WHEELS AND WHEELMEN—

From this time until the fall of winter there will be no lack of active interest in local cycling affairs. The big and successful Labor Day meet on last Monday set the ball rolling, and sharpened the appetite of local wheelmen for more of the fine sport which was witnessed that day. Now that the meet is past and was so signal a success, it may be said without offense to its managers that it "blazed" the way for the grand circuit meet on the 24th. Members of the Cycle Board of Trade who attended Monday's races could not fail to profit by many things they saw there.

First of course, was the way in which the spectators left their seats and crowded on the track. This should not have been allowed, for it was highly dangerous to the riders, as well as disagreeable to those spectators who kept their seats. Of course, it is the full intention of the management of the circuit meet to strictly enforce the rule which allows none but officials and riders inside the outer edge of the track. The importance of keeping people off the track cannot be too strongly presented to the managers, for the public will not pay to see good sport only to have it spoiled by laxity on the part of officials in enforcing its rules.

The feature of interest for today is the visit of the well-known Philadelphia cycle club, the Penn Wheelmen. They will arrive in this city early this morning by the Pennsylvania road, under charge of Capt. Gunther. They will be met at the station by members of the Columbia Athletic Club, whose guests they will be during the day.

Mr Jacobus Jones will be in charge of the entertainment which will be furnished. After the visitors have deposited their wheels at the clubhouse they will make a tour of sightseeing about the city under direction of various club members. A short run to one of the roadhouses, where dinner will be had, is probably a part of the program. Every effort will be made to have the visiting wheelmen enjoy their trip here thoroughly.

Norfolk's Two-Day Meet.

There will be a general exodus of the local racers this afternoon with Norfolk, Va., as the objective point. Monday and Tuesday will see a carnival of racing in that oyster town. It will be the banner meet of the South, for the riders of Dixie will gather there in hordes. The prizes offered are seductive in the extreme, especially in the amateur events. Therefore the best riders of Virginia, Maryland and the District of Columbia, with a sprinkling of New York and Philadelphia people, have entered their names.

The event which will attract the greatest amount of interest among Washington wheelmen is the mile amateur, for in that race Fred Schade, will meet "Zimmy" Moran, Ed Wilson and Smith, again. Schade's sore over his defeat in last Monday's brilliant race, and he intends to lower Moran's colors down there. He has been working to that end during the entire week and is in fine condition. It will surely be a notable race.

A large number of Washingtonians will accompany the local riders. The main party will leave on the Norfolk steamer at 7 o'clock this evening. Others who cannot get away today, but who will attend the meet, will leave on the early train for Norfolk tomorrow morning.

Among the local riders who will go are: Fred. Schade, Wilson, Moran, Smith, Fred. Sims, Billie Sims, George Ball and Pat Throop. Several other riders besides those named will also go.

L. A. W. NOTES.

During the week there were twenty-one new names sent in for the local division, which swells the grand total of membership up to 788. This is getting near the high water mark. During the time the league meet was held in this city, several years ago there was a lively crusade for members, and the total jumped up to 984 riders. This was only temporary, however, and was a sort of forced growth. Prizes of all sorts were offered to those who sent in a certain number of names, and the prize list extended all the way from a bicycle, valued at $150, clear down to the smallest cycle sundry. The present membership is a steady growth, and one that appears likely to stay. The new members are as follows:

Louis T. Frech, 719 C street northeast.
Howard E. Ames, U. S. N., 3026 P street northwest.
Robert Armour, 920 Eighteenth street northwest.
Andrew Y. Bradley, 422 Fifth street.
R. A. Emerson, 1921 Thirteenth street northwest.
E. P. Hanna, 700 Twentieth street northwest.
Lieut. C. B. Lauchheimer, 1804 G street northwest.
D. W. Taylor, 1640 Twenty-first street northwest.
Lieut B. H. Whitlesey, Army and Navy Club.
Fred. C. Squires, 1523 Corcoran street.
M. L. Campbell, United States Geological Survey.
Ida G. Clarke, 418 Elm street northwest.
John E. Clarke, 418 Elm street northwest.
Max Heusman, 1726 Corcoran street northwest.
W. C. Mendenhall, United States Geological Survey.
Charles A. Obenchain, 1303 F street northeast.
Frank Pitzer, 501 East Capitol street.
Charles S. Smith, 1115 Rhode Island avenue northwest.
J. L. Sudgarth, 821 North Capitol street.
Edward S. York, 912 G street northwest.
Homer Goerry, Takoma Park.

	D. C. Members.	Total Division Membership.
September 3, 1897....	788	98,239
September 3, 1896....	214	66,253
Gain.....	574	31,986

At the last meeting of the executive committee it was decided to give the first honor medal to the member who, up to the first of Aug st, should have secured the most applications for membership. As this was not known outside of the executive committee, presentation of the medal was a surprise when it was presented. The medal was presented to Mr. R. F. Bartle, of 631 Pennsylvania avenue, who was adjudged the one entitled to it. Mr. Bartle has been more energetic than the rest of the members and has even surprised the officers in the way he has worked up the membership.

Mr. Jacobus S. Jones, of the Columbia Athletic Club, an enthusiastic member of the L. A. W., and one of the members who thoroughly enjoyed the league meet at Philadelphia, and who was a constant attendant of the runs during that meet, has received a letter from Mr. A. W. Gunther, captain of the Pennsylvania Wheelmen of Philadelphia, stating that he would bring a large delegation of Pennsylvania Wheelmen members to Washington on Sunday. Mr. Gunther was the captain in charge of the L. A. W. runs to Valley Forge, Fort Washington and Atlantic City during the Philadelphia league meet, and was a big favorite with the Washington wheelmen attending the runs.

The party will leave Philadelphia by the Baltimore and Ohio Railroad at 3:30 a. m., and will arrive here at 7:30 a. m.

Century Cycle Club.

The Century Cycle Club made no run last Sunday. Secretary Bourigan, with E. M. Posey, made a trip in southern Maryland, and returned home Monday. Several of the boys went to Atlantic City. Capt. Ed. S. Byrnes and E. H. Monroe rode to Baltimore and were the guests of John H. Glover, one of the Monumental City century riders.

A good many of the members attended the races Monday. The club was unable to put a team in the club race for the championship of the District, owing to the fact that a great many of the boys have been out of town and had just returned, and were in no shape to do track riding.

The regular monthly meeting of the club was held at the Owen House Wednesday evening, and a large number of applications for membership were received and acted upon.

The club still has lots of work on hand. First is the road race the latter part of this month, and it should be understood by all that this race is for club members only. After this race a relay ride will be made from this city to Baltimore. The club will enter the Maryland Century Club ride, and will no doubt carry over to the Oriole City a large crowd.

The boys are now talking up clubrooms for the winter, and some action will be taken in this respect at the next monthly meeting.

Eastern Athletic Club.

The members of the Eastern Athletic Club feel highly elated over the showing made by their team in the race last Monday for the club team championship. The team consisted of John Hill, Howard Rhine and W. W. Pittman. The last name was erroneously printed on the program as E. A. Pitkin. The showing made was all the more creditable, considering the fact that it was the first appearance of Rhine on the track this season. In the trial heat, when the team defeated the team of the Arlington Wheelmen, by the close score of 10 to 11 points, the club rooters at the park nearly went wild.

Capt. William H. Wright has sent in his resignation as a club official, to the regret of many of the members. As soon as the board of governors accepts the resignation, an election will be held to fill the vacancy for the balance of the term.

Last Sunday the club took a run to Rockville, and carried out quite a crowd. A very pleasant time was spent by all.

Arthur Varela, who recently returned from a trip to Harper's Ferry, reports the roads to be in anything but the best of condition, on account of the dust.

Mount Pleasant Athletic Club.

By winning the club team championship of the District on Labor Day, the cycling contingent of the Mount Pleasant Athletic Club is brought prominently before the local cycling fraternity. There were a good many who entertained the idea that the club represented only a few second-rate bicycle riders, but this idea was dispelled by the club team race. The winning team consisted of E. L. Wilson, C. I. Ronsaville and W. H. Snyder. Wilson is well known as a rider, though Snyder is somewhat new to the track. Ronsaville, however, who was regarded as a "has been," surprised all. The steal on the bunch, which he twice worked successfully, undoubtedly won the race for his club, and to him all credit should be given.

In honor of the success of its team, the club is shortly expected to hold a jollification meeting.

Farmers' Cycle Club.

The Farmers' Cycle Club took a run Monday to the International Athletic Park. There were about twenty-five members in the party, and all were dressed to suit their name. The rustic uniforms, with big straw hats, with the initials F. C. C. painted thereon, gave them a grotesque appearance. Headed by the mascot, and followed by the banner carrier, the banner being a red bandanna handkerchief, with agricultural trimmings, the entire club passed in review before the crowded grandstand, making a circuit of the track, once in single file, and then again in pairs. After giving the yell, the grotesquely attired club stacked their wheels in the infield and took seats in the grandstand to witness the races.

Levant Wheelmen.

The Levant Wheelmen Saturday night went on their last watermelon run of the season. Capt. Hutchinson, with eighteen men, left the clubhouse at 7:30 p. m., and proceeded down the Suitland road to the place of Mr. C. L. Wilson, where the wheelmen found an abundant supply of watermelons and canteloupes in his cellar. These the boys immediately began to sample and after a sufficient amount of the melons had been disposed of the riders stretched themselves at full length on the grass, sang a full repertoire of songs and told stories until Capt. Hutchinson called the start for home.

Quite a crowd from the club went up the Conduit road Sunday morning for a nice spin. Some stopped at the International Athletic Park to witness trials of speed of some who were to ride in the next day's races, while the other members rode up as far as Glen Echo and Cabin John.

Little Willie Brearley, who had a severe fall on Labor Day at the race track, is recovering and will soon be able to ride again.

The boys are glad to hear of the rapid recovery of Mr. Lindsey from his late illness. He has been very much missed around the club rooms.

The run of the club today is to Ashton, Md. leaving the headquarters at 9 o'clock in the morning.

Cross Country Cycle Club.

Great interest is being manifested in the approaching race meet of the Cross Country Cycle Club, the crack colored bicycle club of the District. These races will be pulled off under the sanction of the L. A. W., Saturday afternoon, at 2 p. m., October 2, at the International Athletic Park, on the Conduit road. As no opportunity has hitherto, this season, been offered colored riders to participate in a race meet in Washington, and as this will be the only event of the kind this season, not only will all the fast men be in evidence, but also many of the cracks from New York, Philadelphia and Baltimore will be on hand to compete for the many liberal prizes. The events on the program are as follows: (1) One-mile novice, (2) one-mile open, (3) half-mile open, (4) two-mile handicap, (5) two-mile District of Columbia championship, (6) five-mile United States championship, (7) two-mile club handicap, limited to C. C. C. members.

Entry blanks can be obtained by addressing Harry W. Cornell, 1922 Eleventh street northwest.

Arcanum Bicycle Club.

The Arcanum Bicycle Club had its first run last Sunday. The club went to Cabin John Bridge and Glen Echo, under the command of Road Captain R. F. Bolton. The weather was perfect, and the trip a delightful one in every respect. What lent a special charm was the company of a number of enthusiastic lady riders, who insisted on being enrolled as active members of the club. A "watermelon run" is being arranged for some evening next week, when the club expects the pleasure of having a number of prominent guests to accompany them.

Hyattsville Cycle Club.

At a meeting of the club held at their clubhouse on Thursday evening last, the attention of the club was called to the fact that the regular run of the L. A. W. for Wednesday evening, the 15th instant, is to Hyattsville, and it was unanimously decided by the club to extend to the L. A. W. and their friends on that occasion a hearty invitation to the Hyattsville clubhouse, where the boys will endeavor to entertain them. A committee was appointed to meet the L. A. W. riders at the Districtline.

The house committee reported the new house rules and they were adopted.

A run was made on Labor Day to St. Clair's on-the-Bay, which was participated in by a number of members, and a very enjoyable time reported.

Several of the club members entered the L. A. W. century run, and no doubt others will go on account of the postponement to a cooler date.

GENERAL WHEELING TOPICS.

A signal triumph was scored for the chainless wheel in Paris two weeks ago when Constant Huret, the champion long distance rider of France in a twenty-four-hour race against Riviere and Cordang, broke more than thirty records and eclipsed his own world's record for the time by over nineteen miles. What is most astonishing in the Frenchman's performance is not that he reached the 900 kilometer mark, but that he managed to get inside the record at fifty-one miles and also succeeded in breaking the kilometer record.

This feat is most remarkable when it is considered that the rider was practically just starting on his long ride, when he would naturally husband his strength for the heavy work later. He did this, too, with a steady downpour of rain beating upon the back of his neck. Huret kept up his magnificent pace during the entire twenty-four hours with the exception of an occasional dismount for a rub down. In the last hour of his race he made more than twenty-three miles. Cardung, the Dutchman, and Riviere, the other competitor, who was seen in Washington in the six-day race, were simply killed off and dropped out early in the contest.

That this wonderful performance was accomplished on a chainless wheel cannot fail to furnish food for reflection as to the value of that type of machine. It has been generally thought that the new wheels will be little more than an experiment for some time to come, but the news of the Frenchman's wonderful work on it disposes of that impression. Huret's competitors were mounted on the usual chain wheels, and, notwithstanding the fact that they are famous riders, they were simply tied to the post from the start, when compared with the young baker.

It is said that the manufacturers are wildly enthusiastic over the success of their wheel, and that they intend to take advantage of Huret's performance by doing an immense amount of advertising.

The vexed question of the guarantee on bicycle tires was not settled at the meeting of the Rubber Tire Association last Wednesday in New York.

A large number of the manufacturers were in favor of doing away with the guarantee entirely, but there were others who claimed that such action would be entirely too radical and would receive the condemnation of cyclists generally.

It is hardly necessary to say that the latter class, in the opinion of the rider, are blessed with level heads. At any rate the question was left where it was before. Yet even the conservative manufacturers are in favor of reducing the guarantee from six to three months. The association decided to leave the question to a joint committee, composed of its own members and of representatives from the National Cycle Board of Trade. This committee is expected to reach a decision within the next two or three weeks. The decision will almost certainly be that the guarantee limit shall be reduced to three months. And the riders will have to submit as there is apparently no relief. The cyclists are not organized, and naturally cannot combat a trust with any success.

The season of '97 will undoubtedly be a record breaker from the point of view of the professional riders. Never before in the history of cycle racing have such generous prizes been put up by the race managers all over the country, nor have there ever been so many race meets as have occurred this year. It will be a bonanza year for the cracks beyond a doubt, and their winnings in the aggregate will reach a figure which will amaze anyone who is not familiar with cycle racing.

Eddie Bald admitted that he made $15,000 last year and banked $10,000 of it. The amount of the other cracks' winnings for the season has been variously estimated, but all agree that Cooper, Gardiner, Hamilton, Mertans, Sanger and others netted something like $10,000 each for the season.

These figures will undoubtedly be eclipsed this year, for the number of meets on the national circuit from now on insure big winnings. A comparison of the money made by these riders since they entered the racing field, with their incomes previous to that time, cannot fail to be interesting and amusing as well. Six year ago Eddie Bald's father left him a little butcher shop in Buffalo, and Eddie was barely able to make a living by wielding the cleaver. Last year he made $15,000 on the track. He expects to make $20,000 this year.

Tom Cooper was a drug clerk two years ago, and he worked from 7 o'clock in the morning until midnight, for which he received $12 per week. Last year he admitted making $12,000 over and above all his expenses. He fully expects to clear $15,000 this year.

Walter Sanger's father was a lumber merchant in Wisconsin, but he failed. Walter was able to keep up a $200,000 insurance policy on his father's life with money he earned as a racer. The elder Sanger has just died, and Walter will receive the $200,000 insurance.

Fred Titus, who was suspended last year and could not race, was formerly a rodman in a survey party, and he made about $40 per month. He has already won the $1,000 purse of the Quill Club meet, and his winnings will almost sure pass the $10,000 mark.

Arthur Gardiner worked in his father's machine shop until he took up racing, and he received nothing for it. He made over $5,000 last year.

August Mertans was a student in architecture and received a salary of $7 per week. He is making more than $70 per week now.

So it would seem that professional racing pays.

A London correspondent utters the following wail, which will doubtless appeal to a great army of riders on this side of the water:

"I am sorrowfully coming to the saddening conclusion that cycling through the suburbs of London is developing into a decidedly dangerous pastime. Now, be it understood, I am no novice at the game; for the best part of two years I have cycled from one end of this tight little island to the other. North, east, south and west have I wandered safely, and with a feeling of comparative security born of confidence in myself; but henceforth, in view of a recent experience, I shall probably never venture abroad without a feeling that I may be carried home, maimed and mangled, on a shutter.

"Nowadays every street corner constitutes a source of latent danger, and the perils of negotiating a crossroad are such as to make me shudder as I write, a state of affairs due largely to the discourtesy, the incapacity, and the total ignorance of the most elementary rules of the road displayed by the new school of riders.

"Only last week I had an experience of this class, which all but resulted in a vacancy for a London correspondent. Doddering quietly along, I was suddenly confronted with a quartet of riders, two being women, and all arrayed in the most awe-inspiring splendor. Presumably they were practicing some gymkhana antics, as they came swooping around the corner, practically abreast, the two women in the center holding hands. The idiot on the outside, in a vain endeavor to keep level, failed to negotiate the turn, careened against the curb, and croppered right below my wheel; while the female contingent bore down as if determined to sweep me from the face of the earth. I managed to escape annihilation by mounting the footpath, only to bowl over a harmless pedestrian and suffer a cropper myself. The whole episode occupied not more than thirty seconds, but 'twas enough—three cyclists had bit the dust, one pedestrian lay prostrate and a bicycle had been badly damaged.

The Baltimore and Ohio Railroad Company, which was the first line in the country to carry bicycles free, when accompanied by owners holding passage tickets, announces it will check them free of cost upon presentation of passage tickets.

This is a decided improvement over the present pay of handling wheels, and will meet with the approval of thousands of wheelmen in the territory reached by the Baltimore and Ohio system.

Under the present system the road carries wheels free, but it waives responsibility for loss or damage, and owners are required to place them in the baggage car and take them out upon arrival at destination. This not only inconveniences wheelmen, but sometimes the wheels are injured despite the fact that the management instructs its employes to handle them with all possible care.

When a bicycle, tricycle, tandem or baby carriage is presented for checking in connection with baggage to points as mentioned above, the weight will be estimated at 100 pounds each, which weight will be added to that of the baggage, and if the combined weight exceeds 150 pounds, the excess weight shall be collected for in the regular manner, allowing 150 pounds free for each full ticket, and 75 pounds for each child's) half ticket. No more than one bicycle, tricycle, tandem or baby carriage shall be checked on one ticket.

The result is that on and after September 1 bicycles will not only be checked free of cost over the Baltimore and Ohio system, but also over the Philadelphia and Reading, Central Railroad of New Jersey, Lehigh Valley, Pittsburg and Western, and Baltimore and Ohio Southwestern. The territory embraced extends from Jersey City to Pittsburg, Chicago, Columbus, Cleveland, Cincinnati, Louisville, and St. Louis, and includes all intermediate points.

INTERCITY RACES.

A Baltimore paper states that Chief Consul Sams will in a few days issue a formal challenge to the Washington riders calling upon them to defend their intercity championship cup which they now hold.

The article also states that upon the failure of the Washington riders to answer the challenge within a reasonable time Consul Sams will demand that the cup be surrendered to the Baltimoreans.

Now, if the above statements are authentic, and Mr. Sams really intends taking any such step, the writer respectfully submits that the chief consul will render himself liable to much criticism among the wheelmen in this town who are at all familiar with the question as it stands.

Previous to Labor Day meet in this city J. P. Clark addressed several communications to the Baltimore people urgently requesting them to send over a team to compete with our riders in an intercity match. He received no answer whatever to these requests until four days previous to the meet. It was then so late that Mr. Clark despaired of being able to arrange it, yet he made the attempt. The local riders had put in their entries for most of the other events, but despite this fact they consented to ride. The race was supposed to be a settled thing, but unfortunately the other races consumed so much time that it was found impossible to run off the event before darkness put an end to the races. Therefore the idea that Mr. Sams or any other Baltimorean has the right to peremptorily dictate to the local riders in this manner cannot fail to be distasteful.

$12.75 to Columbus, O., and $12.75 Return Via Pennsylvania Railroad.

Account National Encampment, Union Veteran Legion, tickets will be sold September 19 to 21, good to return to 27th, at rate of one fare for round trip.
sep.10,12,13,17,19st-9,11,13,15,17,18-)

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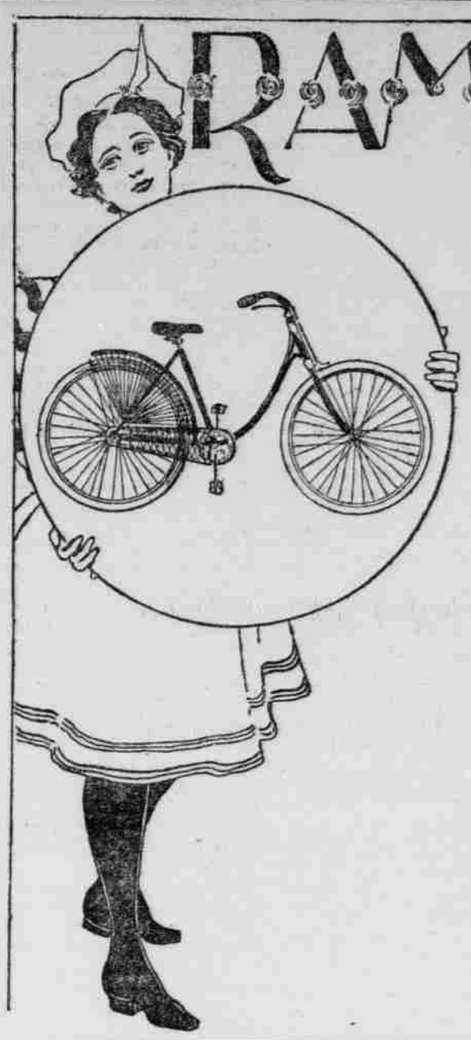
For all trains Sunday, September 12.
se7-6t-em



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The extremely warm weather of the past week knocked "galley west" for the time being all plans for opening the local gymnasiums for the season. This has necessitated the laying off for a still longer period the members of clubs who need all the work they can get for fall indoor contests. It is hoped, for the good of the game, that during the coming week there will be a let-up in this mercury-climbing contest and give the hopeful gymnasts a chance to get to work.

Rowing is indulged in at the various boathouses in a desultory sort of way, regular crew rowing having been dropped, as there are no further open or closed contests in sight, the Middle States regatta having virtually closed the season. The oarsmen have taken to pleasure boating, and that species of exercise is now the order of the day or evening.

All the rowing men agree that this has been a season lost to local rowing, and that next year the work of reviving an interest in the sport hereabouts will have to be begun all over again. Many of the rowing men have signified an intention of taking up football for the coming season, and others will be found in the line-up of the basketball teams, and others still will make merry with the thunder of the wooden spheres in the bowling alleys in league competitions.

Basketball League.

During the coming fortnight the several clubs interested in the formation of a basketball league for the coming season will appoint delegates and these will hold an informal meeting, with a view of organization. It is expected that about the same clubs as those forming last year's league will again compose the organization. A new set of rules will be adopted and it is expected that there will be an entirely new set of officers to guide the affairs of the league. There will be greater discipline in the players' ranks, and it is hoped to secure a set of umpires who will rigidly enforce the rules and prevent foul playing and scrapping and a repetition of last season's somewhat rough and terrible imitation of football. It is again the intention of those interested to make an effort to have all league games played in one hall, for the sake of having neutral ground and a sure place to play off the games scheduled. Of course, this plan will have its opposition this season, as it has had in the past, but many persons interested insist that this is the only way to make the sport attractive and the undertaking a success. It is the secret of the big success of the leagues in Philadelphia, where there are more teams than in any other city in the country. The initial meeting will undoubtedly be an interesting one.

Columbia Athletic Club.

Nearly all the members of the Columbia Athletic Club have returned from their vacations and the big clubhouse is again resuming its busy appearance. Notwithstanding the great size of the gymnasium, the prevailing heated term makes work there uncomfortable. It is hoped ere another week, however, to begin active operations in class and body building and specialty work. Prof. Crossley is preparing to take measurements of a large number of members who intend taking up the beneficial work in the gym.

At present the greatest interest centers in the work of preparation and selection of candidates for places on the football team. From present indications the team will be made up of almost all new material. Several of the old players have left the city, while of those still here a majority have decided that they have had enough of football and are anxious to give the new material a chance to work up some glory.

Friday afternoon was set down for first practice at Columbia Field, and quite a number presented themselves for work, but it was too warm to do more than light passing. Among those who have signified an intention to take up the game again if they can "make a place" are: Humphreys, Underwood, Wells, Curtis, McConville, when he gets back; Parsons, Hooker and Reeve Lewis, it is hoped. Gass, half back of last year's Lehigh eleven, will play and Hecox is not yet decided.

Work will be taken up in earnest during the coming week by Pat Wells, who has again agreed to captain the team.

At a meeting of the Board of Governors held on Thursday evening it was decided to have the bowling team join the Bowling League.

A majority of the bowling men are very much in favor of joining the District Bowling League this year. They believe it will increase the interest in the sport as well as bring the club into high-class competition. There is lots of good material from which to select a strong, steady team.

H. L. Deyo is now the king of the club's alleys, and holds the club record for high game as well as for the highest average in competition.

On Thursday evening he made the excellent average of 223 1-2 in four games. Beginning with the high score of 259, he bowled in succession 237, 203 and 184. The highest single game record was held before by Harmon, with 257. In three games Deyo's average was 236. He rolled 24 frames without a break, and scored nine consecutive strikes. His record is likely to stand for some time. The sturdy little bowler can have a place on the big team if he wants it.

Prof. George Carter, the accomplished sparring instructor of the club, began his classes in the manly art of self-defense last week. He will hold classes daily from 4 to 6 o'clock and from 8 to 10 on Monday and Wednesday evenings.

Mention has already been made of the fact how Griffin Halstead, one of the club's fastest riders, beat the world's record for quarter mile flying start, in 26 4-5 seconds. The news was enthusiastically received by his clubmates.

Rowing from the C. A. C. boathouse is now confined almost entirely to pleasure boating. Numerous parties took advantage of the moonlight nights and made merry on the river.

The junior eight has disbanded for the season. On account of the great rivalry existing between the port and starboard sides of the crew, it is very likely that Lieut. Charlie Baker will give them an opportunity to show which is the stronger in a race in four-oared shells. It is probable that as an incentive for fast work, a set of bronze medals will be offered.

Lieut. Baker gave an enjoyable large party on Friday evening to his brother-in-law M. J. Lawler, of New York city, and his two daughters, who are visiting the city as the guests of the lieutenant.

Potomac Boat Club.

An eight and a four are put overboard almost every evening from the float of the Potomac Boat Club, the crews of which are rowing for the pleasure of it, and incidentally preparing for the second club regatta of the season, to be given on next Saturday afternoon. The first regatta was such a great success that it was thought wise by Capt. Charley Warden to give another, in order that all the new members of the club who desired to do so might have an opportunity to show what they can do with the "sweeps." Consequently many of the members who did not row in the first will appear in the coming affair.

In the coming regatta there will be five events, two of which will be for eight-oared shells. Active preparation and practice began on Thursday afternoon last, and there was little trouble in filling the seats in the shells necessary to pull off all the events planned. This time the races will be started early and finished in daylight.

Bradley and Ball, of the Potomacs, and McGowan and Blunt, of the Columbias, have taken several spins during the past week in a four. It was a good, strong crew, which moved along very nicely.

The events and crews in the coming regatta will be as follows: At 5:30 o'clock the first event will be started, and it will be for "novice" eights over a half mile course. No. 1 crew will be Armand, stroke; Hume, 7; Greenless, 6; Clifton, 5; Reeves, 4; Stewart, 3; Haskell, 2, and Wheatley, 1, with Capt. Warden, coxswain. No. 2 crew—Bradley, stroke; Dunenhower, 7; Von Dachenhausen, 6; Hume, 5; Robinson, 4; Young, 3; Urquhart, 2; Young, 1, with Mullett, coxswain.

Next event—Four-oared shells; three-quarters of a mile and return; starting and finishing in front of boathouse. Crew No. 1—Sims, stroke; Bradley, 3; Hazel, 2, and Snyder, bow. Crew No. 2—F. Ball, stroke; M. C. Ball, 3; Clifton, 2, and Ellinson, bow.

For another four-oared race—No. 1 crew: Von Dachenhausen, stroke; Gordon, 3; W. C. Looker, 2; and Warden, bow; No. 2—R. Looker, stroke; Hume, 3; Head, 2, and Boyle, bow.

Working boat crews of two each will be another event. Then comes a race for mixed eights—M. C. Ball, stroke; Bradley, 7; Sims, 6; Hazel, 5; Nolan, 4; Gasch, 3; Hume, 2; and Clifton 1, against F. Ball, stroke; Gordon, 7; Looker, 6; W. C. Looker, 5; W. C. Looker, 4; Von Dachenhausen, 3; Warden, 2, and Snyder, 1.

Carroll Institute Athletics.

Everything is in readiness in the gymnasium of Carroll Institute for the indoor work of the season at hand, and class work will begin on Thursday evening next at 8 o'clock.

During the past week Prof. Joyce has been at the gymnasium afternoon and evening taking measurements of members, preparatory to forming the classes. He will take measurements of all members who apply for admission to the classes. Members who wish to begin with regular class work are requested to report on Tuesday and Thursday evenings next.

The Institute last year added a class of membership, which gave members of it all the privileges of the gymnasium, and before the season closed was quite large. Members who have friends who wish to join as gymnasium members are requested to apply to President N. T. Taylor, Prof. Joyce, or to Mr. Lynch, in the Institute office, for the necessary application blanks.

Classes for seniors will be held on Monday and Thursday evenings, from 7:30 to 9 o'clock. Drill work and body building will be made a feature of these classes. Class nights for juniors will be Tuesdays and Fridays; same hours as for seniors.

Basketball will be practiced in the gymnasium on Wednesday and Friday evenings, from 9 to 10 o'clock, and members who wish to try for places on the league team are requested to report on above evenings. The prospects are that the Carroll Institute will have a team this season which will, in some respects, be more stronger than last year's splendid team.

The classes for ladies, which were such a popular feature of last season, will be organized again by Prof. Joyce, and he has applications enough already on hand to make up very large classes, which will be held on Mondays and Thursdays at 4 o'clock, beginning October 4.

The social and entertainment features of the Institute will have even greater attention than last season. The dramatic and minstrel clubs are perfecting plans for very attractive programs and they will each undoubtedly have a successful season.

The basketball team will be selected from the following players: John Murphy, Tom Brick, H. Alexander, Swetland, Daly, Crutchett, and Bergman.

Prof Joyce favors the plan of having only five men on a team and this number to compete in all games wherever played. He believes "that it will improve the game and lessen the chances of injury to men in the games and to still further reduce the number of injuries." He strongly favors the "adoption of a rule requiring all teams to play in jersey gymnasium clothes, as when all are dressed alike every man will be careful of his playing and he will for the same reason respect the weight and strength of the opposing players." Upon these points the professor is quite enthusiastic. He believes these rules would do away with the rough playing of the last season or two. These points will be presented to the league when it meets for reorganization.

Washington Athletic Club.

The members of the Washington Athletic Club have about completed the plans and details of the fair to be held for the club's benefit at the clubhouse, beginning on October 4.

The committee having the affair in charge feels very much encouraged over its success in securing the support of all classes of our citizens. The response from the merchants has been very generous. The clubhouse will shortly be turned over to the committee, and a feature will be made of the interior and exterior decoration.

The members of the club who are desirous of securing places on the league bowling team have taken possession of the alleys, and are nightly playing in competition for high averages; those making the highest averages, of course, have the best chance for the much-coveted places. The team will be composed almost entirely of new bowlers, and the club will this season make a strong bid for championship honors.

The manager of the basketball team reports many promising players on hand practicing the game with a view of securing places on the league team. It is promised that this, too, shall be a winner, and the club hopes to shake off tail-end hoodoos entirely. The practice is now being had in the gymnasium, but as soon as the fair committee begins its work of decoration and preparation, the scene of action will be transferred to the club grounds adjoining the house.

Washington Saengerbund Bowlers.

During the coming week the bowling members of the Washington Saengerbund will begin work in the bowling alleys preparing for the coming league season.

The work of selecting teams will be by way of competitive bowling. Each member who enters the lists will be required to bowl a certain number of games and the five having highest averages will more than likely constitute the team. The team which so hardly won the championship last season was such a strong one that it would seem, if it could be gotten together, that it would have an advantage over a new team, in that it has had a year's experience. The rivalry between the first and second teams is so strong, however, that it is thought best to select a team by competition.

O. P. SCHMIDT.