretty well known and his country not towards Detroit will not raise him in the estimation of base ball men. I shall take great satisfaction in beating the life out of his team in the league if it costs me every cent I own."

"At the Indianapolis meeting where reserved lists were considered and presented I could not be present, and so I gave Barnes my proxy and a list of the players I had on my list. I had intended to place my proxy with Jim Hart, of Chicago, but I understood Hart would not be at the meeting."

"Well, what did this man Barnes do? Of the list of fourteen I sent in to be reserved I now have but two men. Barnes took some from my list and placed them on his own. He gave others to other clubs, cutting me wherever he could. All these facts I did not learn until the meeting of the schedule committee. Before I went to Milwaukee I was confident I would win, but I was laboring under the delusion that Barnes had treated me better than he did."

"The schedule committee could do nothing more for me than was done, for Barnes had double-crossed me from Dan to Berishon. Of course I could have fought the matter out, but the League would have taken my franchise and given it to St. Paul or some other city anxious to get in the League."

"The only man I really regretted losing was Lohman. I had him on my reserve list, but could not do business with him. I made him an offer which he refused and then I struck him from my list. Milwaukee took him up and then Lohman accepted my terms and signed my contract. He also accepted Milwaukee's terms, but did not sign with the Beer City and the chances are that he will play with no club."

Mr. Vanderbeck visited Chicago on his trip and had a long conference with John S. Barnes, of Glenview. Glen will accompany Van's team on the spring trip South to play second base and manage it. Glen has not been released by the Windy City and Van refused to state the situation regarding him between Chicago and Detroit, but it is more than probable that Detroit will have him until such time as he is needed by Chicago."

Vanderbeck has not been grieving over the loss of his players to the detriment of the team. He has been carrying on a huge amount of correspondence by mail and telegraph. He has placed Bowerman, Cliff Carroll, Burns and several others on his reserved list."

"The proposition to admit ladies free was sent out by the Associated Press in a manner that conveyed a wrong impression. The action announced was only for Milwaukee, but any club may declare ladies' day whenever they see fit. Work on the grand stand of the Detroit Club is progressing rapidly. They are to be finished in 30 days."

May weather in the middle of March is a novelty in this part of the country. Cranks are becoming restive.

C. F. MATHISON.

## JERSEY JOTTINGS.

**Outlook For a Lively Base Ball Season in Trenton.**

Trenton, N. J., March 26.—Editor "Sporting Life":—The outlook for the coming season is quite good, as there will no doubt be a Commercial League in existence. There is also a possibility of two different leagues, as two other clubs are in the field. The electric road may fit up grounds at the end of their Broad street line, which by the way would be a big boon to traffic on their line.

Mr. Andrew Cochran, owner of the well-known summer resort bearing his name, may also bid for popular favor by starting a league to play on his grounds. This would be a very good move on his part, as the crowds at his park last season at times reached up in the thousands.

The old Trades League grounds, where for years the local leagues contested for championship laurels, will no doubt be a thing of the past, as Albert Hayes, the lessee, has turned it over to the owners. Mr. Hayes lost money last season owing to Mr. Cochran, of Cochran Park, offering better inducements to the amateurs. Mr. Hayes has done more to help the game in this city than any other man.

I would also state there will also be other clubs in the field that will be in no league at all. The Catholic Club may put a team in the field the coming season, with M. E. Fitzgerald, late manager of the Hartford, Conn., and Trenton Clubs, at the helm. The Y. M. C. A. will also have a good club out the coming season. The Trenton Athletic Club will also make a bid for popular favor by trying to produce a good team.

The Crossley team is the first local club to announce its roster of players and from the men they announce I am sure they have a cracker jack. The Kilduns, under Mr. Lawson, may be in the swim. The Hardings will also try it again.

Among the local boys, professionally speaking, who are here are John A. Smith, James McGuire, Bernard Uplander and Edward Behan, all good men still unsigned. Smith, by the way, is an A. No. 1 first baseman for some good club.

John A. Smith has signed with Lewiston, Maine. In him they get a fine player, and one who is good for every day in the week.

Jack Tiernan, the well-known umpire, is still here unsigned.

M. E. FITZGERALD.

## WATERBURY IN IT.

**The New Connecticut League Received With Favor.**

Waterbury, March 20.—Editor "Sporting Life":—The Connecticut State League has been organized with a good eight-club basis. The league is in the main the satisfaction of the small army of base ball enthusiasts in this city. The franchise has been secured by Jimmy Peoples, the old League catcher, and he is expected here in a few days to look over the ground and arrange matters for an old time season of the national game. Local players as have the ability to hold up their end will be given a place on the home team, and all of them will be given a chance to show their mettle before the opening of the regular season. There is an abundance of players here for nearly all the positions on the team except a catcher and unless a good local man turns up from some unexpected quarter a good catcher will be secured from elsewhere.

Frank Donohue will probably not be a member of the Waterbury team this season, as he is negotiating with clubs in the Eastern and New England Leagues.

The selection of Harry Durant as president-secretary-treasurer of the Connecticut State League is a most deserved tribute to a clever, shrewd and courteous gentleman, who is thoroughly versed in base ball lore.

In an interview with several gentlemen who have always taken much interest in base ball affairs your correspondent finds that the league is in a very healthy condition. The proposed salary limit is lived up to, the new League will be a success; but on the other hand, if the managers of the teams go beyond those figures in order to get a team that will go to the front in the pennant race, the result will be as it has always been in small cities where the expenses will more than offset the receipts, and another minor league failure will be the result.

The Bostonians will play here April 10. Timmy Carmody, a popular local twirler will probably be given a trial as pitcher.

## Northampton Notes.

Northampton, March 15.—Wm. Garmon, the left-handed pitcher, late of Northampton, is not yet engaged.

The veteran centre-fielder, John G. Remata, has a position at the Wonderland Theatre.

Pitcher William Carey, late of the Binghams, is in the city. He can be engaged for this season. Edward Jeffries, Manager Jimmy Donnelly, of the South-

## Ready March 31st.

PRICE 10 CENTS.

SPALDING'S OFFICIAL BASE BALL GUIDE

1894

PUBLISHED BY THE AMERICAN SPORTS PUBLISHING CO., 241 BROADWAY, NEW YORK CITY.

The Eighteenth Annual Edition will be published in Spalding's Athletic Library for March. The GUIDE is the acknowledged authority on Base Ball in America, and is officially endorsed by the National League and American Association of Professional Base Ball Clubs. Many new and attractive features will be added, and the GUIDE will be replete with valuable statistics. Particular attention will be paid to College Base Ball.

PRICE, - 10 Cents.

For Sale by all Newsdealers.

A. G. SPALDING &amp; BROS. CHICAGO, NEW YORK, PHILADELPHIA.

The Bergner & Engel Brewing Company's UNEQUALED BUCK BEER IS NOW ON SALE By all Customers of the Company.

The Bergner & Engel Brewing Company, PHILADELPHIA.

ern League, is keeping a saloon in West Haven.

Red Doherty, the hard-hitting infielder of the Auburn of Waterbury, can be engaged.

The well-known Jack Leary is in the city.

Catcher Charles Platt, late of Portland, can be engaged.

Second baseman Ben Chadwick, of the Wilkesbarre, and second baseman Jack Scully, of Indianapolis, are in the city disengaged.

## NOW PLAY BALL.

**Spalding's Official Base Ball Guide For 1894 is Out.**

"Spalding's Official Base Ball Guide" for 1894 is out to-day and is without doubt the most complete base ball guide ever published. The Guide is officially recognized and bears the official stamp of President Young, of the National League and American Association of Professional Ball Clubs.

This year's Guide contains statistics of interest to everyone connected with base ball; it contains the new rules as adopted at the last meeting of the National League. These rules are changed in so far as pertains to the ground and the laying out of the same, and, as a result, a scientific diagram, something entirely new, is published in this Guide. This alone will command attention from players all over the United States and Canada. As the new diagram is rather complicated an extra diagram is published for the guidance of club managers. The rules is an exhaustive appendix by the editor, Mr. Chadwick, and also a complete index, which makes it quite easy for even novices to understand the rules.

The official averages of the National League are published and also matters of interest to the Eastern League, New England League and the schedules of the National League, Eastern League, Southern League and also the Western League are found in this year's Guide. There is quite a space devoted to college base ball, statistics showing the work of individual players and teams as well and also a complete record of the individual work of each club in the National League.

An article on the battery, the managers, of 1893, and just how they succeeded, a complete record of drawn games and sectional records for the year 1893.

**Lancaster Will Have a Club.**

Lancaster, March 19.—This city will again have a good base ball club this season, something it has been without for several years. One has just been organized under the name of the Lancaster Base Ball Club, and the players already booked include some who were members of the State League last year. Edward Jeffries and Peter Flora, of Philadelphia, and Thomas Goodhart and Walter Kantz, of Lancaster, will compose the batteries. An effort will probably be made to secure a franchise in the State League.

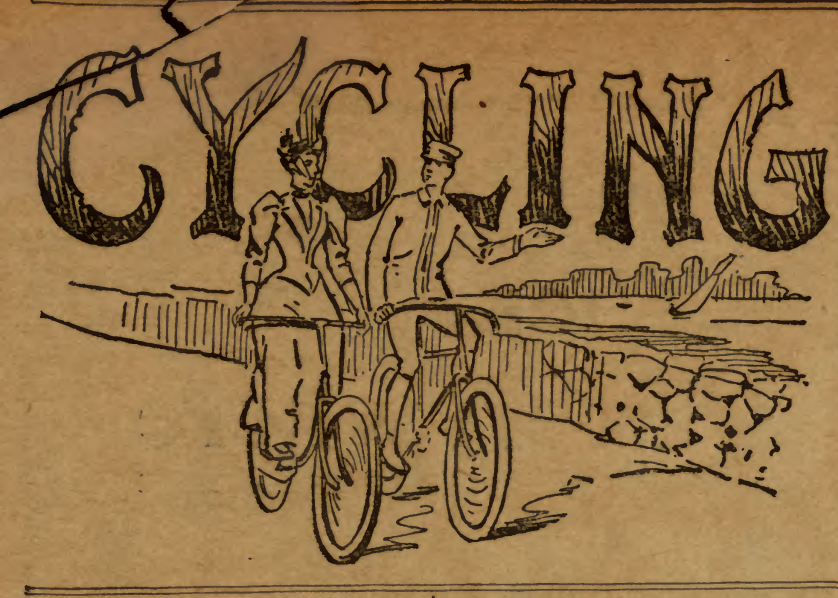












# CAUSERIE.

FAULTS, FAILINGS AND FOIBLES OF CYCLING'S GREAT ONES.

In Defense of a Slandered Liver—A Case For Hands Off—A Cycling Cabal—The Mixing of Porous Plasters and Pneumatics—Potter Pays the Penalty of Being a Worker.

My far Western friend, Editor McGuire, of that particularly bright and artistic journal, "Cycling West," has honored my liver in the last issue of his paper with an editorial dissection. In paying me this honor he has seen fit to discover in me certain virtues I have not and in my liver certain defects I was not before aware that it was afflicted with. The statements I made in this column some time since that I did not think Denver would have at its meet the 10,000 members of the League it was expecting. I was well within the bounds of probabilities. No League meet has ever had much over 2500 members attend it, and that, too, when it was located in the very center of League membership and in times when interest and novelty both combined to make such an affair much more of an event than it has grown to be for several years past. I hold no retaining fee from any locality to push its claims for League honors; in fact, I was one of the few who was not promised free board and lodgings at Bradleyville if I would support that godly place's claims for the meet. I know Denver and Colorado from end to end; in fact, for more than a year I was "kicked" in the only "hotel" "Slabtown," which eventually became Leadville, and have prospected, hustled and freighted over more miles of Colorado roads than, perhaps, any man who is now active in League affairs. Under these circumstances I am competent to pose as a critic with a full knowledge of all the merits and demerits of the case. Denver is a beautiful city, its people are hospitable, its streets, scenery and mountains are all perfect and worthy of a visit on the part of anyone, whether they ride a wheel not; but, despite all these attractions, it is too far away from cycling centres to make the meet other than a purely local affair, with a judicious sprinkling of a few big bugs like raisins in a bread pudding.

Dealing with the figures Editor McGuire has kindly supplied me, let us see what it will cost for the average Eastern rider to partake of Denver's hospitality. From Boston, Philadelphia or New York a ticket will cost \$40. Sleeper, \$11; meals en route, \$10; board in Denver, \$15; incidentals, which always exceed any estimate made of them, \$25, and you have a total expenditure of over \$100 necessary for the average Eastern rider to attend the meet. How many men are there who can afford at the present time to spend \$100 and six or more days in traveling for the pleasure of a League meet, not to mention the fact that the occasion may be? Certainly not over a couple of hundred, if that. To have gone to a place like Asbury Park and spent a week would not have required an expenditure of over \$25 on the part of the Eastern members of the League, nor over \$50 for those members from as far West as Chicago. When figures and facts agree, as they do in this case, it is not wise to accuse the one who places them before the public of being a victim of a disordered mind. There is no use of crying over spilt milk; the meet has gone to Denver and I wish both of them well. I do not, however, think it will be the success in numbers that the Denverites predict; in this I may be wrong, but my memory goes back over every League meet that has been held, and I fail to recall a single one in which realization and expectation agreed. Denver may break this rule, but I do not think so, from the facts and figures I have quoted above. I still think the League officials did not represent a majority of the actual members in the organization when they chose Denver, but that is neither here nor there; League officials rarely do represent properly the \$40,000 per annum members, and the choice of Denver is but another example of this "public be-d" idea of running things. Here, then, is to Denver and to the 10,000 League members she hopes to have enjoy her hospitality; may she not be disappointed, and may the 10,000 have that \$10,000 to spend that I see by Denver papers it is estimated the League jollifiers will leave in Colorado in part payment for their jollying. It may all come to pass, but I very much doubt it.

About the worst thing in the world is too much of a good thing. It pulls on the taste and brings in its train surfeit, dyspepsia and goodness only knows what else besides. For a month now the rumor mongers have been crying out: "Look out for the Cyclone! Beware of the whirlwind! The end of the world is nigh at hand!" A mole hill has been magnified into a mountain, the trade and the sport have been warned that an awful calamity was to be visited upon them and that prices were to go dogwile with a greyhound's speed. All this because two concerns in the trade had a misunderstanding regarding a contract. Each was financially able to stand any loss that might result from any possible interpretation of the contract in question, thus under no circumstances could anything grow out of the disagreement which would either wreck the general trade or that especial portion of it controlled by either of the concerns which had agreed to differ regarding a contract—purely a personal and business matter between themselves. The question thus being one of such a character should not have been taken up and given the prominence it has by the wheel press, since even their wisdom, great as it is, could do nothing to aid in a solution of the affair, while those who read all the scare-head stuff written about the matter naturally looked for another cut in prices, such as marked the close of last season when the Warwick Company gave the trade a knock-out, the like of which it had never before received.

The result of all this rumpus has been that intending purchasers have held off from buying and the trade, which under the unusual open weather we have had should have been unusually well advanced has been retarded and an injury forced upon agent and maker alike for which they have no one to thank but their friends the wheel papers. Had the two contending concerns been allowed to settle their differences in the usual way without the wheel press attempting to pose as judge, jury, and counsel, the ill effects, if any at all, would have been purely local; but no—this would not do for our friends; they must get a finger or a pen into the pie, and there you are. From the very start of the whole affair I have refused to take any part in the disagreement, believing that it was not within the province of a paper to enter into any differences existing between individuals, it matters not whether those individuals were members of the wheel trade or only readers of the paper which professes to speak for the trade. News is an excellent thing, in fact it is the very life-blood of journalism, but no news is most decidedly good news when it comes to questions like the one above.

I have often in the past had occasion in these notes to comment upon the non-progressiveiveness of the English wheel papers. I have as often wondered what would happen if some real, live, wide-awake paper was to find lodgment in the English journalistic dormitory, and, preferring not to pass its days in sleep and sloth, was to, in consequence, to make it impossible for the dozing dodos to continue their well-acted roles of the seven sleepers. I no longer wonder; I know now what these gentlemen will do to anyone who wakes them up—they will boycott him. They resent any such intrusion upon a Briton's right to slumber undisturbed. Strange as all this is, it is still stranger that in this case it is the English who will attempt to boycott the Irish instead of the original idea of boycotting where this procedure was reversed and the Irish froze out the English.

When R. J. McCreedy graduated from a university to an editorship and first began to publish the "Irish Cyclist" in Dublin, the English papers patronizingly favored the new journal, thinking that from far off Ireland no noise could arise of sufficient magnitude to disturb their slumbers. In this they were mistaken. Early and late, ever and always, McCreedy was everlastingly up and at it, slowly at first but rapidly at the finish he fought his way into the very innermost roost of the sleepers and his journalistic shillelagh played round the heads of those who slept until in sheer desperation they were forced to either cease their slumbers or else rid themselves of their wide-awake companion. Awake they would not, so disposes they must, and they resorted to a boycott of McCreedy.

That this boycott might have the life-giving air of the land it was born in, the war was carried into Ireland, and a rival paper started there. This attempt to turn the enemy's flank was futile, for in place of McCreedy ceasing his energetic campaign, he placed his forces further afield, and began issuing a paper right in London. Then there was trouble; sleeping was out of the question with such a paper as "The Cycle," not only knocking at the doors of the English trade, but actually having those same doors opened to it with a welcome. The sleepers were troubled with unpleasant dreams; like a nightmare that green paper ever haunted them. The cry became "anything but McCreedy," and still that cry continues, for nothing the sleepers have yet done has had the slightest effect upon "The Cycle's" steady and continued advance. It is the old fight all over again—England against Ireland—and my name would not be what it is, did I not espouse the cause of the green against the red, and wish McCreedy an early realization of the victory he is sure eventually to win. Brains and energy never yet were beaten by sleep and sloth, nor will they in this case.

Did you ever go to a blacksmith to get a dress coat made or to a carpenter to be fitted with a pair of shoes? Certainly you did not. Each man to his trade and the better he knows that trade the less he will attempt to invade the territory of another tradesman. All this comes to me when I see that a Chicago genius has arrived at the conclusion that the man who goes to buy a pill will also purchase a pneumatic, and that the seeker after soothing syrup is the very man to sell a bicycle to. Acting upon this brilliant idea the Chicago genius has concluded to display his wheels amid a surrounding and background of porous plasters and liver pills; in other words, this gentleman from Chicago is going to introduce the bicycle as part of the stock-in-trade of the pill peddler and the soda-water supplier. While I will admit that the bicycle has great curative properties and is a medicine which should be more widely taken by the public than it is, yet I am afraid that the percentage of profits as it is in the disposing of drugs, and in consequence the genial drug clerk will not do very much to make a sale of a bicycle when he can dispose of any one of his "just as good" articles with which all drug stores are so plentifully stocked.

In the anxiety of the smaller makers to sell their products I have seen bicycles offered for sale in some very queer places. Banks, undertakers' shops, tonsorial parlors, plumbers' palaces, hardware, dry goods and crockery stores, have all been favored with a trial at the game and have without exception grown tired of their trials in very short order. A bicycle is at no time an easy thing to sell and to those who have not made a study of a machine and the wants of those who ride one, no possible success can be achieved by pretending to act as a wheel agent. The man who is himself a rider makes always and over a long time. He can not only talk intelligently regarding the beauties of cycling in general, and those in particular, of the wheel he is offering for sale, but he can by precept and argument make riders and consequent customers out of people who of their own volition or inclination probably never would have thought of buying a bicycle.

As an example of the class of agents some wheel makers are content to have represent their interests, I will narrate a little thing which happened me only recently. I went into a hardware shop to purchase a paper of tacks, and while

the proprietor was filling my order, I espied a brand new wheel back among a lot of clothes wringers and hay rakes. I asked the gentleman if he was a rider. "No, indeed I'm not," he answered, as though the question was an insult. "Those things are good enough for dudes and kids to run around on, but I don't want none of them in mine. A young fellow came in here the other day and insisted in leaving that bicycle on consignment; he said I could sell it for him if I would take the agency," and as it did not cost me anything, I just let him leave it. I wish I hadn't though, because the darn thing is in the way all the time."

I asked him if he expected he would ever sell the machine, if he kept it where I saw it, but he said "He didn't give a darn whether he sold the old thing or not."

Now this is a fair sample of the way a manufacturer hurts his business when he makes an agent out of a man in some other line of trade, who looks upon the selling of wheels as a "side line," in which he is neither posted nor interested. The cycling industry has grown great and strong upon the lines laid down by its founder, Colonel Pope, whose policy has from the very beginning ever been to place the selling of bicycles in the hands of live, energetic agents, whose time and talents were devoted to but one thing, and that the sale, repair and rental of wheels, a field so broad that the man who attempts to cover it completely soon learns that it is practically limitless, and needs every iota of ability he has, leaving none to devote to other branches of business. This is the only legitimate, permanent and successful way to sell bicycles, and all attempts to jumble up porous plasters with pneumatics or rakes with racers cannot but in the end react upon the trade in general, and that portion of it in particular which seeks to sell cycles by men and methods which are totally unfit to perform the task allotted them. \* \* \*

What a dear old wind-bag this League of American Wheelmen really is, when, from behind the scenes, you see the rhetorical inflater inserted into the official valve and the consequent inflation made visible. For weeks and months we have had nothing but good roads both in a magazine and a legislative form dinned in our ears, until those who did not know the real base-drum and cymbals policy of the L. A. W. actually thought the organization was interested in doing what it could to improve the highways. Of course we on the inside knew the whole thing was a mighty bluff, brought about by a fight among the bluffers over a division of the spoils resulting from the League's supposed influence and interest in road reform. All this was never so evident as in New York last week. The introduction in the New York Legislature of a "Country Road Law," a distinct advance in the production of decent highways throughout that State, brought before the Legislature and representatives from farmers' clubs, State grangers and good roads leagues from all over the State, who by petition and otherwise aided in the passage of the measure. But where was the great old bluffer, the League? Where it always is—off in a corner wrangling. Not a single representative of the white wheelmen's organizations appeared before the Legislature to speak for that association in favor of the measure, despite the fact, too, that its president and the editor of its famous magazine were both residents of New York.

The truth of the matter is that there isn't but one man in the League who understands the road question thoroughly and that man is Isaac B. Potter, but the management of the road bureau has been taken from him because—well, can anyone tell me? At any rate Potter has been fired and the League will go on doing nothing but carrying out its hybridizing of amateurs, wrangling over office, fighting negroes and other such important matters of a like character as may drift into the minds of its mighty and brainy leaders and officers.

I am sorry to see Potter on the outs because he is really an honest, capable and energetic laborer for the League, and he has met the reward of all such by being retired to obscurity. The League does not want such a man as Potter; he is not enough of a talker and too much of a worker, not a bluffer, and as such he is out of place in the League office. While all this is in my mind regarding Potter, the idea comes to me that he is the man the trade association should have in charge of its affairs. While he is not himself connected with it, he is thoroughly in touch with the trade and its abuses, and as a lawyer he is capable of attending to its affairs as no layman can be. An honest, thorough, and tireless worker in anything he takes hold of, Potter would make of the new association a thing of life and action. Potter is the man to build a good road for the new trade association to pass over to a successful career. Will the association let him build it? F. A. E.

**MOTT MOVES.**

He Has Already Begun to Make Arrangements For the Denver Pilgrims.

Albert Mott, chairman of the Transportation Committee of the L. A. W., has sent the following letter to general passenger agents of all roads having Denver connections:

Dear Sir: The dates for the annual meet of the League of American Wheelmen at Denver, Col., have at last been fixed. They are August 13-18, 1894.

I shall now proceed at once to fix the "official" routes from various principal points in the United States to Denver, which will necessarily take into consideration the lowest rates and best service. I do this under the following by-law of the organization: "The Committee on Transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiations with transportation lines and to return to the League the results of such negotiations."

From various sources I gather that there will be a larger attendance from the East than was at first anticipated, but much of it will depend on how cheap a rate can be gotten. I learn that the Chicago men have no definite figures from any other point; but if this is an indication of the attendance from other territory, and the ratio is carried out, there will be extraordinary travel.

The average attendance at these annual meets is about 3000, but it is possible that the attractions of Colorado—provided a cheap rate is gotten—will make it very much exceed those figures.

If you will send me at once what the round-trip ticket will be, or rather, what round-trip tickets will be sold for from different points to your line to Denver and return, you will assist me in designating the official routes.

Letters similar to this have been sent to the other lines interested in the travel to Denver.

Respectfully and truly yours,  
ALBERT MOTT,  
Chairman Transportation Committee, L. A. W.

**He Hated to, But He Did.**

He sits. Around him, toga-like, is wrapped a pure thought compelling alliance. Thus he weighs humanity's problem: War, perchance, has snapped Her wings, or danc'd wand'ers in the maze. Of ruin, thoughts of self, all vital seal, His brow with t'gust stamp of wrinkles, Care Is wife to him. While sense, in mute appeal, Cries out, 't'gainst the reason-laden air: "I must! The stakes are high! But still I hate To vote against the negro member straight!"

Henry Du Cros, Sr., is laid up from the results of a fall from his machine.

**WEIGHTS.**

**SOME ADVICE REGARDING AN IMPORTANT QUESTION.**

Light Wheels Are a Luxury and Should be Treated as Such—The Danger They Are Responsible For.

The weight of one's safety is a very important matter, and a question on which a great deal of misapprehension exists. A few broad facts should be borne in mind before deciding definitely. First of all, a light machine scientifically constructed is stronger than a heavy machine in which the design or disposition of the metal is faulty, but when two machines are equally well-designed the heavier one will last far longer than the light one; also, a light machine, unless it is scientifically constructed, and the weight saved where not needed, will prove absolutely slower and harder to drive than a heavier but better designed mount, either through the bearings binding, frame twisting, or some other cause; and there are many such light machines on the market, which have been thrown together by rule of thumb. The purchaser will therefore see what difficulties surround him in choosing a light mount. It is

**AN EXPENSIVE LUXURY.**

at best, for no matter how good it may be, it will not last nearly so long as a full roadster of the same make. Unless treated with the greatest care and attention it is liable to break down, and even when well treated the workmanship is so delicate that a defect in the material, which in the heavier machine would be immaterial, may eventually result in an accident. The frame is necessarily exceedingly light, and a side fall is apt to twist it out of shape, put the chain wheels out of line, and, in fact, do damage which it is almost impossible to thoroughly rectify. Of course, all this means personal risk as well as trouble and expense. Hence it appears that a featherweight, no matter how good, entails additional expense and additional risk, even to the expert, but more especially to the careless and ignorant.

**DESPITE THESE DRAWBACKS**

it is a luxury, however. The comfort of a good, light machine can hardly be exaggerated, and, just as in the case of pneumatic and solid tires, the rider who has once ridden one will not care to go back to his former roadster. Apart from the construction, the weight of the machine, however, there is another important point which must be taken into consideration. Some men are incapable of riding a light mount, and I have known a 10-stone rider who would knock to pieces in a month or two a machine that would carry a 13-stone rider safely for a whole season, either through carelessness, or from pure inability to humor it in rough places, and by skillful manipulation of the pedals and sympathetic alteration of the weight from saddle to pedals and vice versa, to ease it over obstructions. This is why one so often meets a man who has invested in a light roadster of some well-known make, because

**HIS FRIEND SUGGESTED RODE ONE**

with advantage, and who after a few months is loud in his denunciations of the said machine and the firm who built it. All makers of light cycles are open to this danger; they cannot build light mounts strong enough to stand such riders, and this is the reason that some of the old-established firms refused for so many years to build such machines at all. From the foregoing the reader will doubtless be able to make up his mind, and to assist him I will

**CLASSIFY IN FOUR DIVISIONS.**

according to weight, the safeties on the market. (1) The featherweight road-racer, weighing, stripped, about 25 pounds, and suitable only for the very smoothest of roads, or, if used on average roads, for very light and careful riders. (2) The light roadster, weighing, stripped, about 32 pounds and with light mud-guards and brake, complete, about 36 pounds. (3) The average roadster, weighing, complete, about 40 pounds. (4) The heavy roadster, weighing about 44 pounds. No. 1 will not stand a brake under any circumstances, and No. 2 only when judiciously and carefully applied. Under no circumstances will Nos. 1 and 2 carry a rough, heavy rider safely, and in extreme cases even No. 3 will not give satisfaction. For the average rider, however, who does not go in for fast work No. 3 will, as a rule, be found the most satisfactory.

**R. J. MCCREEDY.**

**LOOKS BLUE.**

**Road Racing the Victim of the New Amateur Classification.**

Milwaukee, Wis., March 24.—Milwaukee cyclists are just now actively engaged in a discussion as to the effects of class A and class B on road racing. It has always been customary in the big road races to offer several bicycles for the first prizes. In last year's Pullman race the first fourteen prizes were bicycles, while the first six prizes in the Waukesha-Milwaukee race were bicycles valued at \$150 each. The North Side Club headed its list last year with a piano, and have received the promise of another for the race set for June 16, besides several bicycles valued at \$150 each.

But this year it promises to be different. The promoters will have to choose between an event for amateur or semi-professionals—classes A and B respectively. It must necessarily be class A, and the rules governing this class provide that a member must not compete for prizes valued at more than \$50, and then a list is enumerated outside of which the prizes cannot go.

Another ruling which will also keep away many riders will be that which declares that no member of class A shall compete in races more than 200 miles from home. This practically kills road racing so far as fast riders from outside the State are concerned, except the Chicago people. But the attendance from Chicago at Milwaukee road races, according to expressions already made, promises to be exceedingly slim. Chicago men are always placed under a heavy handicap, in most cases deservedly, which shuts them out from the prize list to a great extent. It costs money to come to Milwaukee and return. The prizes, such as may be offered, will hardly be such as to attract many riders from out of town, so that for the most part none but Milwaukee riders and those of the suburban towns will compete in these events.

Last year the value limit of prizes was \$150, but this was easily evaded by putting the values of pianos and big prizes way down. It is extremely doubtful, however, whether any man will this year present a high-priced article, and then have it rated at but \$50. Certainly no cycle maker will do so, and the bicycles are barred—nothing but cycle sundries will go.

**READY FOR BUSINESS.**

**The M. A. C. C. Has New Officers and New Plans.**

New York, March 24.—The Metropolitan Association of Cycling Clubs held their annual meeting last night at the Columbia, in Fourteenth street. Officers for the ensuing year were elected and it was decided that the association will hold a century run with the New Jersey Cycling Club. The run will cover the hundred miles from Newark to Asbury Park and return and will take place on



# The Cycling Season

is now upon us, and every wheelman is thinking seriously, if he has not already decided, what he shall ride.

Better dispose of that wheel which failed to give satisfaction last year, and try the Victor for one season. You will then experience that satisfied sensation of having the BEST.

Six models to choose from—all fitted with the ever reliable Victor Pneumatic Tire, with inner tube removable through trap-door in rim, and minus the cumbersome valve.

In order to be in the procession you must ride a Victor—the best and safest mount on the '94 market.

**OVERMAN WHEEL CO.**

BOSTON	SAN FRANCISCO
NEW YORK	DENVER
PHILADELPHIA	DETROIT
CHICAGO	

June 23. The newly-elected officers are as follows:

President, A. F. Hildrick, of the Riverside Wheelmen; first vice president, M. A. Heath, of the New York Tourist Club; second vice president, Henry L. Saltonstall, of the Elizabeth Athletic Club Cyclists; secretary, W. C. M. Hotze, of the Brooklyn Prospect Wheelmen; treasurer, George A. Miller, of the Atlantic Wheelmen; Executive Committee, R. G. Betts and J. J. Woods for New York County; Fred Hawley and W. O. Tate for Kings County, H. Strueng for Hudson County, Carl Von Lengerke for Essex County, F. L. C. Martin for Union County and C. E. Burton for Queens County.

**AIMED AT SCORCHERS.**

**Failure to Give Warning Will Cost Wheelmen \$20—Some Exceptions Provided, However.**

Boston, Mass., March 24.—The Committee on Cities, of the State Legislature, has reported a bill to regulate the use of bicycles on public ways. The bill provides in Section 1 that whoever, without a permit provided for in the bill, rides a bicycle or tricycle at a rate exceeding 10 miles an hour, or rides on a sidewalk, or rides a machine without a bell or gong, or fails to sound the bell or gong whenever necessary to give reasonable warning of his approach, shall be punished by a fine not exceeding \$20 for each offense, and shall be further liable for all the damages occasioned to any person by such unlawful act. Section 2 defines the meaning of the word "sidewalk," as used in the bill, as intended to cover any sidewalk laid out as such by a city or town and any walk in a village which is reserved by custom for the use of pedestrians or specially prepared for their use. It is not to include footpaths on portions of public ways lying outside of the thickly-settled parts of cities and towns which are worn only by travel and are not improved by such cities or towns or by abutters. Section 3 provides for the issuing of special permits by town and city authorities to persons to ride machines during a specified time upon specified portions of public ways at any rate of speed. City and town authorities are also allowed to permit the use of velocipedes by children on sidewalks. By Section 4 proceedings for the enforcement of the penalties imposed by the act are to be instituted within 60 days from the time the offense is committed.

**ASHINGER FINISHED LAST.**

**The American "Champion" Rode up to His Tru Form.**

Paris, March 25.—The great eight day bicycle race which began last Sunday was closed to-day in fine style. A great crowd witnessed the exciting finish and gave Huret, the winner, repeated rounds of cheers and applause.

The score was: Huret, 1749 kilometers; Linton, 1743; Williams, 1736; Meyer, 1720; Garin, 1670; Ashinger, 1478; Riviere, 1422; Masclet, 1373; Descamps, 1302.

"Charley" Ashinger, the American crack, stopped to-day at the end of the third hour's riding. He came out again and covered 21 kilometers, but stopped again at the end of the fifth hour. He did not return to the track again.

Huret was almost buried in flowers after the result of the race was announced, and he was carried on the shoulders of his admirers from the track. He looked haggard and worn. Linton, however, looked fresh and strong.

**CARRYING OUT THE DEAL.**

**Eastern Wheelmen Not to be Encouraged in Dodging Denver.**

The proposed tri-State race meet of the New York, New Jersey and Pennsylvania divisions of the League, at Asbury Park, will in all probability be abandoned by its projectors. This unfavorable and unexpected turn in affairs has been occasioned by a vigorous protest from the managers of the National Meet, to be held in Denver. The Westerners claim that if the tri-State meet was allowed to take place it would seriously affect the success of their meeting, which would mean a large loss to them. The promoters of the tri-State meet tried to convince the Denver men that it would in no way interfere

with the success of the national championships, but the Westerners refused to be convinced, and appealed to the L. A. W. for protection in the matter. In consequence of the Denverites' wall New York has practically decided not to take part in the meet. Chief Consul Lusk, of New York, has notified Chief Consul Holmes, of the New Jersey division, that in view of the hue and cry that has been raised he did not think it advisable to proceed further.

**POPE PEELERS.**

**Henceforth the Hub's Sparrow-Chasers Will be Mounted on Bicycles.**

Boston, Mass., March 23.—The gray-coated park policeman will henceforth be a pursuing terror to the disorderly pleasure-seeker of Boston. Like the sparrow for whom he has been facetiously named, he will swiftly and silently swoop down upon his unsuspecting victim and make necessary arrests with neatness and dispatch.

The Park Commissioners have voted to equip the park police with bicycles, and positions on that force are now at a premium. The handicap is off and the guardians of the public pleasure grounds will be able to protect the rights of the people for whom those pleasure grounds were intended.

The park police have been at a great disadvantage. They have often been forced to listen to the mocking laughter of the reckless driver, who simply whipped up his horse and escaped when ordered to stop. The unruly pedestrian has given them many a hard run, and sometimes disorderly bicyclists have wheeled away in open defiance.

But mounted on bicycles of the latest and most approved pattern, the park police will be masters of the situation. They can overtake horsemen and bicycle riders without difficulty, and with their pneumatic tires can follow a man successfully over almost any sort of ground.

The recent accomplishment of a patrolman from Station 1, who borrowed a bicycle and ran down an escaping thief, may have shown the Park Commissioners how the usefulness of their men would be doubled by the wheel. At any rate, their order has been placed with the Pope Manufacturing Company for improved Columbia bicycles to equip the police in Back Bay and Franklin Parks.

**SPEED PROSPECTS.**

**Warm Weather Brings Out a Full Crop of Early Spring Racing Flowers.**

Buffalo, March 2.—The appearance of dozens of racing men on light-weight machines is a good guarantee that training for coming road and track races has begun. It is unusual to have good roads at this time of year, but our fast riders report that they can cover 25 to 30 miles on country roads with the utmost ease. Improvements in wheels and tires have enabled riders to become speedier, and those who expect to get a prize in the road events this season will have to ride every mile in 2.40 or better. Never before have the men ridden so fast, and with a 20-pound wheel and a 72-gear they fairly fly over the territory. Speaking of future road races a member of the Hamblers' Bicycle Club said to-day:

"The number of road riders is multiplying at a remarkable rate, and there are sure to be some wonderful performances made on the wheel this year. I expect to see at least 300 good road riders in Buffalo this year, every one of whom can ride 50 miles in better than a 2.40 gait. It is not so much a case of endurance any more as a test of speed. A few years ago, when we had 35-pound wheels, it used to tax our strength to ride 50 miles at a brisk pace, but today the speedy ones can maintain a 2.30 gait from start to finish. I think that improvements in wheels and not increased speed in riders is responsible for this."

**To Miss Belle.**

Daisy! Daisy!  
Give him your answer, do!  
We're half crazy  
Hearing him sing of you.  
Just name the day for the marriage,  
We'll all chip in for a carriage,  
And 'twill be our treat,  
If you'll put in a seat  
For those two little girls in blue!



CYCLING.

"REV." ALICE.

SHE WAS ARRESTED FOR A NEW WAY OF SELLING BICYCLES.

She Sold the Purchasers and Kept the Purchase Money and the Wheel, Too—She Should Have Called Herself Surewin, Not Goodwin.

New York, March 26.—Among the prisoners in the Harlem Police Court yesterday, was a self-possessed and reticent young woman, who, if police theories are correct, is one of an organized band of swindlers whose victims in this and neighboring cities are numbered by the hundreds.

An advertisement appeared two weeks ago simultaneously in Boston and Baltimore papers, offering for sale two Columbia bicycles at \$35 each. It was signed "George Goodwin, No. 46 West One Hundred and Twenty-fifth street, New York City."

A. T. Mooney, of Salem, Mass., promptly communicated with "Mr. Goodwin."

The answer arrived by return mail written in a strong masculine hand upon rich paper of creamy tint, each page surmounted with the following in handsomely embossed lettering:

"Christ's Church, George Goodwin, D. D., pastor, Rectory, No. 46 West One Hundred and Twenty-fifth street." And the letter read thus:

Yours to hand. The wheels referred to in my advertisement are this year's patent Columbia-brand new. By this I mean not nearly new or almost new, but positively new. Owing to a painful injury, riding for me is now an impossibility and my wife will not "wheel" alone. So we have decided to sell the machines out of New York city to avoid unpleasant comments by the congregation.

The wheels will be sent subject to examination on receipt of \$5 each, which sum will cover cost of crating and express charges. That will make the wheels \$30. C. O. D., with lamps, tools and foot pumps. Answer at once if you mean business, as I am negotiating with others ready to buy. Do not send check, which will take so long to go through the collection process.

Yours respectfully, GEORGE GOODWIN.

P. S.—Do not use the word "Rector" in addressing envelope, because the church secretary might open it and the secret leak out to the congregation, who presented me with the wheels.

Mr. Mooney decided, instead of forwarding the necessary \$10, to put the matter in the hands of his brother, C. M. Mooney. Then it was discovered that No. 46 West One Hundred and Twenty-fifth street was occupied by a bookseller, who adds to his revenue by the rental of private mail boxes.

ARRESTED "MISS WEBSTER."

Realizing that "Pastor Goodwin" was a myth, and the bicycle sale a swindle, Mr. Mooney reported the facts at the East One Hundred and Twenty-sixth street station. Detectives Pore and McCabe learned that a well-dressed woman had hired a mail box two weeks previous in the name of George Goodwin, and had called almost daily to collect letters, which were surprisingly numerous.

She appeared early Saturday evening, and had pocketed fourteen letters and one telegram when she was arrested. She is about 25 years old, petite and pretty, and showed no surprise beyond a slight gasp as the detective placed his hand upon her arm. Captain Brooks questioned her unsuccessfully for an hour before locking her up.

She politely declined to make any statement either about herself or "George Goodwin." The letters included communications from all parts of the country, many containing money, as could be seen by holding them up to a strong light. As yet none of the letters have been opened.

In Court yesterday the prisoner gave her name as Alice Webster, refusing to say more. Justice Welder remanded her at the request of Captain Brooks.

As she reached the sidewalk, with a policeman in full uniform beside her, she said:

"Please, sir, let me walk ahead of you. I wish to avoid observation as much as possible."

The policeman consented, and she started up Lexington avenue, he following twenty yards behind.

Just as the corner of One Hundred and Twenty-third street was reached a well-dressed boy darted to the woman's side, placed a handsome silver-mounted satchel in her hands and then ran away. Then too late the policeman realized the purpose of the prisoner's request. He did not dare chase the boy and leave the woman, but in letting the boy escape he lost a valuable clue to the mysterious prisoner's identity. The satchel was found to contain a complete outfit of underwear and toilet articles.

"ANSWER."

If You Find a Machine Does Not do This Quickly Have Nothing to do With It.

Machines, even in this year of grace, '94, are not by any means perfect, although of outward and visible defects of construction there are not many. Of interior faults there are none more annoying to the rider possessed of skill and judgment than that of deadness in answering to a sudden spurt. This is a matter that cannot be guessed by looking at a machine; a practical trial is required for its detection. A rider who has been used to a mount that fairly jumps at every effort, and gets on a machine deficient in this quality, finds himself decidedly at sea for a while, and feels hills or winds considerably, irrespective of the gear used. One of the "Irish Cyclist" staff was lately riding a machine of a very good make, geared to about 53, and it was noticed, a little slower in answering to a sudden spurt than the rider's own machine, geared to 64. The moral of the above is that the cyclist who wants speed should fight shy of a machine that doesn't "answer" quickly. It may be as light and as well built as he pleases; but it will not enable him to score, if he fancies a little pace at times, as much as even a heavier mount possessing the desirable quality above mentioned.

AS GOOD AS NEW.

How to Make Your Old Wheel Look That Way.

There is a right and a wrong way to do most things, and this holds good particularly when home enamelling a cycle. Those whose machines want enamelling, and who, from one reason or another, being disinclined to get them stoved, are determined to do the job themselves, should prepare them for the process carefully. No ordinary enamel will look as well as stoved enamel, but, if applied skilfully, it will look fairly well, and it is much wiser to apply a coat of it than to leave any exposed metal to the chances of rust. The machine should be thoroughly cleaned of all dirt and oil, and the surface to which the enamel is to be applied sandpapered. It is prefer-

able to remove the old coat of enamel altogether. Then it should be brushed on evenly and thinly—it is far better to have too little than too much—and in one direction only, and the machine kept as free from the contact of dust as possible till the application is dry. If these precautions are observed the operation should be a success. Do not use a common brush; it spoils the job, and is false economy.—"Bi. News."

CIRCUMSTANCES ALTER CASES.

Henry Objected to His Sister Riding a Bicycle, But He Changed His Mind When He Saw Someone Else's Sister Doing It.

"No, no, Molly; I will not allow you to have such a hoydenish thing! It's w'l enough for women to ride horses, but when it comes to a bicycle, it is truly disgraceful. So, let us hear no more of this nonsense."

"But Miss Winthrop rides one," a timid voice put in.

"Miss Winthrop! And who may she be but some bold, unwomanly creature for all we know. Molly, I forbid your having anything to do with our new neighbor. If she rides a bicycle that's all I wish to know of her."

Molly Winchester walked slowly into the house. She lived with her bachelor brother, and a lonely life the little girl led, for, although a very kind man, Henry Winchester did not appear to think that his young sister needed companions other than the two playful setter puppies that followed her wherever she went.

As he stood at the gate of his well-kept grounds a whirling sound caught his ear. Turning hastily he saw coming toward him a figure clad in dark blue. Her perfect form showed to advantage as she gracefully managed the wheel she rode.

Without a glance to the right or left the fair young girl fairly flew past Winchester. "By George!" ejaculated he; "she rides well. Her figure is good. But no doubt she's bold and brazen, as all women are who resort to such manlike amusements."

Every day Miss Winthrop rode by the Winchester, and it happened that each time Henry Winchester was near by. This went on for a couple of weeks, when, one day, while seated in his accustomed place under one of the wide-spreading elms which graced the lawn, Winchester saw the familiar and now anxiously-looked-for form coming down the road.

As the wheel reached the gate a runaway horse came tearing along from the opposite direction, dragging behind him a wrecked vehicle.

Winchester sprang from his seat and rushed to the gate, throwing it wide open. Hope Winthrop understood the movement and calmly turned into the gateway, narrowly escaping a blow from the furious animal as he plunged past.

Though Henry Winchester professed to despise bicycles and believed it lowered a woman to ride one, before Hope Winthrop left the house that day Winchester decided to purchase a bicycle that he might be able to ride out with and protect his fair neighbor from runaway horses.

Soon there was a wedding at the little ivy-covered church in town, and the happy couple spent the honeymoon by taking a tour across the country on a tandem.

Molly was made very happy with a bicycle as a gift from the bride—Hope Winthrop.

THE CLANKING CHAIN.

What This Form of Communicating Power Is Responsible for in Cycling.

Despite the complacency with which we hail our onward march toward perfection in cycle construction, real, radical improvements advance but slowly.

Adopted probably in the first instance as a temporary expedient for want of something better the chain is still with us, and with its clicking, rattling, lengthening, and collecting and tightening propensities is still the bete noir of the safety rider's existence. Riders who attend to their chains do not need to be reminded of the increase in labor entailed by neglect in this particular. But those benighted individuals who never trouble themselves to lubricate their chain, and who look upon a gear case as a superfluous luxury, would do well to reflect for a moment on the enormous amount of unnecessary toil they impose upon themselves by neglecting the chain. Only those who have carefully studied the subject are aware of the amount of friction engendered by this method of communicating power. A correspondent of the "English Mechanic" points out that the chain has to bend and unbend again round each cog wheel, and he calculates that, in a chain consisting of an average number of links, the total movements made by the chain in one revolution of its length amount to no less than 384. This is only what may be termed the internal friction of the chain. It must be remembered that a certain amount of rubbing takes place every time a link engages or disengages with a tooth of the wheel, and this gives us 192 more points of friction. Add these to the frictional movements within the chain itself, and we have the extraordinary total of 576 frictional points in one complete revolution of the chain in its own length. Will anybody deny his chain a few drops of oil after reading that?—"Bi. News."

"DICTATORIAL," EH?

That and "Bad Break" Are the Terms Applied to Bresler's Deposing.

Detroit, March 24.—Mr. Luscomb's dictatorial order deposing Chief municipal Joseph M. Bresler turns over the Michigan division to Vice-Consul Smith, of Port Huron. Mr. Bresler was fired because he was one of the committee that sent word to the National Assembly that that body would get along better if it attended to its own affairs and let the Michigan division alone. The communication was in the form of a report in which the committee refused to pay the expenses of an election. Now, in addition to Mr. Bresler, the signers of the report were Mr. Smith, of Port Huron, and Mr. Johnson, of this city. If Mr. Luscomb wants to renovate things it would be advisable for him to let no guilty man escape. Mr. Bresler has not yet received a copy of the charges against him and it is doubtful if he will this month. The officials have twenty days in which to send a copy to him and he is anxious to know just what constituted malfeasance in office on his part.

"I am very well satisfied with what I have done," said Mr. Bresler yesterday, "and I am still chief counsel despite Mr. Luscomb's orders. I do not propose to pay any attention to them and most certainly will not turn over the books to anybody. Michigan is capable of attending to her own elections and, as far as I am concerned, I do not believe there will be an election this spring."

A prominent league man said yesterday that no matter how the muss came out the Michigan division would dwindle down to about 400 members in another year. The increased dues and bitter feeling will bring this about.

Nuts, especially pedal nuts, often come loose again and again, no matter how tightly screwed home. To cure this, take off the nut, clean the screw carefully and sprinkle a little powdered resin on it, and then replace. If resin is not available, simply clean the screw and insert a washer or brown paper. The last-mentioned expedient is not, however, always effective.

FIGURES.

WHAT THEY TEACH IN REGARD TO GEARING.

The Lessons a Man Should Learn Before He Attempts to Decide Upon a Gear For His New Wheel.

It is easier to learn to pedal fast than to find more power. On a home trainer a mile under two minutes is within the reach of even a second-rate rider. Pedalling down an average hill he can, on a 64in. gear, get up a pace of 30 miles an hour without much difficulty; but on a 68in. gear more power is required to attain this pace, and consequently he finds it harder to do so than on the lower gear. On the level and up hill, or on muddy, hilly roads, as a matter of course, the high gear tells even more, so that we feel convinced that, save in exceptional cases, 68 is far too high for road-work, and even for ordinary path-work 66in. or 64in. will be found better. On a track like Herne Hill one might gear three or four inches higher with advantage.

ROAD MEN AND RACERS.

It is a strange fact that on the road path-men are nearly always left by road-men down hill. Even allowing that they have been somewhat pumped ascending the preceding rise, we cannot help thinking it is the heavy work entailed in driving a high gear at such a pace that tells them this. The writer has always found that he is an exception to this rule, and he uses 60in. gear on the road. If any path-man will have himself timed on a stretch of moderate downhill with a 64in. gear and then with a 68in. he will find that the former is the faster. The same applies on the path. High gear entails heavier work; heavier work tells more in the last 50 yards; it is in the last 50 yards that the race is generally lost or won, hence the man who learns to pedal a 64in. gear fast on the path is at a distinct advantage over the man who endeavors to find the power necessary to drive a 68in. as fast. There are, of course, exceptions. There are some strong riders who cannot pedal fast, and they must necessarily have high gears.

The ordinary plodding road-rider will derive a lesson from this. If from 60in. to 64in. gear on the road secures the best results for the fully-trained crack rider, practice will enable the average man, who does not train for racing or scorching, to get the best results from a far lower gear, say between 52in. and 60in., according to his powers, his peculiarities, and the nature of the road over which he cycles.

HOW YOUR FEET MOVE.

The general tendency is to gear too high, to exaggerate and make a toil. It follows, of course, that the lower the gear the faster you have to pedal, and the higher the pace the faster you have to pedal also, a double fact which can be briefly expressed by saying that the number of revolutions of the pedal per minute on any gear at any pace varies directly as the pace and inversely as the gear; and if the proportion of pace to gear is kept the same the rate of pedalling is the same. That is, you have to pedal at the same speed on an 80in. gear to travel at 24 miles an hour as you do on a 50in. gear to reach 15 miles an hour, or on a 60in. gear for 18 miles an hour, or on a 70in. gear for 21 miles an hour, this rate being a fraction over 100 revolutions per minute. This is rather faster than an average rider ordinarily pedals unless racing or putting out some extra force. About 80 a minute is a comfortable average pedalling pace, and anything over 110 is difficult.

In order to serve as a guide to a choice of gear, give a table of the number of revolutions per minute for a few of the commoner gears, and possible speeds. It will be seen that the road-scorcher, whose usual pace is 18 miles an hour, and who gears to 63in., has to drive his pedals round 96 times a minute. The average road-rider pedalling as fast with a 54in. gear would travel 15 miles an hour, or, if, as is most likely, he is content with 12 miles an hour, his feet will only revolve 74 times in a minute. Hence these figures are all in favor of low gear for the average rider. Apart from this, of course, the agile rider, with plenty of muscle, without an enormous muscular strength, will be able to pedal fast, and he will choose a moderately low gear, while the possessor of brute strength without much skill in getting his feet round fast will be better served with a tolerably high gear.

TO BE RECONSIDERED.

There are various factors to be taken into account, however, which influence individual cases. For example, a heavy machine should be geared lower than a light one, especially if it is intended for touring purposes, and to carry luggage. In fact, the tourist on a 40lb machine geared to 56 in. would find a hundred miles ride just as easy as though he were on a thirty-two pounder geared to 60 in., provided he was satisfied to travel a shade slower. Then, again, the tall rider who can use a long crank can drive a higher gear than the rider who has to be content with a shorter crank. So, too, for hilly roads the gear should be low and for level ones higher. It is therefore apparent that in deciding the question of gear a cyclist must take into account, first the nature of the roads, secondly his own strength, thirdly the length of crank he is able to use with advantage, fourthly the weight of his machine. For instance, if the roads are level and smooth, the rider muscular and fond of speed, able to use a 6 1/2 in. throw, and riding a light machine, and that only in summer he might gear to 68 in.; and if the roads are bad and hilly, the rider weak and fond of going easy, and only able to use a 6 in. throw, and riding a heavy machine, summer and winter, he should gear to 48 in. Of these various factors a great many combinations might be made, giving different results.

CRANK LENGTH AND SURFACE.

Taking as data indifferent macadam roads, such as are found in many parts of England and Scotland, and an average road rider indifferent as to pace, using cranks with 6 1/2 in. or 6 3/4 in. throw, and riding summer and winter, I would recommend 56 in. gearing. For summer use alone 59 in., and for winter use alone, 54 in. On good, level roads the same individual might average 59 in.; but in gearing for winter he should bear in mind that the roads are not so good, no matter how good they are in summer, and he should be careful about gearing too high. Similarly, other combinations could be made. The very strong man, with long cranks, might average on good roads 60 in., and on bad roads, 57 in.; and the very weak man, using short cranks, might average in the one case 54 in., and in the other 49 in. or 50 in.; or the very strong man might be able to use very long cranks, or the very weak man might be tall, and find that the long cranks suited him; and this, again, would modify the gearing, enabling the weak man to gear a little higher, and compelling the strong man to gear a little lower. —R. J. Mccredy in "Cyclist."

THE DODO YAWNS.

Says It Intends to Wake up and Get a Move on Itself.

Chicago, March 26.—A conference between several of the leading officers of the Century Road Club of America was held Thursday, Friday, Saturday and Sunday. This extended meeting was the result of a state of comparative inactivity which has been partly due to the early mushroom growth of the organization, and was afterward aggravated by the alleged negligence of one of the officials. It was decided to foster competitive interest among the riders in the Century Road Club by offering prizes, the nature of which will be announced later, for the greatest mileage in 1894, the greatest number of centuries, the best twenty-five mile record, etc. An expensive banquet will also be given to the club covering the greatest number of centuries during the season. A ten-century bar may be adopted. A plan was also adopted and will be announced in detail later, which will no doubt rapidly increase the membership of the club. If it is possible a relay ride from Chicago to Washington will be handled. The work of looking after road records has been placed in the hands of H. Percy Walden, president of the Chicago Cycling Club. He is preparing matter for publication, and the secretary will shortly print a list of those who covered centuries during 1893.

MAY BE A CHAMPION.

If Early Training and an Appropriate Name Count For Anything the John Morris is a Future Great.

John Morris Wheeler is the name of a 5 1/2-year-old cyclist of Asbury Park. He is the pride of all the Park and the surrounding places, too, and, as a result, he can do pretty much as he pleases in the matter of selecting a place to ride, and everyone is willing to seat him on the wheel and give him a "push-off."

He has been riding less than a year, and though he can go fast and ride miles at a time he has not yet been able to master the art of getting into the saddle. It's easy enough for him to get off, though, for although his legs are a trifle too short to mount, they're all right when it comes to dismounting. He just takes one of his feet from the pedal, lets the machine topple to one side, and he's off. And, as well as he is known, he never does this in the centre of the city but that a crowd gathers around to talk to him and listen to his interesting childish prattle, as he gives his impressions of the wheelmen or wheelwomen he has met with in his ride.

He wears high top button kid shoes, black stockings, little bits of corduroy breeches, a gray cloth jacket and a bicycle cap—one of the long-peaked, rakish-looking kind. In fine weather he spends much of his time on the wheel, and no one can even guess as to his powers of endurance, as he rides up and down Founder Bradley's boardwalk along the ocean front for hours at a time, and goes flying here and there through the city. Occasionally he rides to Interlaken or some other neighboring place of from one to three miles distant, and return. On these trips he is accompanied by his father, who is one of the expert wheelmen of Asbury Park. He never complains of being tired, but, said Mr. Wheeler on Tuesday, it is not deemed advisable to take him on longer runs just yet.

Little John, it is said, is given to sidewalk riding, but those who know declare it is probably as much through a spirit of mischiefousness as anything else. There's an ordinance against it in the Park, as there is in nearly every other place in Jersey, but this youthful Zimmerman—he's an ardent admirer of the "Squaw" wonder—doesn't know anything about law, except what his father has told him, and he doesn't think ordinances are made for tots like him anyway. He doesn't exactly say so, but the trouble he gives one of his best friends, a six-foot policeman, is the best evidence of what he thinks. He seems to delight in having that big bluecoat after him, and natives of the Park whose business keeps them in the vicinity of the railroad depot every day say that there is no greater sport, nor yet one more laughter-provoking sight, than to see John Morris Wheeler dart here and there on his tiny bicycle—first behind, then in front, and then around that policeman, while the latter is all the time making frantic efforts to get hold of him and lecture him on the evils of sidewalk riding. When he's had enough fun, they say, the tot smiles at his pursuer and rides gayly away, and then the big six-footer stops to wipe the perspiration from his brow and laugh at the ludicrous chase he has been indulging in. Then everyone joins in the laugh, and all hands tell stories about "Little Jim."

HOLY ELLIOTT!

A Velograph Which Completely Knocks Out Our Own Cycling Chronograph.

The representative of a Brussels temporary was present last week at a series of trials of the velographe, a new speed registering apparatus, the invention of General Le Boulenger. This apparatus measures in hundred-thousandths of seconds the speed of vehicles, which it registers over a distance of four metres, which separates the two pedals of the apparatus placed at the level of the track, and each corresponding to one of the two pavilions of which it is composed. The object of the new invention is to do away with the loss of time—an appreciable loss of two and three-fifths of a second—which arises between the eye and finger of the watch holder on the passing of a rider. The combination is purely mechanical, and the working is said to be absolute in exactitude and perfection. The utility of the apparatus has been tested on several occasions by its inventor in the following experiment. Two persons being placed opposite each other, the first, after having called "Attention," leans on one of the pedals of the velographe, a movement imitated by the second as soon as he perceives it, not without there being a loss of time registered by the apparatus. The quickness of intelligence between several of those present, thus appreciated in hundred-thousandths of a second, varied between one and two-tenths. The speed of a rider in a lap of the track was obtained by using the apparatus in which a chronometer, automatically started and stopped by the passage of the wheels over the pedal which commands it, gives the exact time. This use of the velographe was tried by several cycling officers, and much interest was taken in the result.—"Bi. News."

MAKES A PRO. OF HIM.

Life Saving on a Cycle For Money Prizes Makes the Rider a Professional, of Course.

An act, brave as it was uncommon, excited plaudits from the pedestrians near the corner of Woodward and Grand River avenue, says the Detroit Journal, and although the scene was witnessed by at least two hundred, there is no one to be found who can call the names of the principals in the drama. A horse attached to a carriage, containing a lady, became frightened when near the city hall and started to run. The horse was beyond the control of the woman, and there was danger that she would be dashed out on the pavement. Suddenly a young man mounted on a bicycle ran at breakneck speed toward the runaway rig, and before startled onlookers could divine his purpose, the wheelman was at the side of the maddened steed and leaped from the wheel into the air, catching a firm hold in the mane of the running horse. A loud hurrah arose from the crowd as the brave fellow clung to the animal and gradually brought it under control. His wheel was wrecked under the carriage, and the young man was bruised and

it which has been partly due to the early mushroom growth of the organization, and was afterward aggravated by the alleged negligence of one of the officials. It was decided to foster competitive interest among the riders in the Century Road Club by offering prizes, the nature of which will be announced later, for the greatest mileage in 1894, the greatest number of centuries, the best twenty-five mile record, etc. An expensive banquet will also be given to the club covering the greatest number of centuries during the season. A ten-century bar may be adopted. A plan was also adopted and will be announced in detail later, which will no doubt rapidly increase the membership of the club. If it is possible a relay ride from Chicago to Washington will be handled. The work of looking after road records has been placed in the hands of H. Percy Walden, president of the Chicago Cycling Club. He is preparing matter for publication, and the secretary will shortly print a list of those who covered centuries during 1893.

MAY BE A CHAMPION.

If Early Training and an Appropriate Name Count For Anything the John Morris is a Future Great.

John Morris Wheeler is the name of a 5 1/2-year-old cyclist of Asbury Park. He is the pride of all the Park and the surrounding places, too, and, as a result, he can do pretty much as he pleases in the matter of selecting a place to ride, and everyone is willing to seat him on the wheel and give him a "push-off."

He has been riding less than a year, and though he can go fast and ride miles at a time he has not yet been able to master the art of getting into the saddle. It's easy enough for him to get off, though, for although his legs are a trifle too short to mount, they're all right when it comes to dismounting. He just takes one of his feet from the pedal, lets the machine topple to one side, and he's off. And, as well as he is known, he never does this in the centre of the city but that a crowd gathers around to talk to him and listen to his interesting childish prattle, as he gives his impressions of the wheelmen or wheelwomen he has met with in his ride.

He wears high top button kid shoes, black stockings, little bits of corduroy breeches, a gray cloth jacket and a bicycle cap—one of the long-peaked, rakish-looking kind. In fine weather he spends much of his time on the wheel, and no one can even guess as to his powers of endurance, as he rides up and down Founder Bradley's boardwalk along the ocean front for hours at a time, and goes flying here and there through the city. Occasionally he rides to Interlaken or some other neighboring place of from one to three miles distant, and return. On these trips he is accompanied by his father, who is one of the expert wheelmen of Asbury Park. He never complains of being tired, but, said Mr. Wheeler on Tuesday, it is not deemed advisable to take him on longer runs just yet.

Little John, it is said, is given to sidewalk riding, but those who know declare it is probably as much through a spirit of mischiefousness as anything else. There's an ordinance against it in the Park, as there is in nearly every other place in Jersey, but this youthful Zimmerman—he's an ardent admirer of the "Squaw" wonder—doesn't know anything about law, except what his father has told him, and he doesn't think ordinances are made for tots like him anyway. He doesn't exactly say so, but the trouble he gives one of his best friends, a six-foot policeman, is the best evidence of what he thinks. He seems to delight in having that big bluecoat after him, and natives of the Park whose business keeps them in the vicinity of the railroad depot every day say that there is no greater sport, nor yet one more laughter-provoking sight, than to see John Morris Wheeler dart here and there on his tiny bicycle—first behind, then in front, and then around that policeman, while the latter is all the time making frantic efforts to get hold of him and lecture him on the evils of sidewalk riding. When he's had enough fun, they say, the tot smiles at his pursuer and rides gayly away, and then the big six-footer stops to wipe the perspiration from his brow and laugh at the ludicrous chase he has been indulging in. Then everyone joins in the laugh, and all hands tell stories about "Little Jim."

HOLY ELLIOTT!

A Velograph Which Completely Knocks Out Our Own Cycling Chronograph.

The representative of a Brussels temporary was present last week at a series of trials of the velographe, a new speed registering apparatus, the invention of General Le Boulenger. This apparatus measures in hundred-thousandths of seconds the speed of vehicles, which it registers over a distance of four metres, which separates the two pedals of the apparatus placed at the level of the track, and each corresponding to one of the two pavilions of which it is composed. The object of the new invention is to do away with the loss of time—an appreciable loss of two and three-fifths of a second—which arises between the eye and finger of the watch holder on the passing of a rider. The combination is purely mechanical, and the working is said to be absolute in exactitude and perfection. The utility of the apparatus has been tested on several occasions by its inventor in the following experiment. Two persons being placed opposite each other, the first, after having called "Attention," leans on one of the pedals of the velographe, a movement imitated by the second as soon as he perceives it, not without there being a loss of time registered by the apparatus. The quickness of intelligence between several of those present, thus appreciated in hundred-thousandths of a second, varied between one and two-tenths. The speed of a rider in a lap of the track was obtained by using the apparatus in which a chronometer, automatically started and stopped by the passage of the wheels over the pedal which commands it, gives the exact time. This use of the velographe was tried by several cycling officers, and much interest was taken in the result.—"Bi. News."

MAKES A PRO. OF HIM.

Life Saving on a Cycle For Money Prizes Makes the Rider a Professional, of Course.

An act, brave as it was uncommon, excited plaudits from the pedestrians near the corner of Woodward and Grand River avenue, says the Detroit Journal, and although the scene was witnessed by at least two hundred, there is no one to be found who can call the names of the principals in the drama. A horse attached to a carriage, containing a lady, became frightened when near the city hall and started to run. The horse was beyond the control of the woman, and there was danger that she would be dashed out on the pavement. Suddenly a young man mounted on a bicycle ran at breakneck speed toward the runaway rig, and before startled onlookers could divine his purpose, the wheelman was at the side of the maddened steed and leaped from the wheel into the air, catching a firm hold in the mane of the running horse. A loud hurrah arose from the crowd as the brave fellow clung to the animal and gradually brought it under control. His wheel was wrecked under the carriage, and the young man was bruised and

MAKES A PRO. OF HIM.

Life Saving on a Cycle For Money Prizes Makes the Rider a Professional, of Course.

An act, brave as it was uncommon, excited plaudits from the pedestrians near the corner of Woodward and Grand River avenue, says the Detroit Journal, and although the scene was witnessed by at least two hundred, there is no one to be found who can call the names of the principals in the drama. A horse attached to a carriage, containing a lady, became frightened when near the city hall and started to run. The horse was beyond the control of the woman, and there was danger that she would be dashed out on the pavement. Suddenly a young man mounted on a bicycle ran at breakneck speed toward the runaway rig, and before startled onlookers could divine his purpose, the wheelman was at the side of the maddened steed and leaped from the wheel into the air, catching a firm hold in the mane of the running horse. A loud hurrah arose from the crowd as the brave fellow clung to the animal and gradually brought it under control. His wheel was wrecked under the carriage, and the young man was bruised and

MAKES A PRO. OF HIM.

Life Saving on a Cycle For Money Prizes Makes the Rider a Professional, of Course.

An act, brave as it was uncommon, excited plaudits from the pedestrians near the corner of Woodward and Grand River avenue, says the Detroit Journal, and although the scene was witnessed by at least two hundred, there is no one to be found who can call the names of the principals in the drama. A horse attached to a carriage, containing a lady, became frightened when near the city hall and started to run. The horse was beyond the control of the woman, and there was danger that she would be dashed out on the pavement. Suddenly a young man mounted on a bicycle ran at breakneck speed toward the runaway rig, and before startled onlookers could divine his purpose, the wheelman was at the side of the maddened steed and leaped from the wheel into the air, catching a firm hold in the mane of the running horse. A loud hurrah arose from the crowd as the brave fellow clung to the animal and gradually brought it under control. His wheel was wrecked under the carriage, and the young man was bruised and

MAKES A PRO. OF HIM.

Life Saving on a Cycle For Money Prizes Makes the Rider a Professional, of Course.

An act, brave as it was uncommon, excited plaudits from the pedestrians near the corner of Woodward and Grand River avenue, says the Detroit Journal, and although the scene was witnessed by at least two hundred, there is no one to be found who can call the names of the principals in the drama. A horse attached to a carriage, containing a lady, became frightened when near the city hall and started to run. The horse was beyond the control of the woman, and there was danger that she would be dashed out on the pavement. Suddenly a young man mounted on a bicycle ran at breakneck speed toward the runaway rig, and before startled onlookers could divine his purpose, the wheelman was at the side of the maddened steed and leaped from the wheel into the air, catching a firm hold in the mane of the running horse. A loud hurrah arose from the crowd as the brave fellow clung to the animal and gradually brought it under control. His wheel was wrecked under the carriage, and the young man was bruised and

You See Them Everywhere

CYCLISTS WHO ARE LOYAL TO THE COLUMBIA.

We have made them loyal by selling only the highest grade wheels at one price to all purchasers. We have kept abreast of the times, and Columbia Bicycles embody all that is best and latest in bicycle construction and design. They are fully guaranteed, and the present standard price, \$125.00, is the lowest at which a strictly high-grade pneumatic safety was ever sold.

Pope... Manuf'g Co. BOSTON NEW YORK CHICAGO HARTFORD

The Columbia Catalogue is absolutely unrivaled for comprehensiveness and beauty. You can obtain it free from our agents, or we will mail it for two two-cent stamps.

A POPULAR TOAST.

Here is to the Cyclone more perfect than all, Without levers or lumps great or small. It never originated in a German brain, As its principle was worked out before he came.

LOW PRICES and BEST MECHANICAL and CEMENTED TIRES on earth.

Our prices are astonishingly low considering quality. Send for them, and save money, to the manufacturers of

CYCLONE, REX and CLIMAX.







# CYCLING. BUSY BOARD.

CHANGES IN THE RACING RULES OF  
SOME IMPORTANCE.

Clipping the Wings of the Festive  
Fast One—Some New Things He  
Can Not Do and Some That He is  
Allowed to.

In the future no race promoter can advertise any noted rider for his tournament unless he has the written consent of the man to ride, under the penalty of forfeiting the privilege to secure sanction for future meets. Racing men will make themselves liable to suspension if they promise to appear at a meeting and do not give two weeks' notice of a change of mind. It has also been decided that a pacemaker put into a race will be entitled to the position and prize for the same in which he finishes, but under no consideration can he accept any cash. In the future the Racing Board must be notified two weeks in advance of all attempts at record-breaking, and twelve men must officiate at the trials, including the referee, who must be L. A. W. members.

Any racer who does not pay his entrance fees at the expiration of thirty days will hereafter forfeit all right to any prize he has won, as meet managers are privileged to sell prizes which have been withheld at the termination of that time. A new system has been adopted for scoring team races. The scoring will be done by the number of teams, instead of individuals, in the future.

The applications for sanctions for tournaments are being received in large numbers. As many as half a dozen clubs have applied for the same dates. The Racing Board is now working industriously attempting to settle the disputes which arise over these facts between the clubs, and allot satisfactory dates to all the clubs. The new racing rules will be out in about a week's time.

**SANCTIONS GRANTED.**  
April 18, Uniform Rank Knights, Birmingham, Ala.  
May 30, Cleveland Wheel Club Co., Cleveland, O.  
May 30, Jamestown Bicycle Club, Jamestown, N. Y.  
July 7, Prince Wells, Louisville, Ky.  
May 30, Diamond Wheelmen, Detroit, Mich.  
May 30, Cycle Track Association, Winona, Minn.  
May 30, Quincey Bicycle Club, Quincey, Ill.  
July 3 and 4, Alert Hose Co., Norwich, N. Y.  
May 30, Mahoning Cycle Club, Youngstown, O.  
July 4, Greensboro Cycle Club, Greensboro, N. C.  
July 3 and 4, Ohio Division Meet, Cincinnati, O.  
July 4, morning, Ramblers' Bicycle Club, Buffalo, N. Y.  
April 19, J. W. McDuffee, Franklin Park, Sangus, Mass.  
April 19, Newton Athletic Association (one event), Newton Centre, Mass.

**WHAT TO DO.**  
When You Get Your New Wheel  
Look After These Details.

The tires should be pumped hard, so that when sitting on the machine they scarcely "bulge" where they touch the ground. The saddle should be adjusted to the right height, i. e., so that when the pedal is at the lowest position it can be reached with a straight leg, but without the faintest sensation of stretching. It is no good testing the machine's toes, as when sitting on a stationary machine an altogether absurd reach feels comfortable. See that the saddle is adjusted fore and aft, and at a moderate angle say, with the peak half an inch higher than the back. If this does not seem right when mounted after it later on, till there is no inclination to slip either backward or forward when riding slowly on the level. The peak should be about 6 inches behind the centre of the crank bracket. This can be ascertained by a piece of string or a straight stick used as a plumbline. Like the pitch, it can be altered afterward, if a different position be deemed desirable. The handles should be adjusted so that they can be reached when sitting upright without the least stretch. Do not have them too low, as it looks absurd for road work, and, apart from being bad for the rider, does not increase the pace a yard an hour. See that all bearings are properly adjusted, without side shake or tightness, and that every nut is taut. The neglect of these little precautions often does more harm to a good machine in its first week than a whole season's fair riding. If a brake be used it should be adjusted so that when hard on it does not touch the handle, but it should come within half an inch of doing so, or it will be out of the reach when off—"Bi. News."

**SKINKLE'S IDEA.**  
What His Opinion is of That Far West Meet.

Cleveland, O., March 23.—"Well, what difference does it make if it has been declared off?" asked W. A. Skinkle, after he was told that the Racing Board refused to sanction a racing meeting for Denver on Aug. 31 and Sept. 1. "Who's going to Denver, anyhow?" continued "Pop," turning interviewer in his own behalf. "Do you suppose Boston and New York men can afford to go, even if the railroads give a rate of only one cent a mile? How many do you think will go from Cleveland? Well, I asked some Boston men if they would come to a national meet in Cleveland and they wanted to know how long since I had come out of an insane asylum. They think of Cleveland as being in the very far West. When they come to think that Cleveland is about one-fourth the distance they are appalled at the idea of traveling so far.

**ELI EFFERVESCES.**

**He Thinks That Men Who Ride Bicycles Are Indulging in Self-Abnegation.**

Firms in the cycle trade very often meet with peculiar people and peculiar letters. The following reply to an application for a reference on the character and reputation of a prospective installment customer of the Raleigh Cycle Co. is characteristic of the writer, the well-known humorist, Eli Perkins.

Mr. George S. McDonald.—Mr. James came to me with a note from the Y. M. C. A., New York. He was honest with me and did his work well. Your letter caused me a great shock. I am a member of the Anti-Bicycle Club, and if Mr. James has so departed from rectitude as to even desire to ride the instrument of torture, I shall have to stop indulging him. There must be something wrong about him. His head seemed level when he was with me, but perhaps he has committed some great secret crime and now resorts to self-ab-

gation or the bicycle torture to ease his mind. I will say confidentially to you that the only question I ask now of an applicant is, "Do you ride a bicycle?" If he confesses, that ends the matter with me. I endorse Mr. James up to his bicycle mania, but conscientiously have to draw the line there. He will not pay for the instrument of torture after he has ridden it. A worm will coll when stepped on. Yours very truly,  
MELVILLE D. LANDON  
"ELI PERKINS."

**A FRENCH DAISY.**  
How the Translator Has Fared With the Cycling Belle.

A Parisian wheel paper has tackled a rendered back into English. Daisy Bell, and this is the result literal—"There is a flower which a young girl has planted in my heart. Her heart of she responds it to mine? That is that which I am not able to say. All I know is that I wish to pass my life with Daisy Bell."

"Daisy, Daisy."  
"Daisy, will you me answer, I you pray, for I lose the head. Yes, we will marry, but our marriage will be a very different very different. Impossible of us to pay a carriage. We will content ourselves of a bicycle-tandem."

"Daisy, Daisy."  
"We will go thus to tandem on the road of the life, Daisy, Daisy, and if the policeman me asks my lantern, I him will show the light of thine eyes."  
"Daisy, Daisy, etc."

**HERE, THERE AND EVERYWHERE.**

Judie, the famous French actress, is a wheelwoman.

Amherst, Mass., has voted to impose a tax on bicycles.

Experience tries in cycling to teach some awfully slow pupils.

A suburban lot—city wheelmen off for a club run in the country.

When a rider prefers candles in his cycling lamp to preference to oil.

Sometimes a man's wheel feels lightest when he has a very heavy load on.

A newly-lighted lamp will jolt out more readily than one which has burned for five minutes.

The Century Bicycle Co.'s plant, valued at \$100,000, was destroyed by fire Tuesday at Indianapolis.

A new tire consists of a series of wavelike springs arranged within a thick indiarubber casing.

When your tire picks up a tack in the dark you do not think that it is a joke because you cannot see the point.

Aluminum, it is said, will not trust or tarnish. It is pleasant to hear of something which aluminum will not do.

The Atlanta Wheelmen have won the wheelmen's inter-club pool tournament, with the Riverside Wheelmen second.

Julius Andrae has invented a new metallic compound for coating wood rims and making them waterproof and warpleless.

Will some sage student of human nature tell us why repairers always "adjust" bearings as tightly as they will possibly go?

If you must take a lady tandem riding, always choose a widow or your wife, because if you do not you will find it a mistake.

If in doubt as to the position of your handles, give the benefit of the doubt to an inch higher. For the saddle, the reverse.

The official organ is a weighty honor; it takes two tons and over of type to keep standing the mailing list of the paper.

W. B. Starrett, of the Jersey City Athletic Club Wheelmen, has won the individual prize in the Wheelmen's Bowling League.

A tandem team dressed and masked as monkeys recently amused Parisians by riding through the crowded portions of the city.

"Askem."—No, a wind-broken wheel horse has no connection in any way with a cyclist whose pneumatic tire has been punctured.

It is a rash and foolish thing for a woman to embark on lonely country rides with pneumatic tires before she has learnt to mend them.

How to keep going—pneumatic tires, how to resuscitate them—this seems to be a never-failing source of difficulty with most club members.

W. A. Skinkle's the slump? That thousand wheels has been thrown at the market, and we are all alive yet. Calamity howlers please take notice.

"Le Velocipede Illustré," the French journal, has just celebrated its twenty-fifth birthday, thus making it the oldest wheel paper in the world.

California, always boasting of the bigness of its products, now comes forward with a 315-pound rider, and claims that he is the heaviest wheelman in the world.

There will probably always be a number of careless men who would prefer running the risk of a break-down rather than spend half an hour on their machines.

Policemen to wheelmen, who are riding on the side path: "See here, young man, you can't ride there." "Can't, eh? Well, you just watch me." And he shot out of sight.

There are many who express pleasure at the idea of a lot of cyclists, for some reason that it may debar the lower grades of the population from sharing in the pleasures of the pastime.

There ought to be on the part of every wheelman a thorough mastery of the details of his machine, as this alone will enable him to deal successfully with any mishap that may occur.

First dress reformer—"My dear, that new riding costume of yours is so short that I'm afraid they can see your ankles."

Second reformer—"And it's so long that I'm half afraid they can't."

It is a safe rule to take advertising as you would medicine—when you need it. Advertising is the only medicine for sick business, but it must be of good quality, just as medicine must be good to do good.

An discreet rider of a wheel is more hurtful to the sport than an ill-natured one, for the latter will only attack his enemies and those he wishes ill to; the other injures indifferently both friends and foes.

It is obvious to all that indolent men cannot feel that security, and cannot put that confidence in their machines as the men who periodically overhaul their mounts and satisfy themselves "that they are fit for work."

It is said that certain English wheelwomen who have adopted the bloomer riding costume are so pleased and so manlike in consequence thereof that they now contemplate forming a cycling military company.

Many Pittsburgh wheelmen are thinking it would be capital fun to ride out 50 miles and meet the Coxey procession. They may do so. Wheelmen had better keep free from any entanglement with cranks of the Coxey stamp.

To the wise cycling recollections go back a few years the falling off in the matter of club runs is most remarkable. For some reason or other, what used to be a most popular feature of club life has become a very reverse.

Thirty carriers and clerks in the Kansas City post office have formed a bicycle club. It is expected that a saving of \$15 a machine can be made by co-operating in the matter of purchase. The organization will be called the P. O. D. Bicycle Club.

Some districts absolutely refuse to fit a brake to a road racer, and they are right. Doing so will only bring discredit on their goods. Even in the case of a light roadster weighing, say, 35 pounds, all on, the brake should be applied very cautiously and gradually.

James R. Dann, ex-president of the L. A. W., is in San Francisco in charge of the United States Treasury Office at the Midwinter Fair, as he was at the World's Fair. His office is in the northeast corner of the gallery in the Liberal Arts building.

It is continuous effort that pays in advertising as in everything else. A business man doesn't keep his store open one day in the week or one week in the month, and three months in the year, and advertise that way that is the impression people will get.

"Do you believe in fate?" was the question a young lady recently asked of a peasant, who happened to be the owner of an old-fashioned bicycle. "Bogob, mis, I do," was the somewhat unexpected reply. "Unless I had a pair, shure what 'ad I drive the machine wud?"

There is just now a distinct movement in favor of reviving the old club run, and we trust that success may attend it, for a crowd of people and a good time are certainly probable. But it is not probable that it should ever be put back upon the footing of a dozen years ago.

There is nothing mysterious about advertising. It is an exact science. You can get certain needed things. There is of it. If you can tell them about something they want, or ought to want—if you have a good thing to offer—advertising will sell it.

Italy the municipal authorities of Milan and Brescia last year put a tax of \$2.50 per year on all cycles running in the town. The Italian Government has, however, ruled this tax to be illegal, and in Milan alone 2000 cyclists are to receive back the tax which they had paid, while the same will also have to be done at Brescia.

The stealer of wheels is always with us. But the trouble is that he does not stay in one place long enough to be caught, else might his depredations be somewhat less and his spite of action somewhat limited. As things are, we strongly caution our readers to keep a wary eye on their wheels, especially such as are worth being stolen.

An English maker has introduced a twenty-eight pound ladies' model which combines both the features of the present dropped frame and the regular man's wheel. The change from one style to the other is accomplished by means of a movable top tube. Gradually rational dress forcing to the wall the cumbersome woman's wheel of the present.

Bicycling polo has got over to Germany, and is being very favorably received. They play it in Magdeburg; and an article recently published in that town states that the game will probably become very popular in Germany. Trick-riding of all sorts has always flourished in the Fatherland, so German cyclists have special advantages, as far as the cycling part of the game is concerned.

The advice to pneumatic-tired cycle owners to periodically remove the outer covers and examine the air tubes has become rather stale whilst making the circuit of the press, but it has the merit of being really good tip, and one worth remembering. Occasional examination is undoubtedly necessary for machines used in wet weather, and advisable for those that are not.

At the forthcoming Antwerp exhibition a cycling tailor has arranged to show a novel exhibit. According to the local papers, "will stand beside their machines, telling in loud and intelligible tones the joy they have had from their wheeling excursions, and the admiration their costumes have excited."

The pneumatic tire offers the best example of latent energy that could be found. Who would have thought only a few years ago that the well-known energy in inventing and designing pneumatic tires and their numerous accessories, such as valves, etc., was only awaiting a "puncture" to allow it to escape, and prove useful, practical and the cyclist's ideal comfort—"Irish Cyclist."

A cyclist having knocked down a laborer who was returning from his toll, hasted to apologize for the misadventure. "Nay," returned the knave of spades, as he kicked the defendant into an adjacent horse pond and proceeded to smash up his bicycle. "I have long wished for an opportunity of bursting one of your blooming bystiles, and now—"

Trick riders generally use exceedingly low-geared machines. One ridden by Neddy, the well-known stage performer, was geared only to 28, though otherwise it is identical with the common pattern safety. The reason of this lies in the fact that such a low-geared mount obeys every touch of the hand with marvellous swiftness, a single forward push almost shooting it from under the rider.

Manager Le Cato, of the Pennsylvania Bicycle Company, is a busy man these days. Aside from his Philadelphia inquiries he looks after the work of the Eastern Rubber Company throughout the State of Pennsylvania, and somehow or other manages besides to keep a watchful eye over his branch establishments in Vineland, Atlantic City and Chester. In the realm of hustling Mr. Le Cato comes close to a kingship.

The "Wheeler" says: "Wooden rims are hardly quite so popular now in America as they were a short time back." Our English friends has much yet to learn of America and things popular in it. Never was the "Wheeler" further from being correct than when it became responsible for the above statement. Now, if it had said we are all alive yet, it would not be quite so popular as they were, then we might have agreed with it.

In repairing single tube tires with the now popular needle and rubber thread, the great point to be observed by the novice, if his initial attempt is to be a success, is to make certain that the whole of the pointed part of the cord, which is threaded through the needle, remains beyond the wall of the tire. Otherwise, leakage is sure to occur, sooner or later. Some slight practice is an advantage to the repairer, as confidence and skill are not acquired all at once.

In olden times the Mayor of Leicester, England, was chosen by a sow. The candidates sat in a semi-circle, each holding his hat over his ears in his lap, and he who was selected Mayor was the one whose sow ate first. We would like to see the plan introduced in choosing League officials, since it would do away with the vast amount of trading, wire-pulling and auto-cleaning now so popular. What a snap, though, Boston candidates would have in an election of the Leicester pattern!

The world is full of superficial people who do nothing thoroughly. Foolish people are the ones that they call "mere details," but the "mere details" are the parts which make up the whole, and the importance of details comes home with peculiar force to the cyclist. Overlook them and you will come to grief sooner or later. It doesn't pay to despise details, and the cyclist who treats them with scorn never succeeds in finding that real enjoyment in the pastime which the careful man does.

We repeat the advice we have given before to the purchaser of a new mount, examine it carefully, and see that it is in perfect running order. Very frequently bearings require readjustment, and the cone of the steering wheel is so loose that the wheel is scarcely movable. Look over all the nuts, etc., and, in particular, make sure that the chain is not too tight. A chain too tight means so much needless stretching, not to speak of the possibility of the frame of the machine, on the very first run.

Some anti-cyclists contend that cycling keeps young men from church who otherwise be disposed to go there. Only to a limited extent. As a rule, the man who goes to church and crams a sermon in any case, and the mental benefit derived from cycling and constant commune with nature are more likely to increase the inclination than otherwise. The man who goes to church because others go, to meet a girl, or to stare about at the people, had far better be on his bicycle than thus playing the hypocrite.

It is a good plan, as recommended in the "Cyclist," to put a secret mark on some part of the machine, to aid its identification if stolen; but the careful thief will doubt over the machine, and create a few suspicious-looking marks. It is therefore well to drill one or more small holes in some position which has been accurately noted by the owner. One of the best places is on the handle, and these cannot be filled in, and painted over, as they might be if drilled in the enamelled part of the machine.

The other day a young man was learning to ride a safety in the street of a provincial town. As is quite usual under the circumstances, the learner came to a proper and pitched upon the street curb. As he lay there along came a policeman, who inquired of the almost helpless would-be rider if he could play checkers. The novice, looking up, replied, "I can't, but I can play the game of 'your move'."

The mud-bespattered young man arose and strolled home. We are told that he can now ride his safety, having finished his lessons in the quiet country lanes.

The Good Roads Association of Brooklyn, which has been enjoying a recess for some time, has now appeared to be nothing particular to do, has been aroused into activity by the present condition of the highway or special pathway for wheelmen on Ocean Parkway. A meeting of the association to be called for the day or two, so that some action can be taken looking to the completion of the pathway in practical shape. The road was originally

intended only as an experimental one, and as such the riders of the wheel looked forward to its completion with pleasurable feelings.

A. T. Lane, who has just been elected to the presidency of the Canadian Wheelmen's Association, was born in Liverpool in 1849. When 20 years of age he began to ride and the following year won two second prizes in his native city. Coming out to Canada shortly afterward, he settled in Montreal, and in 1874 imported the first high wheel bike to America, a 50-inch Coventry. From the day he started wheeling he has been an enthusiastic cyclist, ever endeavoring to promote the highest interest of the sport from a pure love of the noble exercise. In 1885 and 1886 he carried off the cycling championship at Woodstock and Montreal respectively.

The French press has been discussing the question, "Should ladies cycle?" The situation is summed up neatly by a contributor, who says that if the cyclist be pretty, and if she have a graceful figure, and above all, well-shaped ankles, she may in all security ride a bicycle, and no one will complain. On the other hand, if at her birth she received natural disadvantages in these respects, there is no doubt that people will grumble, and find it quite undesirable for a young woman to mount a bicycle for the sole pleasure of frightening the horses, and she would do better to stay at home and concern herself with making pastry.

Speaking of the Canadian Wheelmen's Association, a Toronto daily remarks: "It does not appear to be generally realized that there is a sort of Tammany Hall combination that rules the roost of the Canadian Wheelmen's Association. This combination is composed of three members only, but each works the oracle with such consummate success in his own sphere that dangers attending any one are ward off by the two others, and the trio work triumphantly towards the accomplishment of their several aims."

Our Canadian friends are afflicted in the same way that we are. Tammany methods have for several years prevailed in L. A. W. affairs.

J. H. Carr, of McKeesport, Pa., has completed an electric cycle which is pronounced by experts to be a remarkably successful production and something more than the embodiment of a pretty theory. The machine will not be supplied with pedals, but bar foot-rests for the rider will take their place. The battery will be located under the saddle, and be wired to the generator under a bar connecting saddle and handlebar. The motor gearing, proper, will be placed between the two wheels, low down on the machine. Carr is a practical electrician in the employ of the Westinghouse Company, and the machine was devised in competition for a prize offered for a perfect electrical bicycle.

People are very forgetful. They have to think pretty hard to remember the Vice Presidential candidate two campaigns back, and yet he was pretty well advertised at the time. It has been truly said that the time to advertise is all the time. In business there is no such thing as standing still. A business man must go forward or he will fall back. Even if you do just as much business this year as you did last, some other fellow is doing more business, and he will beat you out. Each year's effort should be to exceed last year's sales. The only sure way to do it is to advertise. Advertise in busy times, because the iron must be struck while it is hot, and advertise in dull times to keep the iron. It can be done.

Difficulty is often experienced in securing nuts from coming loose. This results from various causes, says the "Irish Cyclist." In the first place, some oil may have got on the pin; the nut may be a bad fit, or the thread may be worn off by use or misuse. The remedy in the first case is obvious; wipe the pin as dry as possible, and if you have some resin by you sprinkle it on it; if you have not any resin, some cotton earth will serve nearly as well. If the nut is too big, a piece of wire twisted round the pin may be found temporarily effective; and if the thread is defective, a fly liner of soft metal, such as tin or zinc, placed along the pin, will still elch for the graceful simplicity of the nut. If the nut is loose, it can be tightened; or if a vice is available, the nut can sometimes be made to hold, by squeezing it.

Of all the vast number of cyclists who purchase cycles, how many, think you, succeed in mastering cycling to such an extent that they take it on as a permanent hobby? Not sixty per cent. I feel sure, and, taking my own experience of people into consideration, I am prone to think that a good half of those who have been induced to take up with cycling have given it up before their machines exhibited "visible signs of wear." This portends clearly that some words of warning or advice are needed for the welfare of the novice at the game. Endless more or less complete handbooks and manuals have been issued for the guidance of the gentleman under question, but somehow or another they seem to be quite out of his reach in getting, but are read only by newspaper men or people who knew all about it—"Wheeler."

—England had more sunshine during four months of last summer than in any like period for ten years. The returns gathered from all observations points throughout the islands for the last summer show an average for the whole kingdom of 60 per cent. of the possible 100. Complete sunshine records only reach back to 1881, and during that period no such spell of fine weather has occurred. The drought last summer was the longest recorded in twenty-nine years. The next longest was in 1895, when there were twenty-six rainless days. During June, last year there were thirty rainless days, and during 111 days the amount of rain was only nominal. These facts and figures account somewhat for the rain proof cycling clothing advertised in English wheel papers, the necessity for which seems so strange to American riders.

—Even yet, says the "Scottish Cyclist," there are riders who have not ceased to lament the decadence of the ordinary bicycle-riders who, though riding a safety, still elch for the graceful simplicity of the old, direct-driven wheel, and who are never tired of talking of its easy steering and absence of vibration and side-slip; how they could ride miraculous distances hands off, take their lunch with comfort whilst in the saddle, and have no anxiety about tires. But they forget the other side of the picture—the liability to crossovers, the uncertainty of the lamp sus-

## REMINGTON BICYCLES



UP TO DATE

9 Patterns. \$100 to \$135. Popular Weights.

FITTED WITH THE BARTLETT CLINCHER OR PALMER TIRES. Send for Catalogue.

### REMINGTON ARMS CO.,

313 & 315 BROADWAY, NEW YORK.

THE REMINGTON SHOT GUN AND No. 4 RIFLE ARE UNEXCELLED.

## RETAILERS! REMEMBER

### Remarkable Raleigh Results

# R

ALEIGH  
IDERS  
EGULARLY  
ECREATE  
OUND  
OUGH ROADS

# R

ALEIGH  
IDERS,  
ACING,  
UN RINGS  
OUND  
IVALS

# R

ALEIGH  
ARELY  
EQUIRE  
EPAIRS

## RALEIGH CYCLE CO.

Zimmerman 2081-83 Seventh Ave., NEW YORK.  
on Training, 50c. 289 Wabash Ave., CHICAGO, ILL.

UP TO DATE.....

### IMPROVEMENTS

.....WE LEAD

Weight, Strength, Style, Ease of Running,  
SPECIAL POINTS: Adjustment, and Simplicity in Construction,  
all combined in the

## LOVELL DIAMOND CYCLES

We are the Pioneers in Low Prices  
Our Bicycles Never Give Out . . . .  
We Make All Sizes . . . . .

JOHN P. LOVELL ARTIS COMPANY  
MANUFACTURERS  
BOSTON, - - - MASS.

AGENTS WANTED  
Write for Terms CATALOGUE FREE

pended on the axle remaining alight for any length of time, the dread of riding by night even while the lamp did burn, and the difficulty of mounting in the teeth of a gale or uphill. These and other afflictions are overlooked by the men who maintain the superiority of a machine that would not have disappeared so completely had it been all that their fancy pictures it.

**A WONDERFUL GROWTH.**  
**A Remedy That Has no Equal in Efficacy and Popularity.**

There has, perhaps, never been a more striking example of rapid growth in manufacturing, in modern times, than that furnished by the business of O. I. Hood & Co., Lowell, Mass. This firm, as some of our readers may know, are the proprietors of "Hood's Sarsaparilla," which has become famous for its surprising cures of scrofula and other blood diseases, in almost every section of the country. The building in which it is made is now the largest in the world devoted to the manufacture of proprietary medicine. It having a total floor space of nearly four acres. During last summer and fall an immense addition was made to the plant, consisting of a building 100 feet long, 70 feet wide and five stories high. This extension was made necessary by the rapid growth of the business caused by the demand for Hood's Sarsaparilla, and to the fact that the place the medicine was put in a drug store, of which Mr. O. I. Hood, the discoverer of the principles of its combination, was then one of the proprietors. Later, as the fame of Hood's Sarsaparilla began to extend, by reason of the cures

produced in that locality, a small wooden building was rented, and Mr. Hood engaged several assistants. After other changes had from time to time been made a brick laboratory was erected, and since that time three more enlargements of the plant have been necessary, the last and most extensive being that just mentioned. The peculiar virtues of Hood's Sarsaparilla cause an immense demand in the spring when everyone needs a tonic up medicine, and, of course, everyone wants to get the best. For the feeling of exhaustion and debility which always accompanies the season, nothing equals Hood's Sarsaparilla. It seems to make one all over new, giving a good appetite and good digestion in place of dyspeptic feelings, strength and vigor for weakness and inactivity and sweet refreshing sleep in place of the restless and sleepless condition caused by the tired, nervous and overworked body. Everyone knows that it is on account of this debilitated condition that the body is more liable to attacks of disease in the spring than at any other time, and by its influence in building up the system at this season, Hood's Sarsaparilla is the means of saving thousands from the grip, pneumonia and typhoid fever. Those who have failed to take it as a preventative of these diseases, and have suffered from them, will also find it just what they need to renew their strength.

Mr. Hood, who having started out as a druggist apprentice, has since been rewarded with success, attributes the immense growth of his business solely to the peculiar merits of Hood's Sarsaparilla, and to the fact that in his advertising he has never deceived the public by unfounded and extravagant claims, but has simply told what Hood's Sarsaparilla has done for others and left all to prove in their own experience that it will do quite as much for them.