

ONE ROAD LINES UP

WILL CARRY WHEELS FREE FOR DELEGATES TO THE PHILADELPHIA MEET.

FREE TO MINNETONKA, TOO.

GREAT NORTHERN MAKES A CONCESSION TO THE ARMY OF RIDERS.

NEWS OF LOCAL CYCLEDOM.

Events of the Week in the Banks of Those Who Ride the Pneumatics.

After all the agitation expended by local wheelmen, they have the satisfaction of knowing that at least one Western road will now carry wheels free of charge.

This action on the part of the Wisconsin Central road is due to the power

to Lake Harriet. Previous longest ride was made last year by a St. Paul gentleman member, being 128 miles.

In appearance Mrs. Mathies is slight and very fair, and the only outward sign of strength she displays is expressed in a very determined, strong little mouth.

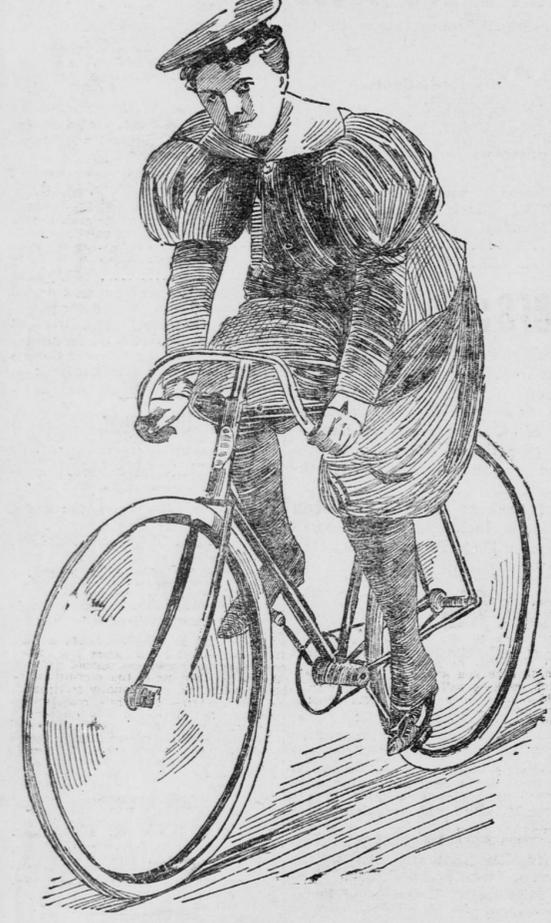
A good many St. Paul people have been wondering why the scratch men did not win time prizes at the Harriet race.

The workmen are just putting the finishing touches on the West Seventh and Summit avenue paths, and will now resume work on Maryland street path and work from Como park east, and find a way around Lake Harriet to White Bear lake without going by way of Hazel Park.

Judge Twoby says that L. F. Block is looking around for another ambitious author of municipal cycle resolutions and ordinances, in order that he may demonstrate to the general individual that the cycle people have now the combined strength of right and might, and that they are the people and must be respected.

Philip Wagner, of this city, has succeeded in capturing the fifty-mile road record by riding the last two miles on a flattening tire, but came in at a fast

MISS ANNIS PORTER.



Who wheeled from Chicago to New York in seventeen days, making nine century wheels.

of the concerted labors and eloquence of the visiting L. A. W. officials, who spent the first of the week in the Twin Cities, and who came to consult with the local member of the national transportation committee of the L. A. W., A. B. Oviatt, who has been expending a very great amount of time and energy in the effort to secure for Western cyclists the advantages which have been enjoyed for some time past by Eastern wheelmen in the matter of transporting wheels.

"You see, it is this way," said Mr. Oviatt, "a cyclist taking long distance trips will strike here and there a patch of very bad sand, and the chances are that he will meet a local wheelman, or other native, who will inform him that yellow sand and mud will clog the wheel. The cyclist will naturally take the train for the distance, and must pay for transportation of his wheel as well as his own, and these little rides occur often in taking interstate trips or other very long rides. We hope to bring the rest of the road to see the industry of charging a wheelman for carrying his wheel, while his seatmate may have a large trunk and two or three valises, which are carried free of charge, and which are much more difficult to handle."

The Great Northern carries wheels free to Minnetonka, but not on other branches of the line.

The visiting officers and members of national committees of the L. A. W., arrived in Minneapolis at 8:30 Sunday, and were met by the local L. A. W., and taken to the Holmes hotel for breakfast, then A. B. Chocote took the party in charge, and about a dozen Minneapolis men went with them out around the Lake of the Isles, Harriet, down the Boulevard to Minnehaha Falls, and after admiring the falls, went on to Fort Snelling, and at the foot of the falls, the party were met by local L. A. W. men, including W. H. S. Wright, A. B. Oviatt, George L. Wilson, F. L. Hoxsie, Dudley Finch, L. F. Block and George Dodds. The party and the local members of the L. A. W. went down the Ryan and were there met by more prominent in St. Paul wheeling circles. They wheeled the summit to Lexington and down the Lexington path to Como park, where lunch was served by Mr. Ramaley. After luncheon they rode around the Lake of the Isles, Harriet, themselves as captivated by the scenery around that little resort. They, in kindness to their new Minneapolis friends, the visitors expressing comparisons in the wheeling facilities of the Twin Cities, but they did express themselves as surprised at the enterprising displayed by our wheelmen in riding paths, and in raising funds for adding purposes, adding that they had heard of the St. Paul cycle paths in the far East.

Mrs. Archie Mathies, accompanied by State Centurion L. M. Mace, made the longest ride on the records of the Century Road club, on last Sunday, riding 130 miles, the course being the Northfield century course, Minneapolis

rate. His time was 2 hours 22 1/2 minutes. He says that he prefers road racing to track racing, and that he will appear in any race until the Congress race, which he is confident he can easily win.

The crossings on the West side, after leaving the high bridge, are in very bad condition, and are especially bad on Snelling and Smith avenue. The walks are dangerous as well as disagreeable. Something should be done to improve them, in the line of building a cycle path along the side of the avenue, as it is a favorite wheeling route, and is literally swarmed with wheelmen, while it is a recognized driving park, and so to speak, the danger of collisions, as carriages are monopolize every part of the road, reserving no space on either side for cyclists, who are obliged to dart here and there every road or so, among the rapidly moving vehicles.

Last Sunday Archie Mathies attempted to break the century record on the Northfield course. He made fine time for the eighty miles, being ahead of the record at that time. Circumstances were, however, against record breaking. Broken chains, punctures and falls resulted in his giving up the matter up for this time. His time for the eighty miles was a fraction over five hours. The road was not very good, and was paved by D. F. and V. Carmichael, I. P. and W. Maul.

Robert McCleary is in training for the races which will take place at the Lexington Park dedication on the 19th inst.

On account of the postponement of the Lexington race, it is probable that Mertens will be on hand for the professional events.

The Capital City Cycle club will take an official run in club costume on the 19th to Lexington Park, attending the races in a body. They will leave the club house at 1:30 sharp, and it is expected that all the members will turn out. The club is to open what will be its social season on Tuesday night with a cream social. The committee in charge of the present social ever given by a St. Paul club of any kind. The boys work daily getting the already beautiful lawn in the best shape for the occasion. The grounds will be illuminated with many colored Japanese lanterns, of original design, and falls resulted in his giving up the matter up for this time. His time for the eighty miles was a fraction over five hours. The road was not very good, and was paved by D. F. and V. Carmichael, I. P. and W. Maul.

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up waiting for their missing wheels. Mr. Fox placed his order for a new wheel yesterday.

Thursday evening will again be observed as ladies' night by the Capital City Cycle club. The club will make a ride to Lake Harriet, leaving the house at 8 a. m., returning at 5 p. m., and another official run on June 17 to White Bear. The club last week initiated the following members: Messrs. H. M. Muldoon, J. Knusel, C. S. Bahnehan, E. M. Harris, F. Dankroger, P. Rebeck, A. A. Moe, H. W. Blase, S. Henry, S. A. German.

The Moccasin Cycle club was organized on the hill on Tuesday last, with the following officers: President, Phil Wagner; vice president, Miss Sara Younger; captain, Chas. Post; secretary, Miss Slattery; financial secretary, Miss Josie McElroy; treasurer, F. Hueston. The club will take its first official run today, destination being Lake Minnetonka.

Among those who will attend the exercises at the dedication of Lexington Park, and who will also participate in the races, might be mentioned W. Sangster, Bowman, S. S. Johnson, Mertens, Chas. Hoefler and Robert McCleary.

Training quarters, lockers, rubbing benches, etc., are being put up at Lexington Park, with all appliances to make it an ideal athletic arena. Lexington is the main track keeping the riders always in full view of the stands, and thereby keeping interest at the highest point throughout a race.

Charles Hoefler arrived from the Southern circuit last Tuesday, bringing back a record of nine "firsts." He won three match races.

At the races at Osseo last Sunday, Stevens won both track events, carrying off a gold medal and another prize, which has his name on it.

Harry Greenlee is looking for the addresses of St. Paul spectators at the Duluth road race, who took part in it. He is at Seventh and Wabasha, with Dr. Cullom.

B. Hanson will ride a 99-year in his races and record trials this week. He will ride a wheel of his own manufacture.

Mrs. Oscar Moline is another lady who prefers the diamond frame wheel. She takes long rides, and finds them much less tiresome and more pleasurable than she did when riding a conventional lady's wheel. Her wheel is a 22-inch frame, and very light.

Bobby Sinclair had a startling experience while crossing a Minnetonka bridge on a plank. He was out with a party of friends, all of whom sat on the plank, doubtless straining its strength and making it weaker for him. The board broke in the center and Mr. Sinclair was deposited with his wheel into the water of the lake. Mr. Sinclair was rescued, and the pneumatic tires kept his wheel, which was a very light one, from sinking.

William Lewis, captain of the Laurel club, has just returned from Chicago, where he went to answer a telegram from his brother, George Lewis, who was injured at Washington park race track. The accident happened in the woods, and is a chain of events which is contained in the rear hub, which is an immense one. When the rider strikes a bump on the cedar blocks, the machine will rear up high in the air, and the air, just as will its namesake, will wheel is fitted with rams-horn handle bars and weighs sixty-five pounds.

George Sudheimer is one local racer who does not believe in the extreme bend over the handle-bars when racing. Of course, it is necessary to stoop quite a good deal, but he does not go for a swift sprint, but I don't see why the boys bend over so to speak, and there is constant danger of collisions, as carriages monopolize every part of the road, reserving no space on either side for cyclists, who are obliged to dart here and there every road or so, among the rapidly moving vehicles.

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AKELA WAS FIRST

BUT CAPT. MEAD, OF THE TARPON, SAYS THAT HE WAS FOULED.

COLLISION AT DELLWOOD

MARS THE BEAUTY OF A LIVELY RACE AT WHITE BEAR.

PASTIME LED THE KITTENS.

Having a Lead of Ninety Nine Minutes over the Aristocratic Bonita - Sailors Get a Soaking.

DETAILS AS TO LEUT. MOSS' AMBITIOUS TRIP.

WASHINGTON, June 12.-By far the most important practical military experiment to be made this summer as the result of the change in the war department will be the bicycle practice march to be made by Lieut. James A. Moss, of the Twenty-fifth United States Infantry, at Washington.

As the result of observations on the trip and careful study afterward, Lieut. Moss drew up a report which he submitted to the war department. He came to Washington in January last, and was recommended by Moss, and went on a bicycle trip to the Rocky mountains, carrying on their backs arms, ammunition and tents, and riding in all kinds of weather.

The question of the use of the bicycle in army undoubtably will be settled this summer. The war department officers are confident of the success of the march. It is as hard a test as the wheel could be subjected to. In the case of Lieut. Moss' only doubt as to the wisdom of the experiment arose from the fact that he thought the trip was too long, and that the return trip would be made in about six weeks.

Had Run to Spare. Minnesota Cricket Club Defeats the Mill City Team.

In beautiful weather yesterday the Minnesota Cricket Club played their third game with Minneapolis, coming out with a handsome margin of 108 runs and two wickets.

The regatta committee provided in the boats which were used in the regatta must go, and save for the trifling misunderstanding at Dellwood, on which no two of the yachtmen exacted any agreement, the regatta went off without a hitch.

When the starting gun for cats was fired at 3:15, Capt. Sam Appleton, with Lou Nash, ran up on the board, crossed the line closely followed by Pastime, Capt. Taylor, Pastime soon overhauled Bonita and beat her in the twenty-one-foot class.

The gun for the eight-minute class was fired at 3:20, and the boat of Croppie, Tracy Lyon's flat-bottomed half-rater, for her maiden race, beat the other boats in the class.

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Tarpon skipper. The incident was quite freely commented upon after the race, and the matter was left with the regatta committee.

The official result of the race is given below:

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of balls in the net, when a little more judgment would have served him in good stead. The third and last set saw a magnificent brace by the Minneapolis team, both Belden and Jayne volleying with remarkable style. They made their opponents wince on four occasions, when one point would have settled the match, provided it by grand rallies. Five deuce games were played, and the set which took twelve games to decide. The

First Set - Carver-Waldner ..... 4 4 2 1 1 4 4 5 - 32 Belden-Jayne ..... 2 2 0 4 4 1 1 3 - 28 Second Set - Carver-Waldner ..... 2 4 4 2 6 4 4 - 30 Belden-Jayne ..... 1 2 4 1 2 4 1 1 - 17 Third Set - Carver-Waldner ..... 1 9 5 7 0 4 4 4 4 4 4 - 51 Belden-Jayne ..... 4 7 7 4 1 6 2 0 7 2 - 45

The first match of the afternoon was between Belden and Jayne. The ex-champion playing was brilliant at all times, his passes being especially good. Belden is playing in better form at this time of the year than ever before. His match with Carver tomorrow is looked forward to with much interest by the centurionists. Belden won the first set at 6-2 and the second at 6-2.

The second set of singles was between Hale and Carver. The first was won by Hale and the second by Carver. Carver's play was, however, different, and Waldner only won after hard work. Hale showed some of his brilliant qualities, and Waldner's accuracy and making many seemingly impossible strokes by allowing easy strokes to fool him. The score:

First Set - Belden-Jayne ..... 2 1 0 3 7 2 3 - 31 Waldner ..... 4 1 5 2 4 4 1 - 32 Second Set - Belden-Jayne ..... 2 5 0 1 4 3 6 4 5 1 - 40 Hale ..... 4 3 4 1 0 4 2 3 4 4 - 37

Tomorrow the last matches will be played, including the game between Carver and Belden.

BETTING ON THE SUBURBAN.

Requital is the Favorite at the Odds of 2 to 1 to 1.

Latest betting on the Suburban handicap, to be run Tuesday, June 22, is quoted by Goodwin Bros. of New York, as follows: Requital, Name Weight, 45; Peer of Day, 45; Odds. Name Weight, 25; Maurice, 6; 107; 2; Reginald, 4; 129; 3; Hoard Mann, 4; 106; 4; Clifford, 4; 129; 4; Semper, 4; 129; 4; Handspring, 4; 125; 12; Ogden, 3; 100; 10; Buck Masie, 5; 124; 15; Lake Shore, 6; 104; 15; Hastings, 4; 123; 15; Livore, 3; 102; 15; Ben Brush, 4; 12