TAKE KINDLY TO THE TRAPS.

A SPORT THAT IS GROWING POPULAR WITH SHOTGUN EXPERTS.

Clay Target Practice Becoming as Fashionable as Live Bird Shooting—The Favorite Missiles and Traps Now in Use—How the Events Are Contested.

A sport which is rapidly coming to the front as one of the great national pastimes is trap-shooting. Where, but a few years ago there was only a comparatively small number of persons interested in the use of a shotgun, there are now thousands of shooters all over the country. New clubs are constantly being formed, and their membership steadily increases. It is one of the most healthful sports, and gives its devotees plenty of open-air exercise without harmful overexertion.

Twenty years ago, when game was more plentiful, little was done in trapshooting, and then it was mostly at live birds. At that time vast numbers of wild pigeons had their roosts in Pennsylvania, New York, and other States. These were caught in nets for use in the traps. As they became scarce and the sport grew in popularity it was necessary to invent a substitute, something inanimate, to imitate as closely as possible the flight of a bird. The first invention was the "Gyro," a tin contrivance with projecting arms, on which the wind should strike, giving it a gyrating motion. This met with little favor. Then came glass balls, of which there were several varieties. Some of them were packed with feathers, which filled the air when the ball was broken. But glass ball shooting soon grew too easy. They were too readily broken. Being heavy the wind had little or no action on them; they were always thrown in one direction and at the same elevation, so breaking them grew monotonous and was no test of skill.

About ten years ago the present style of target, though in much more crude form, was devised. This was the old Ligowsky Clay Pigeon, a saucer-shaped article made of clay and baked hard. For a time it was the leading missile used as a flying target. When it first came into use the process of manufacture was very expensive, each target costing the shooter about five cents. As a method of introducing them to the public, the company engaged the renowned shooters, Capt. Bogardus and Dr. Carver, at a large expense, who went about the country giving exhibition matches. For a time the company was successful, but shooters became dissatisfied with their cost and also with the fact that they would not break easily, though hard hit with shot. About this time the Chamberlin Cartridge Company of Cleveland formulated a composition of plaster and pitch which was moulded in somewhat similar shapes as the Ligowsky pigeon, and by the advice of an Englishman they adopted the name of blue rock for their target. The first year of the blue rocks the sales were comparatively small, but subsequently they superseded the Ligowsky pigeon, being a much easier bird to break when struck by shot. During the year 1891 the sales of this company were about 12,000,000 blue rocks.

Another company engaged in the manufacture of targets is the Peoria Blackbird Company. They make a bird of like shape, though composed entirely of pitch. In 1889 they were marketing about 3,000,000, though at present time the output is probably somewhat smaller. Next came the Standard-Keystone Target Company of New London, their output is about 2,500,000 a year. The United States Target Company at Findlay, O., is a new concern, started in December last, which is now making about 12,000 targets a day. The Kingbird Company, at Canonsia, N. Y., has been in existence for some years, and their missiles are largely used. All these targets are of a similar saucer shape.

As with targets, so with the traps for throwing them. Many improvements have been made. The old "Gyro" trap was a very crude contrivance. The glass ball trap was adapted only for missiles of that shape. The first Ligowsky trap was necessarily an experiment, though it threw those birds very well. The trap of the present day is much improved and differs in many respects from the early ones. One of the best and most universally used is the new Novelty Expert trap. It is made principally of cast iron, with a base about a foot high on which rests an arm about two and a half feet long. This arm can be placed at almost any elevation, being connected by means of a movable bolt to the circular head of the upright post of trap, which rests in a ball socket in the base or stand of the trap, and can be turned easily, thus allowing the target to be thrown at any angle or elevation. This arm contains the trigger spring and swinging arm, with carrier. The carrier is V-shaped, having on one side a raised slot, in which the flange of the target rests, and held firmly in place by means of the spring and a rubber button on the end of the arm. The sudden stoppage of the swinging arm after the trap has been swung forces the target out of the carrier, when it sails away to the right, or straightaway, and at any elevation, according as the trap has been set. Targets are usually thrown from forty to fifty yards, though the distance may be increased by tightening the tension of the spring, which is of steel, about nine inches in length, and has a pressure of 250 pounds.

Originally these traps were sprung by means of a rope attached to the arm and carried back of the shooter, but a late improvement is in the use of electricity by means of a device known as the North electric pull. The trigger is connected to the electric trap, which is fastened to a bolt passing down through the top of the battery box, the lower end of the bolt resting on one end of the releasing lever. The other end of the lever passes just under the edge of the side lever which connects with the battery. The electric pull is connected, by means of long wires, to a dry battery on the platform just behind the shooter's stand. When the current is on the electric button is touched, the top of side lever draws toward the battery, releasing the bottom lever and causing the bolt with the spring attachment to drop down, pulling the trigger of the trap with it, and letting loose the swinging arm which throws the target into the air. The action is instantaneous, and necessitates much less labor on the part of the puller than when using ropes, which were also liable to become entangled and break.

Formerly but a single trap was used, one man going to the score at a time, falling back after his shot. As shooters multiplied this grew too slow. Not enough targets could be thrown during a day. The target manufacturers were here interested as well as the shooters, so one of them devised what is known as the Keystone rapid-firing system. Under its provisions five traps are generally used, though a larger number may be and often are used. With five traps six men step to the score at once. Five men each faces one of the traps, while the sixth stands behind at number one. Beginning at the left the shooter at number one calls "pull." His trap is sprung, and before the echo of his shot has died away, number two calls "pull," and so on down the line. Number one man steps along to number two trap, while number six takes his place and fires as soon as number five finishes. Thus the target rotate down the line until each has shot at the total number of targets. Each man gets an equal number of targets at the same angles. No. 1 trap throws to the right, No. 2 to the left, No. 3 straightaway, No. 4 to the right, and No. 5 to the left. Under this system a surprisingly large number of targets can be thrown in a very few minutes, as the firing is almost constant. As soon as one squad is through another takes its place, until all contestants have shot. In an all-day tournament, where the entry fees are large and the men active, 1000 or more targets have been thrown. This works to the advantage of target, gun, shot, and powder manufacturers, and satisfies the shooters, keeping them fully occupied. Sweepstake events are shot in which each contestant puts in a certain amount of money and shoots at a stipulated number of targets. The managers then deduct from the purse the cost of targets, varying from two to three cents each, and the balance is divided into three, four, or five moneys, according to the number of entries. In a sweep at ten birds, all who make the highest score, say ten, divide first money; those breaking nine, the second money, and so on. The ties are rarely shot off.

As in other forms of sport some become more expert than others, and to equalize chances various forms of handicapping are used. In one style the men are rated according to their known records and classified as experts, semi-experts, and amateurs. The experts are compelled to shoot at unknown traps and unknown angles; semi-experts at known traps, but harder angles than are allotted to amateurs, who shoot at known traps and angles. This is the most general form of handicapping, and works fairly well.

An Outing for the Narragansetts.

The directors of the Narragansett Club, the Tammany Hall social organization of Mayor Grant's district, accepted last night an invitation from ex-Civil Justice Leo C. Dessar to visit him at his country seat in Nyack on June 11. It was decided to go in a steam launch.

Among those who will attend will be Dock Commissioner J. Phelan, Building Commissioner Brady, Under Sheriff Sexton, Mayor's Marshal Engelhard, Superintendent of Incumbrances Cummings, Assistant Supervisor of the City Record David Ryan, and Mayor's Clerk George Best.

Young Heaney After Dan Lawlor's Scalp.

George Heaney, a skilful young player of the Brooklyn Handball Club's court, is anxious to play Dan Lawlor, the youngest brother of John Lawlor, ex-champion of Ireland. The following is young Heaney's challenge:

"To the Editor of The Sun—Sir: I will play Dan Lawlor the best three of five games, under Phil Sole's rules, for any prize he names, any time within the next month, at the Brooklyn Handball Club's court.

"GEORGE HEANEY."

GEN. MILES TO GEN. HOWARD.

Text of the Message Now on Its Way from Chicago on Bicycles.

CHICAGO, May 21.—The relay bicyclists who are carrying Gen. Miles's message to Gen. Howard of New York will reach the latter city to-morrow. This is the text of the message:

"HEADQUARTERS DEPARTMENT OF THE MISSOURI,
"CHICAGO, ILL., May 18, 1892.

"*Major-Gen. O. O. Howard, Commanding Department of the East, Governor's Island, New York Harbor.*

"GENERAL: I have the honor to communicate the following: Col. A. A. Pope of Boston, Messrs. N. H. Vansicklen, F. W. Gerould, and L. J. Berger of Chicago, and several other gentlemen who take an interest in the cycle, have established a line of couriers between Chicago and New York. At noon to-day this communication leaves these headquarters, and will be delivered to you at your headquarters at New York.

"It is due to apprise you of the fact that during the last few weeks this region of the country has been deluged by a most unusual rainfall, which has raised many of the water courses above their banks, inundated large tracts of land, and some of the country roads are saturated to such a degree as to render transportation over them most difficult and in such condition that military manœuvres would be considered almost impracticable.

"This trial, therefore, made under the most adverse circumstances. Yet with fortitude undaunted the enterprise will be attempted by a number of the most intelligent, athletic young gentlemen, regardless of the difficulties to be overcome. Experience and observation have demonstrated the fact that this means of locomotion has been useful and beneficial, promoting the health, welfare, and happiness of those in civil life, and it can be utilized for military purposes with great advantage. It is not only a means of conveying an individual with great rapidity over the country, but can be used in manœuvring large bodies of men over a wide extent of country, and the result of this trial will demonstrate one feature of its military advantages. Very respectfully,

"NELSON A. MILES."

The complete list of relays with riders for the entire trip is as follows:

First division, Chicago to Goshen, Ind.—Chicago to Grand Crossing, A. E. Lumsden, E. C. Bode, 8 miles; Grand Crossing to Kensington, G. K. Barrett, H. A. Gilbreis, 7 miles; Kensington to Hammond, J. E. Blair, E. Hoagland, 6 miles; Hammond to Tolleston, J. T. Taylor, F. H. Allen, 9 miles; Tolleston to Porter, H. Greenwood, R. M. Barwise, 13 miles; Porter to Otis, R. M. Brooks, H. J. Cassady, 8 miles; Otis to Laporte, Ray H. Winship, W. A. Rhodes, 12 miles; Laporte to Newcastle, C. W. Davis, F. W. Ballard, 14 miles; Newcastle to South Bend, A. T. Merritt, A. J. Nicolet, 14 miles; South Bend to Goshen, S. H. Van Sickler, W. C. Thorne, 26 miles.

Second division, Goshen to Perrysburg—Goshen to Ligonier, F. H. Brown, E. E. Collmer, 18 miles; Ligonier to Kendallville, E. E. Sisteren, A. Graves, 18 miles; Kendallville to Bryan, F. H. Tuttle, L. D. Munger, 37 miles; Bryan to Napoleon, F. J. Bolmeyer, 28 miles; Napoleon to Perrysburg, C. P. Root, W. B. Young, 36 miles.

Third division, Perrysburg to Cleveland—Perrysburg to Woodville, Macrines, Frank Rigby, 20 miles; Woodville to Freemont, R. E. Vanthe, W. F. Parker, 20 miles; Freemont to Norwalk, R. E. Stabler, Charles Vantine, 28 miles; Norwalk to Elyria, Lon Coulton, G. E. Chapman, 30 miles; Elyria to Ridgeville, N. S. Follansbee, R. W. Henson, 6 miles; Ridgeville to Dover, Fred W. Colson, B. A. Brigden, 7 miles; Dover to Rocky River, E. J. Doubet, A. Beebe, 6 miles; Rocky River to West Cleveland, A. E. Garford, F. W. Smith, 7 miles.

Fourth division, Cleveland to Conneaut—West Cleveland to Wade Park, James Joseph, L. C. Johnson, 9 miles; Wade Park to Wickliffe, E. Williams, W. J. Ellenberger, 9 miles; Wickliffe to Willoughby, C. Collins, John Leavitt, 6 miles; Willoughby to Mentor, H. Smith, E. J. Johnson, 5 miles; Mentor to Painesville, W. Hoyt, E. J. Doubet, 5 miles; Painesville to Madison, Ed Lozier, Wm. Hall; Madison to Grand River, 11 miles; Madison to Ashtabula, J. R. Harkins, F. G. Turner, 18 miles; Ashtabula to Conneaut, L. H. Bannister, A. R. Cleveland, 6 miles.

Fifth division, Conneaut to Northeast—Conneaut to East Springfield, F. W. Williams, William Siegel, 8 miles; East Springfield to Girard, F. Fairbairn, George Black, 7 miles; Girard to Ashbury Chapel, L. Schlandecke, E. Sturgeon, 9 miles; Ashbury Chapel to Westerville, J. F. Kerchner, C. Kunz, 14 miles; Westerville to Northeast, Charles Gross, G. H. Kuder, 11 miles.

Sixth division, Northeast to Rochester—Northeast to Westfield, G. E. Lotz, W. F. Henry, 15 miles; Westfield to Fredonia, R. S. Hall, H. W. Pickett, 13 miles; Fredonia to Silver Creek, G. C. Lott, S. J. Franklin, 12 miles; Silver Creek to Angola, F. E. Kilppel, William K. Fisher, 12 miles; Angola to Hamburg-on-the-Lake, W. G. Schack, A. T. Crooks, 16 miles; Hamburg-on-the-Lake to Buffalo, W. D. Banker, E. C. Ball, 9 miles; Buffalo to Bowmansville, C. W. Dornige, William Pengbyers, 10 miles; Bowmansville to Corfu, T. Kittenger, F. M. Brinker, 15 miles; Corfu to Batavia, Gus G. Buse, W. F. Buse, 12 miles; Batavia to Bergen, H. C. Christ, F. C. Furhman, 19 miles; Bergen to Rochester, Ed Weinie, W. F. Rock, 18 miles.

Seventh division, Rochester to Syracuse—Rochester to Pittsfield, G. P. Montgomery, J. A. Graham, 7 miles; Pittsfield to Palmyra, C. J. Iven, J. McTaggart, 16 miles; Palmyra to Lyons, H. Mills, E. Schneck, 13 miles; Lyons to Weedsport, W. Connolly, P. J. Dukeman, 24 miles; Weedsport to Syracuse, C. J. Connolly, F. J. Nugent, 21 miles.

Eighth division, Syracuse to Utica—Syracuse to Chittenango, C. A. Benjamin, W. H. Rex, 14 miles; Chittenango to Verona, Ray Smith, F. Coombs, H. S. Curan; Verona to Utica, G. Houck, W. F. Hazleton, E. M. Hall, 16 miles.

Ninth division, Utica to Albany—Utica to Little Falls, F. C. Hammes, Frank Miller, 22 miles; Little Falls to St. Johnsville, Fred Ress, W. J. Fiessel, 9 miles; St. Johnsville to Palatine, E. H. Martin, W. J. Farley, 9 miles; Palatine to Fonda, Thomas W. Neary, J. W. Ablett, 11 miles; Fonda to Amsterdam, W. K. Monro, Jas. Singleton, 11 miles; Amsterdam to Schenectady, E. H. Crosby, D. N. Lohman, 15 miles; Schenectady to Albany, A. H. Scattergood, R. H. Rode, 5¼ miles; W. Peacock, W. H. Garrett, 5¼ miles; Wm. Hong, Frank Honig, 7 miles.

Tenth division, Albany to New York—Albany to Kinderhook, 20¼ miles, Frank G. Silvers, James Bradford; Kinderhook to Hudson, 15¼ miles, George Angus, James C. Kenholtz; Hudson to Blue Stores, 11½ miles, John C. Miller, C. P. Hemince; Blue Stores to Redhood, 10 miles, C. E. Hanson, William Peter; Redhood to Staatsburg, John Van Denshaten, A. H. Bell; Staatsburg to Poughkeepsie, W. H. Iris, Theodore W. Roberts; Poughkeepsie to Wappinger's Falls, to be furnished by Poughkeepsie Bicycle Club, with the following riders: Elias Van Benschoten, Hubert G. Gunn, A. H. Bullard, Arthur Smith, Thomas Nugent; Wappinger's Falls to Cold Spring, Edward Marlee; Cold Spring to Garrison, Edward Cashin; Garrison to Peekskill, Irving Hallowell; Peekskill to Tarrytown, 15 miles; Tarrytown to New York city, 25 miles, W. S. Campbell, J. Lansing Quick.

According to the schedule outlined, the last relay will leave Tarrytown at 9:15 o'clock to-night, and will be due in this city at 11:15 o'clock. A good portion of the course has been inspected and some wretched roads will be encountered, but it is thought that the last relay will, allowing for slight delays, arrive in this city not later than midnight.

CARROLL FULL OF CHALLENGES.

Bob Fitzsimmons's Partner Does a Heap of Talking.

Jimmy Carroll, Bob Fitzsimmons's partner, is full of fight. Perhaps the fact that the lanky Australian was not much of a magnet at Miner's Bowery Theatre the past week is responsible for the ex-light-weight champion's pugnacity, but at all events, full of fight he is.

To start with, he challenges the winner of the McAuliffe-Myer battle to an argument for the light-weight championship of the world. Both the Brooklyn boy and Streator lad have vanquished Carroll in the magic ring, but he glosses over these defeats by claiming the contests were not at the regulation weight, 133 pounds. He will have no more special-weight fights, and if Myer or McAuliffe lay claim to the light-weight championship he will compel a training down to the stipulated 133 pounds.

Next, Carroll says the Pritchard-Fitzsimmons deal is by no means a fixture. He even expresses a doubt as to Pritchard being able to win the coming mill with O'Brien in England, and he says Fitzsimmons has no use for a loser. To be sure of getting in on the ground floor, Carroll issues a formal challenge to the winner of the O'Brien-Pritchard fight. It may be in order to remark here that Lanky Bob is afflicted with that very common disorder, an abnormal swelling of the head. If Corbett defeats John L. in September Fitzsimmons will at once snatch the laurels from Corbett. If the Big Fellow should prove the victor, Fitzsimmons will not allow him to enjoy the championship honors, for he thinks he deserves them. But he lets people see that Lanky Bob thinks well of his chances against Sullivan or any man in the world.

The indefatigable Jimmy protests against Fred Johnston and George Dixon fighting for the feather-weight championship. He claims his man, Jack O'Brien, is the champion at present, having fought Jimmy Larkins for the title. Should Dixon and Johnston persist, however, in fighting for the feather-weight championship despite the protest, Carroll will match the Baintree puncher to fight the winner at the feather-weight limit, 122 pounds.

The Jeannette's Outing at Dexter Park.

Although the weather on Friday was cool and cloudy, quite a big crowd of members of the Jeannette Gun Club of this city put in an appearance at Dexter Park to participate in the regular monthly shoot of the club for the three medals. The conditions of the shoot were: Each man to shoot at ten birds, class handicap, modified Long Island rules, gun below the elbow, both barrels allowed for bird on wing. Not a straight score was made in the competition. H. Otten killed nine out of ten in class A and took the medal. In class B, E. G. Loebel won the badge with a score of eight out of ten. E. Bosse of class C scored nine out of ten and won the medal in that class. The scores:

Class A, 28 and 30 Yards—H. Otten, 30 yards, 9; C. N. Brunie, 28 yards, 8; C. Boesch, 28 yards, 6; J. F. Rothmann, 28 yards, 6; J. Vagts, 28 yards, 5; C. Steffens, 28 yards, 4; C. Meyer, 30 yards, 7; C. M. Meyer, 28 yards, 8.

Class B, 25 Yards—E. G. Loebel, 9; C. Offermann, 7; E. J. Doubet, 8; C. Disch, 6; J. H. Kroeger, 7; A. J. Chester, 7; D. Monsell, 7; H. E. Bauer, 5.

Class C, 21 Yards—E. Bosse, 9; L. Lohing, 4; Christian Doscher, 8; H. B. Duke, 4; H. Hoops, 4; H. Nobel, 2; C. Moehrmann, 7; W. Bomhoff, 7.

Two sweepstakes shoots followed, miss and out. The scores were: First, with ten entries—H. Otten, 6; J. H. Kroeger, 6, divided. J. Vagts, 6; C. N. Brunie, 6; E. Busse, 4; A. J. Chester, 1; C. Meyer, 4; C. M. Meyer, 5; J. F. Rothmann, 6; A. Heichert, 5. Second sweep, with six entries—Vagts, 4; C. Meyer, 6; C. M. Meyer, 6, divided; A. Matzen, 2; J. H. Kroeger, 1; J. Rothmann, 0.

No Sunday Ball in Orange.

ORANGE, N. J., May 21.—At a meeting of the West Orange Town Committee last night it was decided to call upon the police to arrest all persons playing baseball on Sunday within the borders of the town.

Peter Maher Sails.

Peter Maher, who was defeated in his fight with Fitzsimmons, was among the passengers who sailed on the Etruria yesterday afternoon. Many of his friends were on the pier to bid him farewell. He will go to Dublin.

UNIVERSITY TRACK ATHLETIC CUP.

Won by Harvard on Friday at New Haven—Yale Made a Hard Fight for It.

The Harvard-Yale Cup, or, as it is properly known, the "University Track Athletic Cup," is the outcome of an agreement entered into between the alumni and undergraduates of the two universities for a series of track and field athletic contests from 1891 to 1899.

THE HARVARD-YALE CUP.

The cup, which is of sterling silver, standing sixteen inches high, was made by Tiffany, and is unquestionably the most beautiful college trophy ever competed for in this country. It is Grecian in form, and thoroughly classical in its entire treatment. Around the body, etched in relief work, are pictured emblematic figures of the early athletes in their struggle for the laurel wreath which the Goddess of Victory holds aloft for the winner, while the old trumpeter announces of the ancient period stands in the midst of the field and with his trumpet announces the result of the contest. Forming a border around the neck of the cup is the inscription, "University Track Athletic Cup."

On the body of the cup is the Greek word "Athlonika," signifying victory in the games, and just beneath the field scene is a palm branch bearing the seals of Harvard and Yale. On the reverse side of the cup are the nine laurel wreaths, in which will be engraved from year to year the name of the university scoring the winning number of points in the games, while there is also a large wreath for the name of the one which shall eventually hold the cup by winning the majority of the nine annual contests.

GEN. PAINE'S ALBORAK.

What the 46-footer Looks Like After Many Changes.

Gen. Paine has been working hard all winter remodelling his 46-footer Alborak. Last year the boat was a failure. She started in eight races and managed to finish second once. She is now at Lawley's, in Boston, and presents a very different appearance from what she did last year. Her lead keel has been recast and bolted on to a false oak keel, so that it is two feet lower than it was before. In appearance now she somewhat resembles Mr. Rogers's boat Wasp. The lead keel of the Wasp, however, has less slope at the forward end.

THE ALBORAK OF TO-DAY.

The changes that have been made in the Alborak have had the effect of lightening her up to the extent of about two tons. The new lead keel has been so hung that, while the boat will float her old water line aft, she will be considerably above the line forward. This will decrease her load water line length, and help to take something off the big allowance that she had to give the other boats last year. It is claimed that these changes will make her easier to drive than ever before. She will have more power in her lower body, and will show a larger lateral plane with which to hold up to windward.

The work on the alterations is well along, and it is expected that the Alborak will be ready for the Boston races in June.

Crack Yachts Getting Ready for Business.

The New Rochelle Yacht Club formally opened their club house at Echo Island yesterday afternoon. The weather, however, somewhat spoiled the festivities. The attendance was rather slim, but those who made the journey up the Sound enjoyed themselves thoroughly. The blue and white pennant was hoisted on the flagstaff during the afternoon, and formally saluted by the firing of cannon on the island and on the yachts anchored in the harbor.

The club house has been thoroughly overhauled and looks very pretty. Echo Island is a splendid site for a yacht club house. It commands a good view of the sound from Stepping Stone Lighthouse almost up to Oyster Bay, and as the course for the New Rochelle Club's regatta is to Execution Light, and then to Mathiniecock Point, the whole race can be watched from the piazzas of the club house. The channel between the mainland and the island is a very safe one, and the water is deep enough for any of the boats in the fleet. Gov. Abbett of New Jersey is the Commodore, and his flag-ship, the schooner Atalanta, will be the national meeting of the L. A. W. in Washington in July.

The League of American Wheelmen is growing at a phenomenal rate. Last week there were 702 applications for membership. This augurs well for them.

Pigeon Flying.

The second race in the old bird series of the Empire City Flying Club of New York and vicinity was flown on Sunday from Washington, D. C. Air line distance, 200 miles. The total entry was 348 birds, 105 from the New York section and 243 from the Newark section. A telegram of the start to the Secretary stated: "Birds liberated at 10 A. M.; finest start I ever saw, entire flock being out of sight inside of one minute. Wind light, S. W." These conditions no doubt prevailed throughout the entire course. The first returns to the loftsmen under the conditions of the race were fully complied with are given below:

Name.	Distance.	Time Arrival.	Speed—Yds.
Adolph Jung	203.57	1 41 00	1,621.19
Ben Hedler	197.40	2 05 00	1,414.30
R. N. Pearsall	197.98	2 15 49	1,302.88
T. J. Clark	208.52	2 33 30	1,341.84
Thomas Bowerman	196.31	2 18 15	1,337.87
T. F. Hollman	194.25	2 31 00	1,328.50
Joseph Scholl	201.42	2 33 15	1,316.66
George Howarth	198.17	2 28 45	1,307.51
George H. Bowerman	196.25	2 26 00	1,298.49
William Schroeder	197.90	2 28 30	1,295.27
William Horton	194.82	2 28 03	1,279.41
D. H. Evans	197.08	2 33 00	1,270.55
Ben Hedler	194.50	2 30 00	1,267.85
Conrad Hebbler	198.20	2 34 05	1,267.42
William Buckner	196.50	2 42 15	1,225.29
John Ballard	201.19	2 54 00	1,204.40
William Bennett	197.90	2 53 30	1,181.12
William Shepherd	198.29	3 09 00	1,129.41
John G. Gorson	196.55	3 17 00	1,080.14
John Erdman	202.14	3 47 40	1,053.90

The New Brooklyn Homing Club held their second race over the southwest course from Burlingtin, N. J., on Sunday last. On account of the uncertainty of the weather the birds were not timed, as they were liberated at 2 P. M., but were reported in loft as follows:

	Distance. Miles.	Time in loft. H. M.	Time out. H. M.
J. Muller	65.66	8 30	1 30
Wm. Chapel	65.54	8 20½	1 30½
L. Kaelin	65.54	3 45	1 45
F. Schnibbe	65.41	4 00	2 00
J. Bodigheimer	65.60	4 05	2 05

Weather permitting to-day, or the first favorable Sunday, will be pigeon day at Madison Square Garden, over 100 birds being booked for the start from the tower. At present the entry includes the birds of fourteen lofts of the Providence Federation, the five of Hoboken, Providence, Boston, and the nine of Hilton, that have their hold upon every honor within reach. Others raised under the American rules for sunday are by the 100 birds of from the seven lofts of the Bellevue Club, from 100 miles south, and by lofts of Milton, Mass., for the Holmes jug brands from Albany.

The schooner Henry Crosby, from Guantanimo, Cuba, via Delaware Breakwater, has a passenger who became aboard in latitude 35° 30', longitude 73° 30'. May 8, in a heavy gale of wind, very tired and marked #129.

Reader.—The two from Montgomery, Ala., to Vail River are the only birds with a public record for over 800 miles. For public record the arrangements for the journey must have been made by disinterested parties. There must be proof that the birds sent were those liberated, that those liberated made their journey by wing, and to the home for which the distance was given. Investigation of the claim for Petroleum and Warren shows the arrangements for the journey were made by a member of the society to which the owners of the birds belonged, disqualifying the claims without the question of the other conditions being entered upon.

The Jersey City Heights Homing Club held its first race of pigeons for this season from Havre de Grace, Md. The gold hand was won by a pigeon from the loft of Fred Boesch. The respective time, distance, and average speed attained by the first five pigeons is herewith given:

	Time.	Distance. Miles.	Average speed per minute. Yards.
Fred Boesch	12:37	135.16	1,239
Adolph Hoeffler	12:41	135.46	1,216¾
Wm. Heisterberg	12:43¼	135.88	1,204¾
Wm. Rosenbauth	12:4[illegible]	135.98	1,202¾
Alfred Stiles	12:48	136.02	1,179¾

He Will Walk the Brooklyn Barber.

TO THE EDITOR OF THE SUN—*Sir:* A party of amateur athletes started upon a fast walk recently from the City Hall, this city, to Coney Island. I walked the above distance in exactly 1 hour and 56 minutes. That trial was published in THE SUN a few days later. Now, a barber in Brooklyn claims that he has walked a similar distance, and that his actual time was less than mine. I understand he has issued a challenge to walk me a race.

I am not a professional, neither am I a long-distance walker, but I am willing to walk a fair heel-and-toe race from the City Hall Park, this city, to Coney Island beach with the gentleman under these conditions:

First—That upon our meeting he shall show to my satisfaction that he is not a professional athlete. Second—That upon agreement, we shall walk for a trophy, the value of which shall be within the limits of the Amateur Athletic Union's rules. SAMUEL LIVSOLE, Pastime Athletic Club, Sixty-sixth street and East River.

OF INTEREST TO WHEELMEN.

Relay and Long-distance Races Becoming Very Popular.

The relay bicycle ride now in progress from Chicago to this city and the coming long-distance bicycle races show the popularity of this branch of sport. Previous to the formation of the Milburn and Pullman contests, club races of five and ten miles were popular. Now racing men demand longer races. That long-distance races can be promoted with a good degree of success is evident from the successful termination of the Business Men's Cycling League's 100-mile road race, which took place on Monday last. In that race there were over sixty entries, and of that number forty-eight men started. Roads of all descriptions were encountered in the race, yet the distance was covered in 7 hours 34 minutes and 30 seconds. In the Milburn and Pullman road races each season, the average number of competitors is about 400, which is greatly in excess of the number of men who compete in track events.

It is in England that long-distance road and track racing is promoted to a big extent. The 875-mile ride of G. P. Mills, from John O'Groat's to Land's End, which was covered last year in a little over four days, and the recent 358 miles from Paris to Bordeaux, which was accomplished in twenty-five hours, show the popularity of these rides. The London County Cycling and Athletic Club will hold a twenty-four-hour path race next month, and the recent twenty-four-hour performance of J. L. Bates places long-distance riding in the lead. The foreign racing men are in advance of the Americans in this respect, but the American wheelmen are fast becoming educated to the style.

On Decoration Day there will be no less than ten road races held in this country. They include the 100-mile road race of Rutherford Wheelmen; the Buffalo, Milburn, Cleveland, and Hartford road races; the fifteen-mile Pullman road race, thirty-six-mile road race of the Denver Cyclists' Union, thirteen-mile race of the North Adams Wheelmen, and the ten-mile races of the Louisville and Nyack Cyclers. In these races the fastest racing men in the country compete, and the invariable result is the creation of new records each year.

The Business Men's Cycling League of Newark, elated over the success of their race last Monday, propose holding another race of the same distance in the near future.

Some of the prominent racers who have done creditable work upon the path are George Taylor, Hyland Smith, A. W. Porter, A. P. Craig, F. M. Dampman, W. C. Leeds, C. F. McDaniels, F. C. Graves, J. Bensinger, Durant McLaw, C. M. Murphy, Charley Kluge, William Van Wagoner, N. E. Van Lecklen, E. C. Bode, George Thorne, W. F. Murphy, George Barrett, and T. J. Hall, Jr.

The League of American Wheelmen contemplate arranging a series of races to be run in Chicago at the time of the World's Fair. A committee, consisting of the President of the L. A. W., C. L. Burdett, Chairman of the Racing Board; H. E. Raymond, and W. Kennedy, Chief Consul of the Illinois division, has been chosen to arrange for the tournament. In addition to the usual events it is proposed to arrange for some international races. To bring over the crack European racing men and pit them against the American flyers would be a great feature, but some strong barriers will have to be overcome. The racing rules of the League of American Wheelmen and the National Cyclists' Union of England are identical in many respects, but with the wheelmen in France the interpretation of an amateur radically differs. In France bicyclists ride for cash prizes and still retain their amateur standing. This is in direct opposition to the position that the L. A. W. and the N. C. U. uphold. Racing and League officials here are non-committal upon the subject. If by any means it could be arranged to allow the Frenchmen to compete, the N. C. U. men would be ineligible, as it is hardly likely that when they refused to sanction their men competing in France that they will rescind their decision and allow them to compete with them in this country.

NOTES.

The Kings County Wheelmen are arranging for a big bicycle tournament to be held at Manhattan Field on June 25. The events will be as follows: One-mile novice, safety; one-mile safety handicap, open; two-mile safety handicap, open; half-mile safety scratch, open; one-mile safety championship of America; one-mile ordinary handicap, open. Three prizes will be distributed in each race. The first prize in every race will be a pneumatic-tired safety bicycle, ranging in value from $115 to $180.

A. H. Feldman of the Brooklyn Ramblers has lowered the thirty-five-mile road record from Brooklyn to Babylon. He covered the distance in 2 hours and 15 minutes.

R. L. Ede defeated Arthur Zimmerman, N. Y. A. C., in a one-mile handicap race last week. The time was 2 minutes and 30 seconds.

J. Wass and J. M. Still, two English racing men, created new records for the quarter, half, and three-quarter mile tandem on the Herne Hill track last week. Their time was 28 2-5 seconds, 1 minute 18 1-5 seconds, and 1 minute 56 1-5 seconds respectively.

The ten-mile club championship road race of the Plainfield Bicycle Club will be held on May 30. On the same day the club will hold a hill-climbing contest on Eagle Rock, Orange.

Johanne Jorgensen, the plucky little Danish woman who has covered several thousand miles and made records held by some of the men in Europe, is at present training upon the road in masculine attire.

Arthur E. Lumsden of Chicago, who two years ago was considered a champion of Illinois, is expected to return to the track. He will try to lower some of the existing records.

The Racing Board of the L. A. W. will possibly abolish their ordinary championship by next season.

The M. A. C. Wheelmen will hold a big race meet at the Manhattan Field the latter part of August.

The Riverside Wheelmen will give a banquet to-morrow evening to celebrate the fifth anniversary of the club's birth.

New designs are to be adopted by the League of American Wheelmen for their national and State championship medals.

The ten-mile handicap road race of the Hudson County Wheelmen was postponed on last Saturday in consequence of the rain.

Special attention will be given to the entertainment of the ladies by the Riverside Wheelmen at the national meeting of the L. A. W. in Washington in July.

The League of American Wheelmen is growing at a phenomenal rate. Last week there were 702 applications for membership. This augurs well for them.

Manhattan A. C. Games Postponed.

The athletic season at Manhattan Field was to have been ushered in yesterday afternoon with a big hurrah, the Manhattans having reserved the privilege and intending their fifteenth annual spring games to be the occasion. Unfortunately, the rain put Jim Robinson's well-prepared track into an immense mud puddle, and the officials decided that, under the circumstances, it would be advisable to postpone the meeting. The games will be held on the morning of Decoration Day, by which time the irascible clerk will be mollified with a life membership.

The entry list will be reopened, and seekers after gold and silver watches will be enabled to file claims to compete for the same until Wednesday night.

George Godfrey Goes to Europe.

BOSTON, May 21.—George Godfrey sailed to-day for Europe to see the Slavin-Jackson fight.

GRIFFO'S QUICK VICTORY.

Won the Feather-weight Championship of Australia in Four Rounds.

The recent fight for the feather-weight championship of Australia between Champion Griffo and Mike McCarthy, brother of Billy McCarthy, now in this country, was a particularly lively and bloody affray, and from the following account Griffo must be a terror, and his victory over Billy Murphy anything but a fluke.

The battle was announced as being for the world's feather-weight championship, and the *Melbourne Sportsman* gives the rounds:

Round 1—McCarthy stood well over Griffo, but was a little beside the splendidly set-up champion. The former was very nervous, and sparred at long range for thirty seconds, when Griffo came in and got a good flush left on the mark as a feeler. Mac's attempted response was half-hearted, and Griffo sent the left as a guard, while he twice hit his man over the heart with all his power. Backing him to a front corner Griffo fielded, and then dashed a tremendous right on the jaw, two inches nearer the point and it would have been all over. As it was, Mac turned white as a sheet, and reeled all but down. "Now then," shouted Fuller, and Griffo followed it up with a rain of blows, chasing Mac out of the corner to the back of the stage, where he dropped him with a beauty. He lay for eight seconds, and then rose to meet a hail of solid left and right handers, and he clinched around his legs and went to his knees thoroughly disorganized. Up again, and Griffo swung a stiff-arm left on the jaw, which all but dropped McCarthy.

Round 2—Bouncing up like an india rubber ball, Griffo met Mick more than half way, and, though the latter made at him as if determined to fight, Griffo easily avoided his lead, and left-hooked him terribly hard in the stomach. He repeated this with a wicked grin, and, getting Mac again in the fatal corner, slaughtered him every way unmercifully, particularly over the head and on the ear, with the right. Once only Mac got on in return, a chop with the right on the jaw, which only made Griffo fight more grimly. Mac rushed out of the corner, but Griffo had him before him again in a moment, and set to work at him for all the world like a first-class tradesman on a congenial job. In two or three hits he had split the lump over Mick's eye, and cut it deep below. The left stopped with a neat click a dozen times flush on Mac's mouth and nose and the ruby ran freely till his face was a picture in red ochre. Mick was utterly unable to retaliate, and Griffo never let up, banging the left on body and face impartially, and the right on the ear and jaw, eye and cheek, till the whole face was out of plumb, and Mick reeled to his chair a thoroughly beaten man when corners sounded.

Round 3—Taylor sent his man up quite lively, and he charged Griffo as if he meant to win. The lad