NEWS OF THE WHEELMEN.

THE '99 MEET CLUB OF BOSTON IN TROUBLE OVER THE L. A. W. EVENT.

Massachusetts Division May Be Compelled to Manage the Affair—An Obstruction on a Popular Driveway and Wheeling Route

From Boston gruesome reports are coming concerning the prospects for the L. A. W. national meet. It has become noised about that the '99 Meet Club is in an uncomfortable position, with the event only ten weeks away, and Massachusetts members are getting nervous lest there should be no meet at all. The trouble is said to be due to the inexperience of the members of the Meet Club, who, instead of relying wholly on subscriptions for the necessary funds, attempted to raise money by holding a military carnival. This resulted in a loss. A committee to investigate the financial management of the club has been appointed by a vote of the governing board and there has been talk of putting the organization, which is incorporated, into the hands of a receiver. It is rumored that the Massachusetts division of the League may step in and take the management of the meet out of the hands of the club and run it under its own supervision.

An obstruction in the shape of a watering trough at the northwest corner of Washington avenue and Malbone street, Brooklyn, has long aggravated cyclists and drivers. Builders' wagons, coal carts and all manner of heavy vehicles stop there in order to let the horses drink, and in consequence the popular driveway and wheeling route is blockaded more than half the time on week days. Great numbers of horsemen and wheelmen go up and down the brick hill of Washington avenue and the choking of the thoroughfare is a serious grievance to them. If there was no other place for the trough where its presence would not cause a blockade there would be no complaint, but on the east side of Malbone street the avenue opens into a kind of small plaza, and if a trough was placed there the wagons could gather about it without stopping travel. Where it is the avenue is narrow and the wagons stand squarely across it in order to put their horses' heads to the trough. Behind them other wagons wait for a turn, and meantime the driving and wheeling travel is stopped. The wagons gather in such numbers that wheelmen are obliged to dismount. They can carry their wheels around by going on the sidewalk, but it is not uncommon for a carriage to be forced to wait for several minutes in order to get past. The permit for the trough there was granted before the avenue became such a popular highway for pleasure vehicles, and that its location has not been changed is thought to indicate neglect or heedlessness on the part of some one.

Cyclists often complain bitterly because when they put their wheels in baggage cars they are requested to remove lamps, but the requirement is for their own protection. A woman going out on Long Island took her wheel to the baggageman recently and when asked to remove the lamp she exclaimed: "I will leave it on. I would like to see you make me take my lamp off. You can't do it."

"All right, ma'am," the baggageman replied cheerfully, and the wheel was hoisted into the car. Now, on that particular road bicycles when carried are stood up in racks with the wheels against the wall, the rear wheel resting on the ground and the front one standing above it. The lamp was left on the fork of the machine and it was tilted up like the rest. The kerosene in the lamp ran out and soaked into the tire, and the owner had no ground for complaint, for the company had taken excellent care of her wheel and the lamp was left on at her request. The only trouble is that the woman will soon have to buy a new tire and will have herself to blame.

Like other conflicts, that now being waged between the L. A. W. and the N. C. A. for the control of cycle racing is not without its humorous passages. A couple of days ago a blond-haired innocent from a nearby institute of learning was out in quest of a sanction for some races in conjunction with field and track games. He had already received an A. A. U. sanction and what he wanted was an L. A. W. license, but being a bit raw he wandered into the enemy's camp and asked an officer of the N. C. A. for a sanction. The situation was explained to him, and he decided that his fellows did not want to incur discipline at the hands of the A. A. U. As he did not know the way the N. C. A. officer escorted him to the offices of the L. A. W. Racing Board official and introduced him as a sanction seeker. It was so much like an opposing General bringing a recruit to the other's camp that all enjoyed a laugh. The incident illustrated a fact that is not appreciated by all who listen to the sounds of conflict, which is that, notwithstanding the sharpness of the fight, friendly personal relations continue to exist between most of the men on the two sides.

A man who has tried it and who knows others who have says that there is no solution in the market better than condensed milk and cornmeal for curing porous tires. The milk should be thinned with water so that it will run, and, after a tablespoonful of cornmeal has been added to a pint of it, pumped into the tire. It fills the porous places and as the water evaporates the milk and cornmeal dries and hardens and it is said stops permanently the leakage of air.

To those who do not ride the bicycle is a machine of deceptive character. It looks as if it must be hard to keep the machine balanced while it rolls along on two wheels, as hard as walking a tightrope. On the other hand, it seems to inexperienced onlookers as if no muscular effort was being put forth by the riders as their feet move around with the pedals. The non-rider walking along in the face of a gentle breeze has no appreciation of the work being done by the cyclists, whose feet move so smoothly and silently up and down. These points were brought out vividly by an incident that happened on the long hill of Riverside Drive. The wind was blowing stiffly down the grade and about half the riders out were walking up. Those who were riding included men and women and boys and girls, while the walkers were similarly assorted as to age and sex. Any experienced eye would have known that the riders going up were pushing hard in spite of the even movement of the feet and the gliding motion of the cycles, but evidently it looked easy to a couple of women slightly past middle age. After watching the crowd for a while and discussing the point together they moved to the edge of the road and one of them, accosting a boy, said:

"Little boy, I want to ask you something. Why do you walk along here? Is it because the riding is too difficult? I see boys and women going along easily."

The reply of the urchin was not overheard, but as he was a nearly dressed and polite-looking child he probably explained and did not call the woman a "gazabo" or tell her that riding the hill was so easy that he was ashamed and walked up out of pride.

A revolt similar to that which resulted in the withdrawal of racing men and clubs from the L. A. W. and the formation of the N. C. A. is threatened in Canada. For some time past there has been dissatisfaction felt by a number of Montreal wheelmen with the doings of the C. W. A., and at a recent meeting of the Intercycling Association it was determined to form a new organization. A committee was appointed to draw up a constitution and bylaws.

Many wheel riders complain of sweating feet and to such some information from the *British Medical Journal* will be valuable. A physician, in that publication, advocates the use of formalin for the trouble. The soles of the feet should be painted with formalin three times a day; between the toes only once and not at all on the dorsum of the foot. It is also useful to pour four or five drops of formalin on the shoe and warm it, as this serves to disguise the odor of sweat, and it is also a good preserver of leather. The results from a single application of formalin last three or four weeks, when a repetition of the treatment becomes necessary. It has been used for soldiers and has stopped foot sweating and no harm has been observed. The formalin acts as a deodorant and is non-toxic. The skin, after being painted, becomes dry as leather. If preferred a 2 or 3 per cent. solution can be used instead of the pure formalin and applied more frequently.

Information for Wheelmen.

W. D. of New York, who has recently ridden a part of the route from this city to Boston, calls attention to the fact that, going from New Haven to Meriden, riders should be careful to find and take the cycle path from North Haven to Meriden, as the country roads are very sandy. He gives the following distances as measured by his cyclometer: New Haven to Meriden, 24½ miles; Meriden to New Britain, 12 miles.

Martin C. Williams, a resident of Trenton, writes to THE SUN saying that, in his opinion, the best way for riders en route to Philadelphia to get through that city is as follows: "After leaving the Lawrenceville macadam road turn left into Mulberry street, which is the first street met with after leaving the Lawrenceville road; ride to Clinton street, which is brick paved; on Clinton to Green avenue, turning left on it to Greenwood avenue to Broad street, turn left to Ferry street and through it to the bridge." This route, Mr. Williams says, is the most direct one through the city to the bridge over the Delaware, and in following it no dismount is necessary.

H. J. Pearson and I. I. Richmond.—The route to Delaware Water Gap was published by THE SUN on April 30.

H. E.—The route to Philadelphia via New Brunswick was printed on April 29. It is 65 miles from New Brunswick to Philadelphia.

A. J. H.—See THE SUN of April 29.

G. C. Black.—The route to Boston was printed in detail on May 21.

I. Bain.—See the route to Boston in THE SUN of May 21.

Pierce (a).—The route to Bayville, Long Island, is direct along the Merrick road and the south side turnpike. You cannot miss the way. The roads are good to Amityville, 35 miles, and from there there is a path to Babylon, then a good road through Islip, a path at Great River, macadam road through Oakdale and a path through Sayville, which is 52 miles from Prospect Park. To reach the Merrick road, ride from the Twenty-third-Street Ferry up Bedford avenue to Greene avenue, to Lewis avenue, to Hancock street, to Bushwick avenue, to Fulton street and east to Smith street in Jamaica, by going through which you land on the Merrick course.

(b) To go from White Plains to Katonah, go north on Broadway, crossing the railroad and the Bronx River, a mile and a half above; continue past Kensico Cemetery to Hudsonville and Pleasantville, 8½ miles; Chappaqua, New Castle, Mount Kisco, 14½ miles; Bedford station and out on Cherry street to Old Katonah, 20 miles.

William Bordner.—See the route to Delaware Water Gap in THE SUN of April 30.

M. M. Bloch.—See the route to Boston in THE SUN of May 21.

J. Mac and Cyclist.—See answer to "N. B. T." in THE SUN of May 21.

New York State.—It is not necessary to have a "plate" or license tag on the wheel in Pennsylvania unless you want to ride on the sidepaths there, and as yet few have been built.

Livingston.—See route to Boston, May 21, and reverse the route from Hartford.

H. J. M.—See route to Boston, May 21.

The Bordeaux-Paris Road Race.

Special Cable Despatch to THE SUN.

PARIS, May 27.—The annual bicycle race from Bordeaux to Paris, a distance of 358 miles, began this evening. There are twelve entries, including Ruflere, Cordang and Huret. The racers will be paced by motor cycles.

Sacred Heart Academy Games.

The eleventh annual games of the Sacred Heart Academy, at Classen on the Sound, was decided yesterday. Summary:

100-Yard Run, Seniors—Won by R. Foster, De La Salle Institute; James S. Hourigan, Sacred Heart Academy, second; John Keeler, De La Salle Institute, third. Time, 11 2-5 seconds.

100-Yard Run, Juniors—Won by John J. Scales; Frank J. Eagan, second; Joseph G. Dunleavy, third. Time, 11 seconds.

Putting 12-Pound Shot—Won by Leo P. Goodwin, with 36 feet 6½ inches; Raymond P. Sullivan second, Joseph T. Curry third.

120-Yard Hurdle—Won by William A. Brazier, Julius A. Julia second, Patrick L. O'Brien, third. Time, 19 2-5 seconds.

Throwing 12-Pound Hammer—Won by Leo P. Goodwin, with 77 feet; Raymond F. Sullivan second, Leo E. Peake third.

Half-Mile Bicycle Race—Won by Edward A. McShane, James Patterson second, Frank J. Eagan third. Time, 1 minute 40 seconds.

Running High Jump—Won by Julius J. Julia, with 4 feet 6 inches; William A. Brazier, second; Leo E. Peake, third.

Sack Race—Seventy-five yards—Won by Martin J. O'Brien; Edward A. Donnelly, second; John F. Castano, third. Time, 20 seconds.

Sixty-Yard Run, Juniors—Won by Martin J. Moore, Frank J. Eagan second, William Harrington third. Time, 8 seconds.

One-Mile Walk—Won by Leo P. Goodwin, Joseph V. Stanford second, Fred J. Scales third. Time, 4 minutes 41 seconds.

Running Broad Jump—Won by Joseph E. Hourigan, with 16 feet 7½ inches; Leo E. Peake second, George T. Buchanan third.

Obstacle Race—Won by Albert T. Hanlon, Charles P. McMorrow second, William D. Harrigan third. Time, 48 seconds.

Tug-of-War Between Commercial Class and Second Academic—Won by commercial class by 4 feet. Leo Peake, anchor; Peter Daulton, John Ilmer, Charles Brais, Albert Hanlon and John Castano.

Hotchkiss School Defeats Poly.

LAKEVILLE, Conn., May 27.—Hotchkiss School defeated the Polytechnic Institute here to-day in the first dual track and field athletic meeting. A large crowd attended, including many Brooklynites. The score was: Hotchkiss, 46; Polytechnic, 42. Summary:

100-Yard Dash—Won by Webb, Polytechnic; Miller, Hotchkiss, second. Time, 10 1-5 seconds.

One-Mile Run—Won by White, Hotchkiss; Wing, Hotchkiss, second. Time, 4 minutes 49 seconds.

Putting 12-Pound Shot—Won by C. Goff, Hotchkiss, 41 feet 8½ inch; Schumann, "Poly," second, 40 feet 6 inches.

220-Yard Dash—Won by Webb, "Poly;" Jones, Hotchkiss, second. Time, 22 3-5 seconds.

Two-Mile Bicycle Race—Won by Hutchinson, "Poly;" Ehrich, Hotchkiss, second. Time, 7 minutes 26 seconds.

120-Yard Hurdle Race—Won by Fulton, Hotchkiss; Webb, "Poly," second. Time, 16 2-5 seconds.

Half-Mile Run—Won by Behr, "Poly;" White, Hotchkiss, second. Time, 2 minutes 8 seconds.

Running Broad Jump—Won by C. Goff, Hotchkiss, 20 feet 9¾ inches; Webb, "Poly," second.

440-Yard Run—Won by Fraser, "Poly;" Eddy and Ingham, Hotchkiss, dead heat for second. Time, 53 2-5 seconds.

Running High Jump—Won by Webb, "Poly," 5 feet 7½ inches; Kernan, "Poly," second.

220-Yard Hurdle Race—Won by Miller, Hotchkiss; Growe, Hotchkiss, second. Time, 27 2-5 seconds.

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GOSSIP OF THE BIG FIGHT.

Plenty of Jeffries Money Around, but the Odds Do Not Change.

Despite the many counter attractions about town yesterday interest in the result of the contest between Bob Fitzsimmons and Jim Jeffries did not show any signs of abatement. There was the same inclination to bet and a more eager desire on the part of the Jeffries admirers to get down their money. There was more money in sight yesterday to back Jeffries than at any other time since the men were first matched. This money did not change the odds, which are still 2 to 1 on "Lanky Bob."

Those who are pinning their faith and dollars on Jeffries's chances cannot explain why he is held so cheaply with the betting public. They contend that by beating both Tom Sharkey and Peter Jackson so easily he should at least be an even money shot.

The expected commission of $40,000 which Harry Corbett is said to have sent East from San Francisco to bet on Jeffries did not materialize yesterday and the champion's adherents smiled knowingly. There is no doubt that when it does arrive it will have some effect in curtailing Fitz's odds.

A good opportunity was offered at the Broadway A. C. on Friday night to get down some wagers on the contest. Many of the sports kept their "rolls" in evidence and several stakeholders were kept active chronicling bets. B. F. Brown, the horseman, after winning on McGovern, looked for a customer to take the large end of a bet of $2,500 on Jeffries. Brown, after some trouble, succeeded in landing two bets of $200 to $350 on Jeffries. Frank Burgess, the local sport, who went down on Kelly to the tune of $1,000, made a wager with Davie O'Connor, the bookmaker, of $500 to $1,000 on the Californian. Burgess is also acting as stakeholder for a bet made between Vernie Barton and Brown of $1,000 to $650. Brown told THE SUN reporter that he has received a letter from a friend in Montana that a syndicate of Montana men will bring $50,000 with them to wager on Jeffries at the ringside.

Paddy Cliggot bet $400 to $250 twice on Fitz and laid $100 to $80 with Jim Ferris that Fitz stops Jeffries in twelve rounds. "Brooklyn Jimmy" Carroll succeeded in finding a taker for $500 to $1,000 on Jeffries. Carroll has speculated about $3,000 on the outcome up to date and says that he is ready to take a chance for $1,000 more. Jim Burgess, Carroll's partner, who thinks Fitz will win, made a bet of $1,000 to $500 on the champion. Charley Ackermann of the Tenderloin only got $800 to $500, which he placed on Jeffries at Carroll's café. Joe Vendig announces that he has received an additional commission to bet $2,000 on Fitzsimmons at 8 to 5. He says that these odds ought to prove good inducements to the Jeffries followers. Charley White, Tom Broderick's manager, is still backing Fitz and has $600 more which he wants to place. At Dave Holland's Jeffries's supporters were out in force. Holland, in whose possession the money has been placed, recorded the following wagers: $400 to $800 on Jeffries between S. Cole and J. Dawns, two Chicago sports; $750 to $1,000 on Jeffries, made by G. Lyons and H. Arnold of San Francisco. At the Hotel Bartholdi, where Fitz puts up when in town, Milton Robbe called two Jeffries men by taking the large end of three wagers, respectively of $300 to $100, $350 to $175 and $800 to $400 on Corbett's conqueror.

Lawn Tennis.

NEW HAVEN, May 27.—Arthur E. Foote won the lawn tennis championship of New England here this morning for the third time, and the time-honored challenge cup, that has passed through the hands of so many famous experts, becomes his personal property. Foote beat Dodge in a clever four-set match in which both men were pretty well exhausted. Both Dodge and Foote are known as safe players, and their defensive tactics to-day made the match a very long one, the second set requiring no less than eighteen games to finish it. Dodge was not expected to beat Foote, and his good showing was very satisfactory to his friends.

Hackett and Allen won the championship in doubles in another four-set match this afternoon. Dodge and Noyes lobbed a good deal, but Hackett smashed well over his head and Allen was very steady, if not so effective. The scores:

Championship Singles—Final round—A. E. Foote beat C. F. Dodge, 6—8, 10—8, 3—6, 6—4.

Challenge Round—A. E. Foote (challenger) beat T. A. Driscoll (holder) by default.

Championship Doubles—Final round—H. H. Hackett and J. A. Allen beat G. F. Dodge and W. Noyes, 6—1, 3—6, 9—7, 6—4.

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Baseball, Tennis and Golf Supplies, Bicycles and Bicycle Sundries, Uniforms, and implements for all sports.

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White Duck Trousers, per pair, $1.00.
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Cycling Suits, $2.50, $3.50, $5.00, up to $10.
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Special—College Striped Jerseys, $1.00.
Caps, every possible style and check, 50c.
Leather Belts, Travellers' Sample Lines, extra fine, each, 50c.
Cycling Hose, 25c., 50c. to $2.50.
At downtown store only. Store open until 6 o'clock.

Golf
The Spalding One-piece Clubs, $2.00.
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Caddy Bags, 175c., $1.00, $1.50, $2.50 to $8.00.
Marking Discs, 60c.
Old Golf Balls Remolded, $1.00 per doz.

Base Ball.
Spalding League Ball, used exclusively by the National League, $1.25.
Spalding's Boys' League Ball, 75c.
Spalding's Catchers Mitts, 25c., 50c., $1.00, $2.00.
Bats, Masks, Basemen's and Infielders' Gloves, Uniforms and everything else for the game.

Bicycles
Spalding Chainless, $75.00.
Spalding "Red Head" Racer, $60.00.
Spalding Chain Wheel, $50.00.
Spalding's Nyack Bicycle, $25, $30, $35.
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Majestic Bicycle, $20.00.

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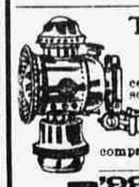
100 Suits, strictly all wool, in the very newest designs of checks, plaids, mixtures and genuine tan covert cloth. Swellest styles, superbly finished. Honestly, you can't get more real suit value for $10.00. Decoration Day sale $4.98
TROUSERS. All the odds and ends of last week's sale and several new assortments of bicycle trousers have been placed in one lot for Saturday. Before they were bargains at $1.60, $2.00 and $2.50; now $1.29



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E. G. F. MOYIER, 1446 Pacific st., Brooklyn, four wheels in two weeks; earned first wheel in twenty-four hours.
EMIL ROBITZKE, 109 Utica av., Brooklyn, earned his wheel in three days.
JAMES EDWARDS, 1519 Fulton st., Brooklyn, earned his wheel in one week.
T. B. MACGOWAN, 78 Buffalo av., Brooklyn (City Building Inspector), earned his wheel in one week.
E. TAPPAN, 694 Quincy st., Brooklyn (City Building Inspector), earned his wheel in thirty-six hours.
MRS. F. K. POTTER, 540 Myrtle av., Brooklyn, earned her wheel in forty-eight hours.

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Direct testimony is always better than hearsay evidence. If you desire to know about Bevel-Gear Chainless bicycles, do not ask a person who has never ridden one, or is in any way connected with a manufacturer who does not make them. Inquire of riders of the Columbia Bevel-Gear Chainless. There are thousands of them throughout the country. They are to be met in every city, in almost every town of the United States—so popular has the machine become in the short space of a year and a half. There are reasons for this. The chainless is easier to take care of than the chain wheel. It has a longer life. Every ounce of power applied to the pedals is made effective. This last advantage over chain-driven wheels is apparent the moment you mount the machine. The Chainless seems to possess an activity and life of its own. You notice it in starting, stopping, back-pedaling, riding on levels and especially in ascending grades.

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L. C. JANDORF & CO.,
5 West 14th st., 321 Broadway, 190 Columbus av., Boston.

TANDEM for sale; Orient; double diamond; 22-inch; in perfect condition; still under maker's guarantee; immediate possession. C. B. JOHNES, 350 Bridge st., Brooklyn.

Riley Grannan Back from England.

Among the passengers who arrived yesterday morning on the Cunard line steamship Lucania from Liverpool and Queenstown was Riley Grannan. He was accompanied by his wife. When seen at Quarantine Grannan said that there was no truth in the reports that he had lost heavily on the races in England. He further said:

"I went to London to see my partner, Mr. Harris, who has been ill for the past two years. While there I went to the races and I made some bets up and down, but nothing to speak of. I certainly did not plunge heavily, nor lose a great deal. My whole trip abroad did not cost me $5,000. The reports of my betting are greatly exaggerated. Grannan and his wife are stopping at the Hotel Cadillac.

Crescent A. C. Opening.

Yesterday was the annual opening day of the season at the Country Club house grounds at Bay Ridge. The clubhouse was thronged with members and guests. The junior and senior baseball teams met on the diamond, and the former, while beaten by the regulars, showed unexpected strength in the field and at the bat. The lacrosse team of the Crescent A. C. continued its victorious and undefeated progress by taking the Staten Island team into camp in an interesting game.

Sportsman's Goods.

Athletics.

Golf "Lakewood" Golf Clubs $1.00. "S., D. & G.," highest quality, at $1.50. Compare these with the higher priced. There are none better.

Tennis A $5 Racket for $3.50. We have about one hundred of the "Interscholastic" Rackets in stock, and offer them this week at $3.50 each. They have sold heretofore at $5. Also "Pim," "Campbell," and "Sears" Rackets in all weights.

Tennis Balls—Wright & Ditson's.

Fishing A splendid split bamboo rod at $4—cedar inlaid, very closely whipped—for either fly or bait, three joints and extra tip, nickel mountings, cork grasp. This rod is good enough for the accomplished fisherman, and furnishes a first rate one to him who fishes only occasionally.

We have better ones—notably our "Victory" hand-made rod at $15. This is a "money-back" rod.

Everything else the fisherman needs or thinks he needs—even flasks for the "wet bait."

Some Drives in Athletic Clothing and Shoes.

At 60c., a cotton rowing suit; would be cheap at a dollar.

Bicycle Hose—Two pairs for 25c.; were 50c. a pair.

Some reduced to 35c., from 75c. and $1.00.

A very small lot that were $1.50 to go at 75c. These are bargains.

Tennis Shoes.—Fine quality white canvas, reduced from $5.00 to $1.50.

Leather top, heavy red rubber sole, were $4.00 to $5.00; all to go at $1.50.

Schoverling, Daly & Gales,
302-304 Broadway, cor. Duane St.

Ideal BICYCLES
Are the very best of all the SECOND GRADE BICYCLES.
They are built in our Ohio factory to meet the growing demand for a strong, reliable, easy running wheel at a lower price than is asked for any really first grade bicycle, and those who have used them are most emphatic in asserting that they fulfil their mission perfectly.
PRICES: $20 to $35.
Open Evenings.
GORMULLY & JEFFERY MFG. CO.,
New York—939 to 943 8th Ave., Near 56th St.
Sold for Cash or on Time.
BROOKLYN, 842 and 844 FLATBUSH AVE.
—AGENTS—
LEXINGTON CYCLE CO., Cor. 51st st. and Lexington ave., N. Y.
FRED BERJU, 180th st. and 8th ave., N. Y.

LE ROY BICYCLES.
Fully Guaranteed.
EQUAL IN EVERY RESPECT TO ANY FIFTY-DOLLAR MACHINE MADE. CALL AND EXAMINE.

1899—Diamond Frame, 22 or 24 Inch	23.50
1899—Drop Frame, Ladies'	24.50
1899—Diamond Frame, 22 or 24 Inch, with 30-Inch Wheels	25.00
1899—Diamond Frame, 20 Inch, for Men and Ladies	25.00

CHOICE OF COLORS—
BLACK, OLIVE GREEN, MAROON.
H. V. DODGE & CO.,
1185 BROADWAY, Cor. 28TH ST.
OPEN EVENINGS.

Wolff-American High Art Cycles.
Made in New York City.
Absolute Confidence
in his mount doubles the pleasure of the Wolff-American rider. In the
Self-Oiling Bearings
Eccentric Chain Adjustment
Spring Tempered Frame
Hubs with Buttonhole Spoke Device
Interior Handle-bar Brake
Reversible Rubber Pedals
Translucent Salamander Enamel
and many other special features
he knows he has a combination of meritorious, time-tested devices which take care of themselves.
MANHATTAN STORES: 1 East 424 st., 137 West 125th st., 827 West Boulevard, 675 Eighth av., 318 Broadway.
BROOKLYN STORES: 471 Flatbush av., 1426 Bedford av., 66 Broadway, L. I. News Co., Flushing.
JERSEY CITY STORE: 4th and Erie sts.

Baseball Uniforms, $30
10 complete Uniforms, Cap, Shirt, Pants, Belt and Stockings. Better qualities for $45, $60, $80 and $100. Send for samples, stating qualities desired, and athletic catalogue.
Louisville Slugger Bats
60c. Each; $6.00 Dozen.

BICYCLE BARGAINS.

Our Guaranteed Wheel, 1899 Model	$19.50
Twentieth Century Gas Lamp	2.20
Arch Gas Lamp, Best Made	2.25
Crescent Gas Lamp, guaranteed	1.50
Cyclometers, 1,000 miles	.45
Cyclometers, 10,000 miles, Trip	.65
Handle Bars	.25
Kelly Handle Bars	1.50
Bicycle Pants, per pair	.75
Bicycle Coats	.75
Bicycle Shoes, per pair	.75

H. H. KIFFE CO., 523 Broadway.

EAGLE A WHEEL WITH A GOOD REPUTATION
Our New Double Rear Frame Construction is the result of scientific study.
EAGLE QUAD-STAY
STRONGER, LIGHTER, HANDSOMER.
We build the lightest road wheel which is safe to ride. Do not fail to examine it before buying.
THE EAGLE BICYCLE M'F'G CO., 335 BROADWAY. Factory—Torrington, Conn.

TRIBUNE & CRESCENT BICYCLES.
Cash or Easy Payments.
THOMAS WARD,
65 Barclay st. 924 8th av., near 54th st.

CELEBRATED Goodyear, A and Straus tires; single tube, durable, easy riding; sold everywhere.

TIRES, $1.45 each; new goods; no seconds; warranted perfect. J. W. BUCKLEY, 69 Warren st.