The batter (as one of the pitcher's new curves comes up to the plate)—"Great Scott! Have I got them again."—*Life.*

NOW IN EIGHTH PLACE

The Washingtons Steadily Going Up the List.

BALTIMORE'S LATEST DEAL.

All Satisfied With the Twelve-Club League—Why Some Clubs are a Disappointment—Disastrous Management—Latest Base Ball News.

ONE THING WAS DEFinitely settled by the base ball league meeting at New York this week—that there was no one who regarded the twelve-club league as a failure. In view of the limited attendance on occasions there has been a disposition to cry down the new league and to assert that the only way to draw the people is to return to the old eight-club league. Several disgruntled New York papers have asserted that the old league clubs were tired of carrying the four ex-association clubs and that there would be no great grief if the four clubs were frozen out. One paper even went to the length of suggesting how the thing could be done—the league clubs could resign and then organize again as a separate league.

The meeting of the league promptly disposed of all such talk. It was not the ex-association clubs that were in trouble, but the great city of New York that was appealing for aid. Through the parsimony of the New York managers they failed to sign a strong team last fall and now they are beseeching the other clubs, Boston in particular, to help them. They say that the committee on players treated them outrageously, while they gave Boston the plums. They seem to overlook the fact that while they were signing a weak team and haggling with Connor and Richardson the Boston management was going ahead getting a first-class team together. The Boston people had a first-class team to start with, but they were not content and got Stivetts and McCarthy from St. Louis and induced Kelly to sign for three years at a big salary.

The committee on players simply left each club what players it had under contract on December 5. That New York did not have Stivetts and Kelly is its own fault. No one else is to blame. That they did not have Dan Richardson is also their own fault. They didn't sign him.

Other clubs needed Boston's association players. Louisville got Tom Brown and Pittsburg Charley Farrell. To have given them both to New York would have made those two clubs even a poorer attraction than they now are and would have hurt the receipts in every league city.

Of course this is threshing over very old and moldy straw, but it is timely in view of the recently published assertions by New York papers that the reason the giants are no higher in the race is because they have not been treated justly in the assignment of players.

It is an interesting fact that in all those cities where the club standing has been a disappointment there has been gross mismanagement. Take our sister city, Baltimore. There Van Haltren started in as captain and manager, and all those who had observed that player's ability in charge of the team last year predicted a failure. From the start he professed to be satisfied with his team. Good judges, even in Baltimore, saw that it was weak. President Vonderhorst expressed himself as satisfied. Van Haltren soon showed that he could enforce no discipline. There were those on the team (one at least) who were certain to be kept in any event. As a consequence managerial displeasure amounted to nothing and soon the team was demoralized. They got to drinking, and their repeated defeats made them indifferent and sullen. There was good material in the team and a strong hand, properly supported, could have brought something out of it. Then Vice President Waltz tried his hand. At last, when all other hope was gone, in despair they got Ed. Hanlon from Pittsburg. But it was too late. Hanlon, even if he were the man for the place, and he was not, could not do anything.

St. Louis is another instance. A laugh went through the base ball world when it was learned that Von der Ahe's infield was to include Werden, Crooks and Glasscock, and that the latter was to captain and manage the club. Glasscock showed when in New York that he had about outlived his brilliancy. His reputation has not been such as to lead one to suppose that he would make a capable manager. Then, too, Von der Ahe has the reputation of being a merciless critic. Hot headed and impulsive men will not stand unsparing denunciation. As soon as a few games were lost then came the deluge. Glasscock was replaced as captain by Stricker, and Von der Ahe concluded to be his own manager. This did not work much better, and another shake-up took place, and Crooks went on second in Stricker's place. This has been the worst change of all. The other players dislike Crooks, and there is no harmony or good fellowship in the team. Crooks disgusts not only the spectators by his boorishness, but his comrades also.

Then there is Louisville—Fred Pfeffer was engaged at a high salary and great things were expected of him, but Chapman was retained as manager and with divided authority a clash was inevitable. It came over the question of pitcher. Chapman said that he and not the captain should decide who was to go into the box. Pfeffer dissented, but the directors sustained Chapman. Naturally Pfeffer became disgruntled. Shortly after he was severely hurt in sliding to a base. He was laid off and in his absence the club went to pieces. From leading the league it has gone down to tenth place, and it would go lower were it not that two mismanaged clubs are bound to lose even more games.

Powers was unable to enforce discipline over the New Yorkers, and notwithstanding the possession of good material the club played a very spotty game. Then, too, Powers seemed capricious in his judgment. He showed good sense in getting Hardie Richardson when Irwin decided that he was not good enough for Washington, but he has been playing Hardie in all sorts of positions. He put him at second, then at first, then in right field, then in center and now he has got him back on second. Of course all this is ruinous to team work. That New York has done so well is a wonder.

Pittsburg has been a cause for disappointment to the cranks of the smoky city, and here again there have been changes in management and in players. As in all the other clubs there has been no rhyme nor reason in running the teams. Caprice and not judgment has ruled. If a player played a couple of poor games he was booked for release. If he batted well one day no amount of stupid work afterward would offset it. The players' positions were frequently shifted. The pitchers were not used intelligently. In a word they were mismanaged.

The Washingtons are the only other team that has been disappointing. We all looked for a position among the first six for our team. It is useless to point out the causes. The club owners will not heed criticism, and claiming that it is their own money that is at stake say that they will manage affairs to suit themselves. They have done so, and the present rank of the club is the result. The experience of the other clubs is but repeated here. The general feeling in base ball circles is one of great disappointment, not at the players so much as at the management.

It is pleasant to know that there are clubs that are giving satisfaction. Of course Boston is. So is Brooklyn. So is Cincinnati. So is Philadelphia. So is Cleveland. So has Chicago in the main, though the spurts and the fall downs of the Colts have mightily perplexed Chicagoans.

Some try to dispose of the whole matter by saying that there always must be tail enders. Not necessarily. There is nothing to prevent twelve clubs from standing between 40 and 60 per cent, so well bunched that a few victories will put the last first. That is the kind of a race that would bring out the crowds. When four or five clubs hover around 50 per cent, as has been the case recently, it creates general remark of what a fine race it is between such and such clubs. It is foolish to suppose that the leaders must always be above 70 per cent and another club down below 30 per cent. Tail-enders are not a necessity in the sense that the club with the lowest percentage is hopelessly out of the race for the pennant.

From this, then, it follows that disappointment over a club's standing is not a normal condition of several cities having league clubs. There is no reason why the twelve cities should not all be satisfied. For instance, if Louisville is beaten today and therefore put behind Boston Louisville need not be discouraged, for tomorrow she may defeat Boston and regain her former place.

Now, most base ball writers acknowledge these facts, but they are prone to ignore them and to gabble about "everybody cannot win; some one must be a tailender." Whether their purpose is to console the unlucky wights occupying that unenviable position or not is not known, but obviously it fails.

It is with this idea in mind that the "millennium plan" of distributing players has been employed and other means to equalize clubs have been adopted. They have failed principally because after the distribution has once been made the clubs are not willing to abide by it. They are not content to improve in team work, but start in to strengthen weak points when perhaps the weakness is more apparent than real.

For instance, as THE STAR pointed out at the time, Tommy Dowd was playing, according to the records, a better third base than Nash at the very time the local management was dissatisfied with his work and was casting about for Mulvey and Raymond.

Thanks to a settled policy on the part of the management, the home nine has been playing a good game lately, and has been winning games. This week of five games played here they won four. The other, the 15 to 11 St. Louis game, was lost by the pitchers, though costly errors helped it along. Rumors come of changes soon to be made—changes when the club is playing winning ball. It will be remembered that changes were made in the west when the club was playing winning ball. It will be remembered that the club fell from fifth to tenth place. Will history repeat itself? It is to be hoped not.

By Pittsburg's defeat yesterday the Washingtons got into eighth place. Unfortunately they are not likely to stay there long. Four games with Boston today and Monday will knock some of the pins from under them.

The clubs today rank as follows:

Clubs.	Won.	Lost.	Per cent.	Clubs.	Won.	Lost.	Per cent.
Boston	35	15	70.0	New York	25	25	50.0
Brooklyn	32	17	65.3	Washington	23	26	46.9
Cincinnati	28	22	56.0	Pittsburg	25	29	46.3
Philadelphia	28	22	56.0	Louisville	20	31	39.2
Cleveland	29	24	54.7	St. Louis	18	32	36.0
Chicago	26	24	52.0	Baltimore	14	36	28.0

Baltimore has secured Stricker, who will play second. Pittsburg got Stricker from St. Louis and traded him for Terry, recently secured from Brooklyn. The Stricker deal is a good one on President Von der Ahe, who, the past few weeks, has given it out that Baltimore under no circumstances could have either Crooks or Stricker. While here President Von der Ahe was asked several times to release Stricker to the Baltimore club, as it was badly in need of a second baseman, but as he had but little good feeling for the Oriole management he said no.

Stricker is in St. Louis and was telegraphed to yesterday. He will prove a valuable man to the Baltimore. Manager Hanlon yesterday said he was as much pleased as if he had gotten a gold $5 piece. Stricker will play second and McGraw be placed at short. The latter is an ambitious player and is doing well. Schoch is likely to be transferred to the left field.

An important meeting of the Eastern Base Ball League is in session in Syracuse. At yesterday's session the New Haven Club withdrew. This action is understood to have been caused by the high salaries the management have been paying and small attendance at the games. At the evening meeting of the league Manager Kuntzsch of the Syracuse team made a proposition for the organization of an eight-team league. In case this scheme goes through Erie, Pa., will be taken into the league. The question of the schedule will also be settled; and it is intended to submit two propositions to the league—one for the new schedule and the other to divide the percentages of the retiring clubs among the weaker clubs of the league.

Pitcher John Healy, who was released by Baltimore recently and who has since been getting into condition in St. Louis, has signed a Louisville contract. Healy will join the Colonels July 1.

James Galvin has signed a contract to pitch for the St. Louis club at the rate of $3,300 for the season.

Brooklyn is but forty-seven points behind Boston for first place.

Yesterday the Philadelphias tied Cincinnati for third place.

Washington did not play yesterday, but as Pittsburg lost, Washington passed them for eighth honors.

Pitcher Dwyer, released by St. Louis, is likely to go to Cincinnati.

The Cincinnatis, now in St. Louis, has released Pitcher Duryea and Fielder Burke.

Boston was in hard luck yesterday. Not only was it beaten by the Phillies in the morning game, but rain stopped the second game at the end of the fourth inning, when it was leading by the score of 4 to 2.

Brooklyn finally managed to take a game from New York after having been twice defeated by it. It required ten innings to decide the Pittsburg-Cleveland game, but the latter, who at the present time is putting up rather a stiff game, came off victorious. St. Louis managed to take a fall out of Cincinnati. New York, which finally managed to pass the 500 mark by its victory on Thursday, is back again in the old rut. The other clubs did not play. The scores of yesterday's games were:

Philadelphia, 14; Boston, 3.
Brooklyn, 3; New York, 2.
Cleveland, 7; Pittsburg, 6.
St. Louis, 5; Cincinnati, 3.

Manager Hogan stated yesterday that the Athletic club had practically signed "Jocko" Fields of the Giants.

Matt Kilroy has signed with the Athletics.

Freddy Dunlap, the ex-king of second basemen, took in the Athletic-Binghamton game in Philadelphia Wednesday. He plays every day and is looking hard and fit.

Another umpire, Cudworth, of the Eastern League has sent his resignation to President White. He says that while such men as Shannon and Beecher of the New Havens are playing ball it is not safe for a man to breathe the same air with them. He has gone to his home in Lowell, Mass., and will either go to Troy or manage the Lewiston, Me., club.

Umpire Mahoney of Lowell, Mass., has found that he cannot undertake to fulfill his duties as umpire any longer on account of the state of his health and has returned to his home in Lowell.

Amateur Base Ball.

The Weather Bureau nine recently defeated Norris Peters' nine. Weather Bureau—Runs, 9; hits, 11; errors, 6. Norris Peters—Runs, 2; hits, 4; errors, 12. Strong amateur teams (uniformed preferred) desiring games please communicate with Max Wagner, manager Weather Bureau B. B. C.

The McGill & Wallaces put up a game of gilt-edged ball the other afternoon and easily defeated the Judd & Detweilers, the score being 18 to 6. The pitching of Haffmann of the victors and his excellent support by Boucher, together with superior team work, prevented the J. & D.'s from being "in it" from the start. The *Post* boys defeated the Shamrocks last Sunday by 21 to 4. The winning battery was McCann and Powell.

Would't Pull With One.

From the Indianapolis Journal.

"You used to say I was your angel, but I never hear any such speeches now."

"Because I know you are not. And I'm mighty glad of it. Nice running mate I would be for an angel, wouldn't I?"

Causes That Were Removed.

From the New York Weekly.

Mr. Nicefellow (cautiously)—"Why are you so cold and distant?"

Sweet girl (quietly)—"The fire has gone out, and this sofa is too heavy for me to move up to your chair."

$13 To Chicago and Return. $13
Via picturesque B. and O. R. R.
Shortest route and best vestibuled Pullman service.
Tickets sold June 16 to 20 inclusive, good to return until July 8. Apply to S. B. Hege, 1351 Pennsylvania avenue, for full particulars and sleeping car space.—*Adv.*

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MANY COUNTRY RUNS.

Local Cyclists Who Keep Their Wheels Busy.

THE TRIP TO SCRANTON.

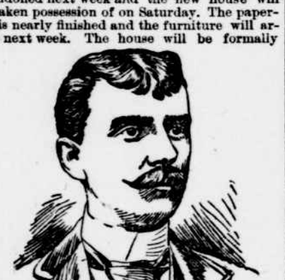
New Club House of the Columbias Nearly Ready—A Memorable Ride to Baltimore—Proposed Bicycle Police Squad—Topics of General Interest to Wheelmen.

RUNS, MANY AND pleasant, are anticipated by the members of the Columbia Cycle Club this season under the leadership of Capt. H. J. Southwick, who was elected at the last meeting of the club. Capt. Southwick, who came here several years ago from Albany, N. Y., is not yet thirty years old. Five years ago he began riding a wheel and has been an active cyclist ever since. Being one of the pioneers of the club he has been active in all the deliberations of the club and has held almost every office of importance within the gift of the members, filling the offices to the satisfaction of the club and to the credit of himself. In addition to taking an active interest in the affairs of the club Capt. Southwick is a member of the L. A. W. and has done some good work toward advancing the interests of the coming meet.

The first run of the club under the new captain was made last Sunday to Brookville, where the members enjoyed a spring chicken dinner at Mrs. Miller's. The road was in fair condition and the boys found it so pleasant at Brookville that they remained there too long and found it necessary to return part of the way home on the train in order not to get in too late to make their regular Sunday evening calls.

THE "THREE C'S" NEW HOME.

The next two weeks promise to be eventful ones in the history of the Columbia Club. The present club house on New York avenue will be abandoned next week and the new house will be taken possession of on Saturday. The papering is nearly finished and the furniture will arrive next week. The house will be formally



H. J. SOUTHWICK.

opened June 30 with a lawn party, reception and dance, the lawn party to last three days. Invitations will be sent to all the L. A. W. members. The ladies in Mount Pleasant have already promised to take charge of the lawn party, and the event promises to be one that will be long remembered by the club.

RELAY RACE TO BALTIMORE.

The Columbia relay race will take place Sunday, July 10, between here and Baltimore. An invitation to the national meet will be carried over to the Chesapeake Wheelmen and the answer will be returned in the afternoon, it is expected, about 3 o'clock. The Chesapeakes will come over here Saturday, July 16, and remain here during the meet as the guests of the Columbias. On the night of their arrival as well as the following night the club will keep open house and give the visitors a good time.

THE BUENA VISTA SMOKER.

The first open-air smoker of the Columbias this season was held at Buena Vista Monday night. Nearly 200 members and friends attended and an enjoyable evening was spent at this pretty river resort.

The events of the evening were amusing as well as interesting, the particular event being the fat men's bicycle race. The spectators all gathered about the track to witness heavy weights mount their iron horses and speed over the course. Churchill dropped out and Washburn and Thrush were the only ones to enter. Having paid the five cents entrance fee the track was cleared, and at the word go the members of the fat men's club darted from beneath the wire to ride one-half a mile, but something in the road turned Thrush's wheel to one side and he measured his length on the track. Washburn slacked up and rode slowly around the track, a sure winner, but before he had gone far Wood was in the track behind him and the fat man rode faster and faster in front of Wood and only discovered that he was the victim of Wood's joke when he was handed the flag and box of cigars at the post. In dismounting he met with an accident and had to walk close in front of some other wheelmen on the return trip on the boat because there was no tailor whom he could employ.

THE CAPITAL BICYCLE CLUB.

Capt. Macdaniel of the Capital Bicycle Club led a dozen or more members over the Norbeck pike to Ashton, a distance of about twenty miles, last Sunday and the light suits and white helmets were greatly admired by the other wheelmen who passed them on the road. The road was in excellent condition and good time was made, the members returning to the city after enjoying an excellent dinner at Ashton. On the return trip Burnt Mills road was selected and the entrance to the city was made over the 14th street road, advantage being taken of the two coasting hills within a short distance of the city.

Capt. Macdaniel has not announced a run for tomorrow and in the absence of such an announcement many of the members have not determined what they will do about it. The captain certainly will not be court-martialed for dereliction of duty, because the secret has leaked out, and each member is wondering: "Am I in it?"

"In what?"

Why, there is a camp on the Patuxent river, to which a private run, composed of a few invited guests, will be made, and Capt. Macdaniel declines to state whether there are ladies in the party or not. It having been ascertained that the attraction at the camp justified the captain in omitting the run, the members have decided to exonerate him and wish him and his party a pleasant journey.

CRESCENT CENTURY WHEELMEN.

There will be no regular run of the Crescent Century wheelmen tomorrow for the reason that their members will be out of town, some going to Scranton tonight.

The run last Sunday was an eventful one in more ways than one. Five of the members, Messrs. E. B. Terry, Phil Otterback, Victor Watkins, W. C. Davenport and Hugh Dougherty started out to ride a century and fourteen miles more, but not one of them rode the century in the time allowed. Being mounted on pneumatics the five members rode away early in the morning, hoping to reach Ashton before the sun got too hot. They made good time and were gliding over the road not many miles from Ashton when there was an explosion, followed by the sudden dismounting of Mr. Terry. His pneumatic had given out under the pressure, and it was seven miles to the nearest railroad station. His friends wanted to return, but he insisted on their keeping ahead and they did so.

Over the seven miles in the hot sun he pushed his wheel, and he declares that he passed more wheelmen on the road who "had the laugh on him" than he would have met in a week had not he met with an accident.

The quartet went on in the direction of Baltimore, and just after pulling up a hill on the outskirts of that city Phil Otterback's tire acted in the same mean way that Terry's had earlier in the day, but as the railroad was handy he did not have the long heel-and-toe contest that his companion did.

Three noble wheelmen were left and the trio spurted on to Govanstown, when Davenport remembered that he had an engagement that evening, and so he returned to the train. The other two determined to make the trip, and a little later Dougherty was overcome by the heat. Under the good care of his companion he soon rallied and in the evening they rode home, having covered 114 miles.

THE ARLINGTONS.

Capt. Sandoe has been missed from the Arlington runs lately and some one has learned the reason why. He was not ill, nor did he have to work, but this is the season of the year that persons go to the country to spend a few days or weeks, and there was an attraction somewhere on the railroad that was even greater than a bicycle club run to him, and the other boys don't blame him.

Some of the club members are in training for the races here next month.

Preparations are also being made for the entertainment of the Century Road Club during the meet, as the Century members are to be the guests of the Arlingtons.

THE SCRANTON TRIP.

Everything is in readiness for the league excursion tonight to Scranton. Vice Consul Churchill, who is to have charge of the party, has concluded his arrangements and the excursionists will be escorted to the depot by numerous club men. The train leaves at 11:30. Harry Ward, the fancy rider and racer, will be in the party. He will enter the twenty-five-mile road race, as well as some of the track races, and may possibly do some fancy riding.

PERSONAL NOTES.

Wm. Boun of Birmingham, England, was in the city this week on a pleasure trip. He is the inventor of the ball bearing and runs a large factory at Birmingham. With him was Thos. Sanders, foreman of the factory, and while here they were the guests of Mr. Chas. Overman.

Arrangements are being made to form the bicycle police squad, and it is hoped that sixteen blue-coated policemen will head the big parade during the meet. The officers who ride are in training under the direction of Mr. Chas. A. Overman, and some of them are becoming experts on the wheel. Lieut. Swindells of Georgetown is one of the oldest and best riders on the force, and the L. A. W. men hope to secure his services as commander of the police bicycle corps.

Early Morning Riding.

The question of early morning riding on an empty stomach is being discussed among the wheelmen in all sections of the country, some wheelmen holding that it is a healthful practice, while others believe to the contrary.

"We recently had occasion to warn wheelmen against the evils of an early morning ride taken at a time when the stomach was entirely void of food," says a wheel paper. "We believed then, and are more convinced now, that we were right in declaring that such rides should not be attempted until after the rider had partaken of a glass of coffee, tea or milk and a bit of bread. A writer in a contemporary took exception to our ideas upon this subject and wrote a letter defending the practice of riding before eating, saying he had followed this practice for a number of years without any injury to his health. While we do not doubt the truth of our critic's statements in regard to his personal experiences, we are not prepared to believe that one swallow makes a summer or that because one person may ride before eating anything it is necessarily advisable for the majority of wheelmen to do so.

"Concerning this subject the *Irish Cyclist* says: 'It is amazing how many average, everyday riders, who ought to know much better, will leave out the important detail of breakfast when making an early start.' We do not advocate riding upon a stomach filled with undigested food; that, too, is injurious; but we do claim that of two evils it is better to choose the lesser one, and it is less dangerous for the rider to go his way with a stomach laden with food than with it devoid of any. Moderation in this, like all things, is the wisest and safest plan to pursue. The early bird is famous only because he catches the worm and breakfasts upon it before he proceeds to any of the more important duties of the day. Let those whose wisdom causes them to ride when the 'dew is on the leaf' copy after the feathered songster and partake sparingly of food and drink for their 'stomach's sake' and all will be well with them."

Collapsed Tires.

In cases where the tire utterly collapsed beyond repair, says a bicycle paper, we noticed an ingenious rider secured a piece of two-inch rope, tapered off each end so that they would overlap neatly and then he secured this improvised tire in place by means of tire tape (a most excellent thing to carry a large supply of). The rope did not have the resiliency of the pneumatic, but it enabled the rider to use his machine until he reached a place where his tire could be repaired. Another application of this rope idea was in the case of another rider who secured a piece of rope which exactly or nearly fitted inside the outer tube. The only difficulty we can see in this idea is that in many cases the pressure of inflation is necessary to hold the tire in the rim. However, these pointers are of value to the tourist and will in many cases help him out of a tight hole.

What an L. A. W. Ticket Did.

Mr. Will M. Cressy of Concord, N. H., and well known as a character comedian, put his league ticket to rather novel use in Washington, D. C., the other day. A reception was given by President Harrison to members of the American Association for the Advancement of Science. The requirements for admittance to this swell affair were either a badge of the scientific congress or a card of membership in some scientific society. Mr. Cressy wanted to go, and so an idea struck him. He had his league ticket with him, so taking it out he marched up to the gatekeeper with a lady on each arm and presented the ticket, which bears the name of "the only Bassett."

"What in the dickens is this?" said the man at the gate.

"My ticket of membership to the L. A. W.," quoth Mr. C.

"Is that a scientific society?"

"Of course it is," said the wheelman.

The gatekeeper looked, smiled and said, "All right, go in," and the proud disciple of the new science and his friends went in, heard the music, saw the beautiful grounds, the elaborate decorations, the crowd of learned and scientific people, and at the close of the reception passed out by the same gate.

When the man saw the L. A. W. member approach, he raised his hat, saying with an appreciative smile, "Sir, I'll take off my hat to you."—*L. A. W. Bulletin.*

The Lady Cyclists.

The influence of lady riders on a club run is felt in various ways by the members of the other sex, says an exchange. To one it is soothing and recreative, encouraging the dolce far niente of cycling and elevating the general tone of the affair; to another it is an irritant, because "girls never can go the pace;" but to a rather stout man who was seen last Saturday on an ordinary a size too big for him it was one long anxiety, for the lady was a hard rider, who simply rushed up hills, and what man could feel happy in being beaten by a mere girl, even if she was on a safety.

The ladies' runs about Boston proved so popular last year that Capt. Peck has decided to renew them this season. The first run was made last Monday, and as gentlemen unaccompanied by a lady were not permitted on the run the men did not forget those of the fair sex who are riders and there was a large turnout. The distance covered was nearly thirty-one miles.

The Vineland (N. J.) Lady Cyclists have twenty-nine members in the club, excellent riders, too, and always ready for a club run, as the turning out of nineteen a few evenings ago amply proved. The ladies are to take charge of the lunch given to the visiting cyclers by the Vineland Wheelmen on the occasion of their race meet on June 27. The V. L. C. have joined the league and have the honor of being the first league club in the state.

Miss Nellie Hunter, one of Pittsburg's prominent wheelwomen, is described by a local paper as "an attractive looking, handsome girl, with accomplishments more varied than the girl of the day can boast of. She is a fearless horsewoman, rides easily and gracefully, handles the reins and whip well, swims with expertness, shoots with exactness of aim, is an accomplished musician and, added to these, is a bicyclist of wonderful power of endurance and speed, one day alone covering sixty-five miles."

The Hartford Lady Cyclists have adopted a new uniform of blue cloth.

The Elizabeth (N. J.) Wheelmen have decided to admit ladies to full membership. Fifteen have already joined and a number more are expected.

The Anthracite Wheel Club of West Pittston, Pa., has nine lady members.

The Young Women's Christian Guild of Toronto, Can., has formed a cycling division, to be known as the "Y." Miss Lawson is captain. Gentlemen will be admitted as members.

A bevy of St. Louis' fair wheelwomen are Miss Florence Overall, Miss Wellborn, Miss Rubleman, Mrs. Porter, Mrs. M. S. Gilbert, Miss Ida Gilbert, Miss Laura Spicer, Mrs. E. A. Engler, Miss Woodward, Miss Alice Wolfing, Miss Ida Parker and Mrs. C. C. Hardcastle.

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THIS MEANS REGATTAS

What the Boating Men Are Looking Forward To.

THE POTOMAC RIVER EVENT.

It is Suggested That the Expenses Be Taken From the G. A. R. Fund—Notes of Personal Interest From the Local Boat Clubs—Potomac Oarsmen in Training.

QUITE AS SOON AS it became known that all three of the local boat clubs had each appointed a committee to form a joint committee for the purpose of conferring as to the feasibility of holding a Potomac regatta this year every man in the three clubs became interested and felt that it was "just the thing" needed to revive the interest here, and when it is decided that a regatta is possible this year then will come the old-time enthusiasm. It takes some time to work the local clubs up to a pitch of enthusiasm, but when that pitch is reached then look out, for something is going to drop. As we never do anything by halves here, a first-class regatta may be looked for. We give better prizes here, more costly, than in the great majority of regattas, and visiting oarsmen are treated with that open-handed hospitality of which few other cities can boast. We have the choice of two splendid courses—the national or lower and the upper, the latter beginning near the Three Sisters and finishing nearly opposite the Columbia and Potomac boat houses.

As I have stated before, this regatta need not cost so much as to be a tax on our friends and the business men who subscribe to the fund. Indeed, it need not cost the trouble even of soliciting subscriptions, for the reason that I believe that the six or eight hundred dollars necessary, or even a thousand dollars, may be gotten from the G. A. R. fund, and it seems that as we are to have this regatta, as suggested, about the time of the G. A. R. encampment, the matter might be laid before the local committee having the entertainment of the visiting veterans in hand and have that committee name the day and have the regatta as one of the attractions and features of the encampment. To many thousands of the visitors this would be a great novelty, and doubtless afford them much pleasure. Having thus placed the date and attraction at the disposal of the G. A. R. committee the few hundred dollars it would cost would not be missed by it and it would serve the double purpose of helping the clubs to have a regatta open to all the amateur clubs of the world and at the same time of giving a feature in the list of entertainments which no other city selected for the encampment has ever done. Now, let's work this up!

Then, in order to make this regatta the greater success and show to what extent our local people are interested in the clubs, have the representative business and professional men and others act as the executive and reception and other committees, their instructions and suggestions carried out and the details of the affair worked out by our joint regatta committee, the members of which are, of course, more conversant with the parts of machinery necessary to make a working model, and we will have the biggest regatta this river has ever seen.

If it is cared to make the affair a source of profit grand stands could be erected and thus many a dollar could be made.

THE CREWS.

As to crews, we have, every reason to expect a large number of entries, because of the very low fare at the time from everywhere. The date wouldn't operate against the number of entries of the regatta, either, as many of the crews, by reason of the cold, rainy spring season, lost nearly a month, and as nearly every crew which lost in the earlier regattas will want to "get even with somebody," this regatta here will be just the opportunity they will be looking for.

OPINION OF BOATING MEN.

The committee from each of the three clubs held a meeting last evening at the Potomac boat house to discuss the subject of the regatta and the matter was very favorably received and considerable interest shown, and the opinion expressed that this above all others was the year in which to hold a Potomac river regatta. The committees representing the three clubs had no power to act, but were simply to meet and talk over the prospects and report to their respective clubs.

The following are the committees: Columbia A. C.—Messrs. Alexander Grant, W. Howard Gibson and H. M. Wilson; Analostan Boat Club—Messrs. J. L. Robertson, Louis A. Fischer and G. Carlyle Whiting, and from the Potomac Boat Club—Messrs. William M. Offley, C. R. Zappone and O. P. Schmidt. The joint committee will meet again next week.

THE PATAPSCO REGATTA.

The Patapsco regatta is uppermost in the minds of at least two crews on our river, and when each of them have crossed the line next Saturday they will know they have been in a race, for, judging from some of the crews that have signified an intention of entering and rowing, it promises not only to be a big regatta, but one full of good hard races. Among those who have promised to back up to the starting post in the senior eights are the famous "Chippie" crew of the N. Y. A. C. and the now famous Maltas of Philadelphia, the latter being the one which won its heat as juniors at the Passaic regatta, and a few hours afterward won the junior race, and soon after that, on the same day, won the intermediate race for eights, beating out the Atlantas and Eurekas.

This crew has a strange mixture of oarsmen and field and track athletes, having in its make-up a sprinter, a hammer and weight thrower and two wrestlers. If the crew keeps together another year it will make the best of the seniors move along to keep up. Then there may be expected the Crescents and Pennsylvanias of Philadelphia, Neptunes of Baltimore and the Potomacs of this city, all in the junior eights, and what a pretty race that will be! Who can name the winner? The Neptunes will row in their brand-new cedar eight, just christened last Wednesday, and which is, it is said, a perfect beauty. She is remarkable for her length, being sixty-eight feet over all and twenty inches beam. It is supposed that the increased length and the beam as it is will give her about the same displacement as a shorter boat and more beam would give.

This remains to be seen, as much will depend on the weight of the crew she is to carry. Sixty feet in length is the average length of an eight, and longer than that is unnecessary. Besides, the additional length makes transportation to outside regattas risky and troublesome, as boats are mostly carried inside of coaches, and these are just about sixty feet long. There will be four or five junior fours, among them the Analostans of this city, Vespers of Philadelphia, Unions of New York and the Neptunes of Baltimore will probably enter two crews, and possibly the Tritons will come down from Newark. This will make a good race, barring the fouling, which, however, is nearly always looked for in a junior race. There will be doubles from the Manhattan A. C. and from the Vespers and Ionas, and it is hoped the gig race will fill. One of the great features will be the senior single scull race between Hawkins of the Manhattan, New York, and Hedley of the Vespers, Philadelphia, and as this will be their third race this season, each having one to his credit, the rubber will be for blood, and then Caffrey of the Crescents of Boston is coming down to make the race still more interesting and uncertain, and as he has not been in condition until now he may surprise some one in the other boats.

The officers of the regatta will be F. W. Jamison, Staten Island A. C., umpire; Fred. R. Fortmeyer, Manhattan A. C., and C. R. Zappone of Potomac B. C. and Harry McMillan, A. C. S. N., timekeepers. R. D. Ryan of the C. A. C., this city, and Dr. Gross of the Vespers and Charles S. Dodd of the Tritons will be judges at the finish, James H. McClelland, marshal, having charge of the police boat. It is unfortunate that the Ariel Boat Club of the same city, a very prosperous organization, was not prepared to go into the regatta, as "in union, &c.," you know. We must have the two Baltimore clubs represented at our Potomac river regatta.

NORTHWESTERN REGATTA.

The twenty-fourth annual regatta of the Northwestern Amateur Rowing Association will be held July 15 and 16 on Bawbeese lake, the exercising water of the world famous "Hillsdale" four, near Hillsdale, Mich. All the races, including the ten-oared barge race, they have no eight-oared race, will be three quarters of a mile and return, this association having always contended that this was the best manner in which to row its races. The association caters to the public, which, after all, supports the sport, and as its first object was to please the people, the consequence is that the interest in rowing is never lagging there, and of course, the crews of the association never rowing any other way, find it very easy and fouling and straining of boats is almost unknown. Here on our river the greatest number and some of the most absurd excuses are made by some good as well as by some very indifferent rowing men as to why turning races should not be adopted when the subject is broached.

This regatta has also a quarter-mile dash and one of its rules provides that "no entries shall be received in senior events from crews containing a majority of men who have previously won two years in such class." For these the "free for all" events are open. This is a new thing and if introduced in the east would break up some of the senior crews which have been winning so handily for several seasons past.

Close after this regatta comes the thirteenth annual regatta of the Canadian Association of amateur oarsmen to be held July 20 and 21 on Toronto bay. Mr. W. A. Littlejohn of Toronto, whom many of the boating men met here at the national last year, is the honorary secretary. The medal for the half-mile dash in this regatta is presented by Mr. Edward Hanlan, who hopes to increase the interest in "sprint" sculling.

This leads right along up to the national regatta at Saratoga lake July 25 and 26, and then the middle states August 18, and then the Staten Island labor day regatta and then the Potomac river regatta, and that closes the season.

The result of the Cornell-Pennsylvania eight-oared race at Ithaca did not surprise many persons. Indeed it was a matter of surprise that Cornell's splendid crew did not administer a more severe defeat. The great surprise, however, was that Pennsylvania did so well. Courtney has every reason to feel very proud of his success as coach of the Cornells. Three big victories inside of one month is a big record for any crew. There are many who would like very much to see the Cornell eight at the national regatta, as another race as at Passaic with the N.Y.A.C. "chippies" would be very interesting.

THE RIVER BANK GAMBLERS.

The fact that the "commission" and "broker" concerns at the other end of the Long bridge have been stirred up by the Virginia authorities under the provisions of what is known as the "Mushback" act, gives the clubs here some hope that with a concerted effort the beautiful banks of the Upper Potomac may sooner or later be cleared of similar dens and dives. It somewhat surprised me, while making a trip up the river one afternoon during the past week, to "see what I could see," to find that no hindrance whatever was thrown in the way of this nefarious business, and from the float I could very plainly hear the monotonous calling out of the numbers as they came along and I suppose that each one of them meant loss to some poor unfortunate young fellow who couldn't afford to lose what in the majority of cases are but small earnings.

THE ANALOSTAN BOAT CLUB.

The fact that a Potomac river regatta is more than likely to be held this year has created additional interest among the members, and especially among the new members, of whom many are being enrolled. They are all anxious for seats in gigs and shells, and some very good material should be developed from among the anxious to row. The club is heartily in favor of a regatta and will do everything in its power for its success, but, then, the Analostan's always do the "very best," and "mediocre" and "indifferent" are unknown qualities to them.

The junior four for Baltimore is rowing regularly and daily getting in more speed and there is not a rowing man on this river who does not hope that this "four" will win. This crew is the first sent out of town by the clubs for several years and is only another indication of the renewed interest in rowing.

Perkins, stroke; Chandlee, 3; Leete, 2; Stearns, bow, is the order in which the crew for Baltimore is now rowing.

Fischer and Rodrique were out in singles several times this week. Why don't Rodrique try for the junior sculls? He would make a good one.

W. A. McKenney, Fischer, H. C. McKenney and Stearns, with Crenshaw, coxswain, is the crew that made the gig move quite lively several days ago.

Benner and Gray are hopeful of getting in trim for seats in a light-weight four.

Col. Flowers finds good company in his camera, and being quite an expert he has a good collection of up-river views.

P. Perkins is anxious for a seat in a four in the Potomac river regatta.

This club had the first barge party of the season, and it was given by Mr. McKenney on Thursday evening. The crew was composed of Messrs. Fischer, H. C. McKenney, Torbert, Smith, Crenshaw, Pairo, Poescher and Marshall, with Mr. McKenney as coxswain. After a pleasant ride to the landing, dancing and refreshments were indulged in at the boat house.

THE COLUMBIA ATHLETIC CLUB.

The junior eight for the middle states regatta is begin