HAMBURG AND HAVOC.

STAKE WINNERS IN BROOKLYN RACES.

TARAL RIDING IN HIS BEST STYLE—HAMBURG'S IMPRESSIVE VICTORY.

Taral was in the right spot yesterday. He was in the saddle of Hamburg, and the greatest jockey in America was riding the greatest colt in America. The racing column of The Tribune is inclined to take a little credit to itself, because years ago, first of all racing columns, it polared our the supremacy of Taral as a jockey, and because, this year, first of all racing columns, it set forth the supremacy of Hamburg among the two-year-olds. If it had been possible for Taral to ride Hamburg in all his races without any hampering stable orders, but simply with the request to do as he thought best with the colt, Hamburg would never have been beaten. And if Hamburg had never been beaten, how proud and happy John E. Madden could have been from rosy morn to dewy eve every day, and how sweetly and soundly he could have slept every night. Mr. Madden is proud and happy now, because Hamburg followed his cloud-copping triumph of Saturday last with a constellation victory yesterday. It was not merely a star success. It was more than that. It was a whole constellation, a complete galaxy of star successes. Yes, Mr. Madden is proud and happy to-day. But how much prouder and happier he would be if Hamburg had never been beaten, and if he had not given so many bad tips to his closest and most loyal friends.

John E. Madden is now a historical figure on the turf of the entire globe. He is one of the shrewdest, keenest experts the world ever saw in picking out excellent foals, sucklings, yearlings and two-year-olds, and in getting together a powerful stable containing many horses of uncommon speed. He has owned many colts and fillies of high class. In picking out horses no one on the turf of any country ever surpassed him. In buying and selling horses judiciously no one can excel him. As to choosing jockeys to ride his fleet horses, Mr. Madden did not manifest much sagacity until a recent date. He seemed to think for a long time that Wilhite could ride Hamburg and Ornament about as well as Taral, the champion jockey of America, can ride them.

The icy truth is that champion colts and champion fillies should always be ridden by champion jockeys, even if it is a costly task to get the services of champion jockeys. But even if it were necessary to pay Taral $1,000 in every race in which he rides (it is not necessary, however, to pay him any such big fee as that) is it not better to pay a jockey who wins races even as much as $1,000 for each race than to pay a jockey who loses races through lack of skill, lack of quickness or lack of energy the comparatively small sum of $10 for each race which he loses? In other words is it not pleasanter and more profitable to win races than to lose them?

Everybody admits now that Hamburg is the champion colt of the Western Hemisphere. And Taral is assuredly the champion jockey of the Western Hemisphere. The jockey and the colt should never be parted henceforth.

It is gratifying to note that Mr. Madden has at last become convinced that no one can ride Hamburg as well as Taral can, and that it is not wise to give Taral any orders when he rides Hamburg. Taral and Hamburg understand each other thoroughly now, and they are fond of each other. Let them alone. Each can take care of the other.

Some day the racing column of the Tribune will print a handsome half-tone portrait of John E. Madden. He deserves the honor. He owns Hamburg, and he now admits that he should always be ridden by Taral—champion colt and champion jockey, one and inseparable—and that Taral should never hereafter be bothered with instructions. Mr. Madden has improved immensely in the last few weeks. He is getting bravely over the Wilhite habit, and if he will break himself entirely of the habit of giving bad tips to his intimate friends the Tribune's racing department will give him a double-column half-tone portrait at an early date. That is an honor which few turfmen can hope ever to attain.

Wilhite is a worthy young person, and probably he always does his best. But he has ridden some races which caused agonized spectators to declare that he would be more useful in the form of pads to be put under the saddle when little O'Connor or little Maher rides a race than he could ever be on top of the saddle. These agonized spectators must, however, be mistaken.

Well, a colt with the name of Previous did once beat Hamburg; now, didn't he? Previous ran yesterday against Hamburg in the Prospect Stakes. Previous was never dangerous, and he was unplaced. Turf sages are still talking about a match between Hamburg, with tiny Tom Costigan, the well-known Democratic politician, on his back, and Previous, with the Republican Goliath of Gath, gigantic Abe Gruber, the little-known uptown politician, riding Previous. A match between Hamburg, with Tom Costigan or "Fatty" Grote as jockey, and Previous, with Abe Gruber or Marshall P. Wilder as rider, would produce more excitement—and consternation—than any other match race ever arranged on the turf. The betting would be Cyclopean and cyclonic.

The weather yesterday was the finest imaginable, and the Brooklyn track was dry and fast. When the first race was called at 2:15 p. m. (don't forget that the racing will begin every day at Brooklyn at 2:15, and not at 2:30 p. m.), the attendance was thin, but later trains brought thousands of passengers, and when Hamburg went to the post for the third race a generous multitude greeted the greatest American on four legs with shouts of glee and hearty plaudits. (Not John E. Madden's Plaudit. That Plaudit was scratched from the first race.) Let it now be recorded to the credit and the glory of the Brooklyn Jockey Club that the golden promises of its gleaming programme were abundantly fulfilled. All the best and most popular horses, whose names were published in the lists of probable starters, took part in the contests. Bring laurels with full hands to Corydon, and plait them on the classic brows of Philip J. Dwyer and Colonel H. D. McIntyre. No padded programme yesterday. Nothing of the sort. Hamburg and Ben Brush, Requital and Ben Holladay, Lehman and Havoc, Arcublue, and, in fact, all the popular horses that the public was eager to see, were fighting the battles of the afternoon, and there were no disappointments on account of the scratching of racers of high renown. Can it be that the turf is really looking up? Can it be that owners and trainers have resolved to mend their ways and to abandon the wicked practice of scratching celebrated horses?

By the way, Alfred Hennen Morris is one of the stewards at this race meeting. Perhaps it was due to his elevating influence that the owners and trainers behaved so nobly yesterday and decided to start all the best horses, instead of indulging in profuse and promiscuous scratching. Mr. Morris's presence in the stewards' stand was welcome and gratifying. A feeling of confidence, exultation and profound faith in the present and future of the turf spread through the grounds with the swiftness of the spread of yellow fever through the city of New-Orleans. No one could doubt that the turf was safe with Alfred Hennen Morris in the stewards' stand. Not even an infidel, not even an atheist could be skeptical any longer. Every man, woman and child within the gates knew full well that if any owner, trainer, jockey, or any one else tried to do anything wrong, the penetrating glance of Alfred Hennen Morris would detect the evil-doer, and the miscreant would be punished with pitless severity and startling swiftness. As Mr. Morris stood in the stewards' stand with stately and majestic mien his marked resemblance to Daniel Webster in face and figure and imposing attitude was spoken of by admiring gazers.

Hamburg was always the odds-on favorite for the Prospect Stakes for two-year-olds at six furlongs, as of course he should have been after his shining exploits, and especially after his dazzling feat in the Great Eastern Handicap on Saturday last. Nevertheless, many persons thought he might be beaten this time. Reports were afloat that one of his ankles was swollen, and some wiseacres, who forgot that he won his first two races on the Brooklyn track and won them very easily, predicted that the narrow course and sharp turns would trouble the champion colt. All doubters were put to shame and confusion. Hamburg won the Prospect Stakes in the same imperial and irresistible style as that in which he won the Great Eastern. The time was not amazingly fast, but Hamburg had all the others beaten so thoroughly in the first half-mile that Taral very properly eased him in the homestretch. That easing prevented fast time. The start was poor and straggling. The starter was in his usual unsatisfactory form. He gave Imperator so poor a start in the first race that Imperator was practically left at the post, and he treated Loneta in the same manner in the second race. How long is the turf to be afflicted with such starting?

Some of the jockeys acted at the post in the Prospect Stakes as if they were trying to weark Hamburg (who carried the top weight, 127 pounds) with excessive delays. Several jockeys acted at the post in the Great Eastern Handicap on Saturday as if they were trying to exhaust Hamburg at the post. But if any jockeys had any such vicious schemes in their heads Hamburg put them to rout on both days. Although Hamburg is wonderfully quick at the post, he was not first off in the Prospect. But Taral soon allowed Hamburg to take the lead, as Hamburg was eager to do, and then the race was over. Hamburg shot away from the others like the mighty champion he is, and won the race in his own inimitable and unapproachable way. He betrayed no lameness and no ill-effects of any kind after the run, and he is likely to go on conquering and to conquer.

Handball, ridden by Doggett, ran second to Hamburg after a sharp struggle with Archduke, who was ridden by Clayton. Previous was a poor fourth. Send for Abe Gruber. Perhaps he can ride Previous better than Sims can. Doggett said a smart thing after the race. He certainly did all he could and rode well. It required much energetic riding to get Handball over the line before Archduke. Doggett can ride vigorously at times. He remarked: "Well, I did the best I could. Any way, it's honor enough to run second to so great a horse as Hamburg." Taral said: "Hamburg is the greatest horse I ever rode." And yet Taral has ridden Domino, certainly one of the greatest two-year-olds that ever lived, although he was not extremely fond of long-distance races of a mile and a quarter or more after his two-year-old career was over.

Riley Grannan and some others backed Archduke to beat Hamburg. The betting was 2 to 1 on Hamburg at first, but the reports that his great race on Saturday had hurt Hamburg were so persistent that the odds were offered 3 to 5 and in a few cases even 7 to 10 against Hamburg when the horses went to the post. Hamburg's victory was as easy as his victory in the Great Eastern. That says enough on that point. Riley Grannan's judgment in plunging is not now always as good as when he won big sums on Jerry of Navarre a few years ago. He bet $6,000 against $12,000 on Ornament, with Joseph Gilman last Saturday, and lost his money. His losses on Arcublue yesterday must have been large.

Thorpe is not adding to his reputation by his frequent slowness at the post. As a rule he is much slower at the start than the other well-known jockeys. Thorpe has signed a contract to ride for Burns & Waterhouse next season at a big salary. Several reports have been printed that Thorpe will ride for another firm, but the truth is that he has signed with Burns & Waterhouse. That firm races in California throughout the winter, and Thorpe will be kept busy for the whole of the year.

Several firms are trying to get Taral for 1898, but he has not yet signed a contract. Marcus Daly has decided positively to race only a few horses in Montana next year. He will sell most of his horses and will not run any horses outside of Montana. So, therefore, he will not need Taral in 1898.

Taral rode Yemen ably and brilliant in the first race, but the outsider, Orion, was carrying only 101 pounds to 125 on Yemen, and, desperately driven by R. Williams, Orion was first at the finish line by a short head. Yemen was second, a head before Lambert. Those three made a stubborn fight all the way up the homestretch. Hugh Penny and Tripping were close to the three placed horses. It was a thrilling combat, and the first five horses could almost have been covered by a blanket, so to speak, at the end. Imperator exhibited uncommon speed after having been practically left at the post. With a fair start and competent riding Imperator would not have been far off at the finish. Yemen, Hugh Penny, Imperator and Trolley were well backed.

Ben Eder ran well in the Autumn Cup at two miles at Sheepshead Bay on Saturday. He had many friends in the selling race, which was second on the card. Buckwa, a most uncertain, erratic and disappointing horse, was the favorite, however, and was backed heavily by E. W. Purser, Buckwa's owner; by Pittsburg Phil, and by others. Buckwa was conspicuous in the lead up to the homestretch, but in the final furlong Salvable, who carried a great deal of money for his superlatively keen and smart and ingenious owner, P. Dunne, moved to the front very easily and took the race. Ben Eder was second and Buckwa third. Ben Eder sometimes runs better in important stake races than in selling races.

Ben Brush was in his best form, and ran creditable in the Oriental Handicap at a mile and a quarter. But Ben Brush had 127 pounds up, while Havoc carried only 113. R. Williams had won the first race by a head on Orion in a tremendous drive. He won the Oriental Handicap in the same way by a head on Havoc. The time was fast for the Gravesend track—2:08. Maurice was a poor third. Requital was the favorite, but was never dangerous. Lehman carried big amounts in both, but, like Requital, he was never dangerous. Ben Brush had plenty of supporters, but did not carry so much money as Requital and Lehman carried.

Requital is an enigma this year. As a two-year-old he had astonishing speed, could carry plenty of weight and could stay. He won the Futurity in superb fashion, and later outran and outstayed Ben Brush at seven furlongs in the Flatbush Stakes. As a three-year-old, he had enormous speed, could carry plenty of weight, and could stay all day. He won the Realization at 1⅛ miles, and exhibited magnificent form in other races. This year at Morris Park he was an overwhelming favorite at odds on against Handspring, but in that race Handspring made him look like a selling-plater. At Sheepshead Bay he defeated the mighty Hamburg in a contest in which he showed as much speed as in the Futurity and in the Realization. In his next race he was backed with great confidence but his speed had vanished, and he was unplaced to Ornament, Flying Dutchman and Havoc. Yesterday he was the favorite, although many trainers and other shrewd turfmen thought his chances were poor at the weights. W. Martin was on Requital, and rode him with charming grace, polish, ease, self-control, symmetry, refinement and delicacy. It is a severe disappointment to the owners of Requital that he has run so badly in both of his races since he accomplished the dazzling feat of defeating the mighty Hamburg. What has become of Requital's speed since he defeated Hamburg? It is a puzzle.

All the Thompson horses, including Requital, are to be sold at auction on October 20. Unless Requital displays better form before October 20 than he has shown in his last two races, it is not likely that he will bring a lofty price. It is a mournful downfall of the famous winner of the Futurity and Realization.

Who will probably bid on Requital on October 20? It is certain that no by-bidding will take place at that sale. The sale will be absolutely without reserve, and no horses will be bought in. Possibly some turfmen of extensive experience may have sufficient confidence in Requital to expect him to recover his Futurity and Realization form in some time. The future career of this famous horse will be watched with the closest interest.

E. J. Baldwin's last filly, La Goleta, was the favorite in the fifth race. She was ably ridden by Sloane, and took first honors.

An attractive programme is offered at the Brooklyn track this afternoon.

FIRST RACE—$450 added; lightweight handicap. Five and one-half furlongs.

	Betting. St.	Pl.	
Bromley & Co.'s ch. c. Orom, by Hanover—Blessing, 3 yrs., 111 lb. (R. Williams)	1	12—1	4—1
W. R. Sink's ch. g. Yemen, aged, 123 (Taral)	2	4—1	8—5
M. Clancy's br. f. Lambert, 4, 123 (Sims)	3	6—1	2—1
Hugh Penny, aged, 124 (H. Martin)	0	10—1	3—1
Tripping, 3, 119 (Doggett)	0	12—1	4—1
Cassette, 4, 119 (Thorpe)	0	4—1	8—5
Imperator, 3, 117 (Penn)	0	15—1	5—1
Holladay, 3, 117 (W. Martin)	0	12—1	4—1
Brave Lad, 3, 115 (Hennessey)	0	12—1	4—1
Sallie Cloquet, 4, 116 (Taylor)	0	4—1	8—5
Trolley, 3, 126 (Walker)	0	12—1	4—1
Alice Farley, 2, 109 (Wilhite)	0	20—1	8—1
Zaralda, 3, 106			

Time—1:00¾.

Won in a drive by a head; same distance between second and third.

SECOND RACE—$600 added; selling. One and one-sixteenth miles.

P. Dunne's b. c. Salvable, by Salvator—Lylia, 4 yrs., 104 lb. (Sloane)	1	5—2	4—5
M. F. Dwyer's b. c. Ben Eder, 4, 108 (Sims)	2	5—2	4—5
E. W. Purser's b. g. Buckwa, 6, 106 (W. Martin)	3	8—5	3—5
King T., 4, 104 (car. 105) (Hewitt)	0	20—1	8—1
Passover, 3, 95 (O'Connor)	0	15—1	5—1
Hamilton II., 4, 104 (car. 105) (Thorpe)	0	5—1	8—5
Loreta, 3, 94 (car. 95) (O'Donnell)	0	6—1	2—1

Time—1:49.

Won handily by a length and a half; two lengths between second and third.

THIRD RACE—PROSPECT STAKES; for two-year-olds; value $3,000; penalties and allowances. Six furlongs.

J. E. Madden's br. c. Hamburg, by Hanover—Lady Reel, 127 lb. (Taral)	1	3—5	out
P. J. Dwyer's ch. c. Handball, 122 (Doggett)	2	12—1	4—1
R. L. Rowe's b. c. Arcublue, 115 (Clayton)	3	16—5	4—5
Previous, 122 (Sims)	0	6—1	2—1
Yankee Sam, 107 (Sloane)	0	20—1	6—1
Bowling Brook, 122 (Littlefield)	0	20—1	6—1
Blueway, 115 (Thorpe)	0	10—1	3—1

Time—1:15.

Won easily by two lengths; a head between second and third.

FOURTH RACE—ORIENTAL HANDICAP; value $3,000. One and one-quarter miles.

J. E. Seagram's b. h. Havoc, by Hanover—Elletta, 5 yrs., 113 lb. (R. Williams)	1	5—1	2—1
M. F. Dwyer's b. c. Ben Brush, 4, 127 (Sims)	2	3—1	1—1
W. M. Barrick's b. h. Maurice, 5, 97 (H. Martin)	3	6—1	5—2
Dutch Skater, 6, 109 (car. 105) (Hewitt)	0	15—1	5—1
Ben Holladay, 4, 111 (Clayton)	0	6—1	5—2
Lehman, 6, 113 (Blaser)	0	3—1	1—1
Requital, 4, 127 (W. Martin)	0	5—2	4—5
Sunny Slope, 3, 104 (Maher)	0	15—1	5—1

Time—2:08.

Won in a hard drive by a short head; two lengths between second and third.

FIFTH RACE—$600 added; for two-year-olds; selling. Five furlongs.

E. J. Baldwin's ch. f. La Goleta, by Amigo—Rosebud, 106 (Sloane)	1	8—5	3—5
William Oliver's b. c. Warrington, 107 (car. 109) (Sims)	2	6—1	2—1
W. C. Daly's b. g. Sensational, 94 (O'Connor)	3	15—1	5—1
Tent Pin, 99 (H. Martin)	0	5—1	8—5
Cherry Picker, 97 (Stanhope)	0	20—1	8—1
Blue Rocker, 105 (car. 106) (Hennessey)	0	3—1	1—1
Attainment, 94 (Corbley)	0	10—1	3—1
Clare Clip, 111 (car. 112) (Gerbino)	0	20—1	8—1
Aratama, 102 (car. 105) (Thorpe)	0	8—1	5—2
Mary Black, 99 (Maher)	0	20—1	8—1
High Jinks, 102 (Beauchamp)	0	6—1	2—1
Frohman, 107 (car. 109) (W. Martin)	0	6—1	2—1

Time—1:03.

Won in a drive by a length; two lengths between second and third.

SIXTH RACE—INAUGURAL STEEPLECHASE HANDICAP—Value $1,500. About two and a half miles.

John Nixon's br. g. Lion Heart, by Lepanto—Queen Lyon, 168 lb. (Veach)	1	1—1	2—5
W. C. Haves's ch. g. Trillion, 6, 152 (McInerney)	2	7—1	2—1
J. W. Colt's gr. g. Woodpigeon, 4, 138 (Chandler)	3	8—5	3—5
Royal Scarlet, 4, 162 (English)	0	5—2	7—10

Time—5:03½.

Won easily by four lengths; two lengths between second and third.

GRAVESEND ENTRIES FOR TO-DAY.

FIRST RACE—Purse $600; for maiden two-year-old fillies. Five furlongs.

Clonetta	110	Homelike	110
May Rosalie	110	Calculation	110
Ella Daly	110	Maud Ellis	110
High Hoe	110	Clarionet	110
Miss Miriam	110	Navicultne	110
Duchess Annette	110	Domestic	110
Ruby Lips	110		

SECOND RACE—Purse $600; for three-year-olds; selling. One mile.

Estana	112	Doublet	106
Ormer	108	Rey Del Tierra	106
Shasta Water	107	Zaralda	103
Rotterdam	106	Kaiser Ludwig	101
Rifle	106	Talisman	101
Haphazard	106		

THIRD RACE—Purse $700; handicap; for two-year-olds. Five and a half furlongs.

Salubar	126	Oxnard	113
Demagogue	126	Hableca	113
Mont d'Or	120	Handpress	113
Midlan	117	Hardly	111
Rose in Hand	116	Fleeting Gold	111
Fonsavannah	115	Toril	108
Hairpin	114	Ortoland	107

FOURTH RACE—Purse $1,000; handicap; for all ages. One mile and a sixteenth.

Howard Mann	126	Armadillo	104
Peep o' Day	122	Somwell	104
Cal. Kearney	120	Yankee Doodle	101
Goldie	[illegible]	Miss Prim	98
Liberline	105		

FIFTH RACE—Purse $700; for all ages; special weights. Six furlongs.

Hastings	120	Cassopia	111
Rubicon	120	Cerphus	111
Ornament	114		

SIXTH RACE—Purse $600; for three-year-olds; special weights. One mile.

Ramiro II	109	Harlem	106
Lazzarone	103	Peat	100
Yankee Doodle	109	Sallie Cloquet	106
Dorlan	106	Good Times	106
Sun Up	106	Sysa II	97

SKELETON FIELDS AT THE PARKWAY CLUB.

The Parkway Driving Club, of Brooklyn, began its fall trotting meeting yesterday with a programme of two races, in both of which the fields were of the skeleton order. In the 2:30 class trot Town Lady struck just as soft a snap as was her race in the 2:00 class at Fleetwood. Another Fleetwood Grand Circuit winner, King Chimes, picked up some easy money in the 2:17 class. The programme for to-day includes the 2:25 class pace and the 2:27 class trot. The summaries:

2:30 CLASS—TROTTING—FLATBUSH PURSE $300.

Town Lady, b. m., by Wilton—Kadijah, by Red Wilkes (Ebener)	1	1	1
Arbitrator, b. g. (Snider)	2	2	2
Jet, bl. m. (Devery)	3	3	3
Axmore, b. g. (Cross)	4	4	4
Fred W., b. g. (Williamson)	dis		

Time—2:26, 2:27¼, 2:26½.

2:17 CLASS—TROTTING—HAMILTON PURSE $300.

King Chimes, b. g., by Chimes—Queenie King, by Mambrino King (Thompson)	1	1	1
Jobe, b. g. (Devery)	2	2	2
Georgia H., b. m. (Cobb)	3	3	3

Time—2:20, 2:19, 2:22¼.

IN THE CYCLING WORLD.

MORE TALK OF OPPOSITION TO L. A. W. CANDIDATES.

C. E. SIMMS, JR., SAYS THAT HE IS NOT A CANDIDATE FOR CHIEF CONSUL—INCREASE IN LEAGUE MEMBERSHIP—WHEELMEN OFF FOR THE KLONDIKE—THE WORLD'S CHAMPIONSHIP.

In spite of frequent denials from those who should know what is going on, it is pretty generally believed that a strong effort will be made to put an opposition ticket in the field against the regular nominations for officers in the New-York State Division of the League of American Wheelmen. While the movement has been fostered by those who are opposed to Isaac B. Potter, others are said to be interested who have heretofore stood out boldly as strong friends of the president of the League. This opposition is not only gathering its forces in this city, but the workers have not been idle in Brooklyn. Several men have been left off the Board in both cities, but that these will lend their aid to the opposition is not generally believed. When the first rumble of the trouble was heard the "Rickers" were confident that they would have a leader for their fight who would poll a heavy vote. They expected that C. E. Simms, jr., president of the Associated Cycling Clubs, would head their ticket, and they felt sure that with the support of the Associated Cycling Clubs the regular nominee, Walter S. Jenkins, of Buffalo, could be defeated. At the meeting of the Associated Cycling Clubs of this city on Monday night, however, the proposed opposition ticket was discussed in a quiet way and nothing was said about any such plan. The name of President Simms is on the regular ticket, and he says he is not a candidate for the Chief Consulship, and that he will not be a candidate under any circumstances. If President Simms is sincere in what he says, and his friends say that his word is as good as his bond, then the opposition forces have received a setback from which they are not likely to recover in time to make much of a fight over the coming election in this State.

Workers in the cause of the League of American Wheelmen are particularly enthusiastic over the increased membership in the organization, and they are confident that the promised 100,000 predicted by President Potter will be reached next week. The new members for the present week number 996, bringing the totals up to 99,546. Of this list New-York leads, with a membership of 21,194, the new members for the week being 311. Pennsylvania comes next with 200 new members and a total of 21,317. Massachusetts has 77 new members, and a total of 11,774, and New-Jersey 44, with a total of 9,543. This week a year ago the total membership in the League was 66,410, and of that number New-York had 18,260 members.

A large number of cyclists congregated at the Park Plaza, in Brooklyn, yesterday, to witness the start of two Brooklyn wheelmen for the Klondike. The venturesome cyclists were A. M. Franklin and Robert Coningsby, of the Logan Wheelmen. Mr. Franklin was also the secretary of the Cycle Board of Trade of Brooklyn. Coningsby is a veteran racing man, and he has won many trophies on the road. The two men will ride a tandem across the continent to Seattle, so that they can get an early start for the Klondike in the spring. They have a carryall attached to their tandem, containing their tent, cooking utensils, camping paraphernalia and extra clothing. The start was made from the Plaza at 4:30 p. m., in the presence of many members of the Logan Wheelmen and other clubs. The Logan Wheelmen present accompanied Franklin and Coningsby as far as the Brooklyn Bridge.

There is a movement on foot by the cycle-race promoters of this city to settle the question of the world's championship ere the snow flies. The probabilities are that the winner of the eight-cornered match at Manhattan Beach next Saturday will be selected to represent this country. In the race at Glasgow last month, in which "Willie" Arend, the German rider, won the world's championship, America did not have a representative. The crack riders of England, Germany, Denmark, France, Scotland, Ireland and Holland took part, and the race was run in slow time. News is expected daily from the other side of the Atlantic, and if satisfactory arrangements can be made the American sporting public will soon have an opportunity of witnessing a race for world's championship honors.

The members of the Good Roads Association of Long Island are dissatisfied with the work done on the Fort Hamilton improvement. The association will also ask for the asphalting of Third-st., Brooklyn, from Smith-st. to Sixth-ave. The bad condition of the cycle paths also gives the members of the association much uneasiness. The new path seems to be in worse condition than the old one.

The 14th Regiment, of Brooklyn, has organized a cycle corps, similar to the corps of the 13th and 23d regiments. The soldier cyclists propose to do considerable indoor work the coming winter.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending names and addresses to the Cycling Editor, The Tribune.

TRIAL HEATS AT SPRINGFIELD.

MOST OF THE BEST RIDERS IN COMPETITION.

Springfield, Mass., Sept. 14.—A perfect day for the trial heats in the Springfield Bicycle Club meet brought a good-sized attendance to Hampden Park, and those who attended were not disappointed, for there were some good heats and fairly good time. The one-mile professional handicap was divided into four heats, and among the entries were Cooper, Titus, Bald, Hamilton, "Nat" Butler, Mertens, McFarland and Gardner. Most of these cracks are also entered in the half-mile handicap. The results of the trial heats follow:

One-half mile open, professional—First heat won by "Major" Taylor, Cambridgeport; E. C. Bald, Buffalo, second. Time—1:06¾. Second heat won by Arthur Gardner, Chicago; F. A. Gately, Boston, second. Time—1:08⅘. Third heat won by E. S. Aker, Harrisburg; W. I. Huffstetler, Jacksonville, second. Time—1:08⅘. Fourth heat won by Dr. A. I. Brown, Cleveland; Nat Butler, Cambridgeport, second; C. S. Wells, San Francisco, third. Time—1:07⅘.

One mile open amateur—First heat won by John S. Johnson, Worcester; George Reith, New-York, second; G. H. Collett, New-Haven, third. Time—2:26⅘. Second heat won by E. M. Blake, Keene; Victor Ekberg, Worcester, second; Ray Dawson, Boston, third. Time—2:32⅘. Third heat won by E. W. Peabody, Chicago; R. F. Ludwig, Chicopee, second; E. C. Perre, Springfield, third. Time—2:32⅘. Fourth heat won by E. C. Hausman, New-Haven; I. A. Powell, New-York, second; H. B. Hills, jr., Providence, third. Time—2:30⅘.

One mile professional, 2:10 class—First heat won by W. I. Huffstetler, Jacksonville; F. A. Gately, Boston, second. Time—2:20⅘. Second heat won by E. S. Aker, Harrisburg; C. R. Davis, Buffalo, second. Time—2:45⅘. Third heat won by W. M. Randall, Rochester; J. T. Kelleher, Springfield, second. Time—2:51⅘. Fourth heat won by L. A. Callahan, Buffalo; F. J. Titus, New-York, second. Time—2:51⅘.

One-mile handicap, professionals—First heat won by John S. Decker, Ashley Falls (80 yards); Arthur Gardiner, Chicago (scratch), second; J. A. Newhouse, Buffalo (30 yards), third; Dr. A. I. Brown, Cleveland (75 yards), fourth. Time—2:07⅘. Second heat won by Walter Coleman, Springfield (60 yards); R. A. Miller, New-York (70 yards), second; C. R. Newton, Stafford Springs (30 yards), third; William Cameron, Providence (85 yards), fourth. Time—2:11⅘. Third heat won by C. S. Wells, San Francisco (75 yards); O. S. Kimble, Louisville (45 yards), second; F. A. Butler, Cambridge (35 yards), third. Time—2:09⅘. Fourth heat won by "Tom" Butler, Cambridgeport, second; H. B. Hills, jr., Providence (scratch), third; W. C. Rhome, Jersey City (20 yards), third; Ray Dawson, Boston (scratch), fourth. Time—1:03.

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port (33 yards), C. M. Ely, Northampton (100 yards), second; H. B. Truman, San Francisco (85 yards), third; F. J. Jenny, Utica, 55 yards, fourth. Time—2:08¾.

One mile open, amateurs—First heat won by George H. Collett, New-Haven; Walter C. Rogers, Jersey City, second; C. T. Nelson, Springfield, third. George Reith, New-York, fourth. Time—2:43. Second heat won by E. M. Blake, Keene; C. H. Drury, Winchendon, second; Ray Dawson, Boston, third; W. E. Tengler, Broad Brook, Conn., fourth. Time—2:42⅘. Third heat won by E. C. Hausman, New-Haven; E. W. Peabody, Chicago, second; R. F. Ludwig, Chicopee, third; Nels Carlson, Cleveland, fourth. Time—2:45⅘.

One mile open, professional, record races—First heat won by Tom Butler, Cambridgeport; Tom Cooper, Detroit, second; D. A. Miller, New-York, third. Time—2:41⅘. Second heat won by C. S. Wells, San Francisco; E. C. Bald, Buffalo, second; O. S. Kimble, Louisville, third. Time—2:40⅘. Third heat won by E. J. Longhead, Sarnia; J. T. Kelleher, springfield, second; L. A. Callahan, Buffalo, third. Time—2:45⅘. Fourth heat won by H. B. Freeman, San Francisco; Major Taylor, Cambridgeport, second; W. W. Hamilton, Denver, third. Time—2:27⅘.

One-third mile professional, L. A. W. National championship—First heat won by E. C. Bald, Buffalo; O. S. Kimble, Louisville, second. Time—0:42⅘. Second heat won by "Major" Taylor, Cambridgeport; Dr. F. A. Brown, Cleveland, and Warren Cobham, Springfield, tied for second place. Time—0:44⅘. Third heat won by E. J. Longhead, Sarnia; J. A. Newhouse, Buffalo, second. Time—0:43⅘. Fourth heat won by W. M. Randall, Rochester; Arthur Gardner, Chicago, second. Time—0:45. Fifth heat won by Tom Cooper, Detroit; Tom Butler, Cambridgeport, second. Time—0:46.

One-half mile open, professional—First heat won by W. M. Randall, Rochester; Dr. F. A. Brown, Cleveland, second. Time—1:12. Second heat won by "Tom" Butler, Cambridgeport; O. S. Kimble, Louisville, second. Time—1:14. Third heat won by Fred J. Loughead, Sarnia; H. Oldfield, Toledo, second. Time—1:08⅘. Fourth heat won by E. C. Bald, Buffalo; E. S. Johnson, Minneapolis, and Arthur Gardner tied for second. Time—1:06⅘.

One-half mile open, amateurs—First heat won by Ray Dawson, Boston; George Reith, New-York, second; E. C. Conney, Burlington, third. Time—1:11. Second heat won by J. S. Johnson, Worcester; H. C. Hausman, New-Haven, second; E. W. Peabody, Chicago, third. Time—1:07. Third heat won by I. A. Powell, New-York; R. F. Ludwig, Chicopee, second; George H. Collett, New-Haven, third. Time—1:13⅘.

One-mile open, professional—First heat won by E. J. Longhead, Sarnia; W. E. Becker, Minneapolis, second. Time—2:24. Second heat won by John S. Johnson, Minneapolis. Time—2:42⅘. Third heat won by "Tom" Cooper, Detroit. Time—2:25⅘. Fourth heat won by "Major" Taylor, Cambridgeport. Time—2:36.

One-half mile handicap, professionals—First heat won by W. M. Randall, Rochester; H. E. Newton, Stafford Springs, second; Major Taylor, third. Time—1:04⅘. Second heat won by C. S. Wells, San Francisco; O. S. Kimble, Louisville, second; E. C. Hoyt, Springfield, third. Time—1:04⅘. Third heat won by Tom Butler, Cambridgeport; H. B. Freeman, San Francisco, second; C. M. Ely, Northampton, third. Time—1:01⅘. Fourth heat won by Watts O. Coleman, Springfield; J. L. Decker, Ashley Falls, second; Dr. A. I. Brown, Cleveland, and J. A. Newhouse, Buffalo, tied for third place. Time—1:01.

Half-mile handicap (amateur)—First heat won by C. A. Nelson, Springfield (25 yards); F. J. Jenner (25 yards), second; W. E. Tengler, Broad Brook, Conn. (50 yards), third; J. H. Anderson, Taftville (35 yards), fourth. Time—1:01. Second heat won by E. C. Hausman, New-Haven (scratch); Victor Ekberg, Worcester (25 yards), second; E. C. Perre, Springfield (25 yards), third. Time—1:02⅘. Third heat won by E. S. Aker, Harrisburg; H. B. Hills, jr., Providence (scratch), second; W. C. Rhome, Jersey City (20 yards), third; Ray Dawson, Boston (scratch), fourth. Time—1:03.

NOTES OF THE LINKS.

The Dyker Meadow Golf Club is to have its regular monthly handicap on its links, at Fort H