

CROSS PUZZLED MILLERS

MINNEAPOLIS TEAM HIT HIS LEG BUT NOT HIS ARM

Figgenmeier Was Batted Hard Enough by the Locals to Win a Close and Exciting Game—Detroit Won Another Game—Columbus Won Another Game—The Saints and Millers Will Play in Minneapolis Today.

St. Paul 5, Minneapolis 3. Omaha 3, Kansas City 2. Detroit 7, Columbus 4.

STANDING OF THE CLUBS. Played, Won, Lost, P.C. Indianapolis 16 14 2 .875 St. Paul 15 12 3 .800 Columbus 15 9 6 .600 Kansas City 15 10 5 .667 Minneapolis 15 12 3 .800 Milwaukee 18 6 12 .333 Omaha 19 5 14 .263 Detroit 17 4 13 .235

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From some where in the pages of ancient history the Minneapolis base ball team yesterday dug up a pitcher once of great renown, whose name is Figgenmeier.

Recently Mr. Figgenmeier has been in some out of the way place having a glass arm annealed. Yesterday he was thrown into the game, but such a feat that the report dragged Gus Schmeiz and his bicycle suit away from the box office and lined them up on the visitors' bench.

Figgenmeier found the first known of old friends in the St. Paul team and they had not forgotten how to bat, either.

The next time Figgy goes in to pitch, the management won't send any brass bands down street to parade the fact. The whole world might lose a winner with an amorous propensity that would make Venus herself look like a Boston girl, and yet Figgenmeier will be hated by protestants of deepest affection. He had a reef taken in his sails yesterday by the St. Paul crew.

Cross, who pitched his first game for the Apostles since the team came home, was in fine form and only let the visitors have two safe hits until after a hot grounder hit him in the face, which was the only error of the day.

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CYCLE PATHS NOW IN SHAPE

CYCLISTS WILL HAVE AN ASSORTMENT OF ROUTES

By Sunday They Can Go to the City Limits by Way of Martin, Dale and University Over an Improved Path—Can Reach the Indian Mounds or Even Run Out to White Bear Lake.

The contractors on cycle path work have so far progressed with their work that by Sunday cyclists will have a very fair assortment of routes offered to them for riding to various points of interest about the city, and which could not be reached last year except by a long and tedious route of commerce.

Next Sunday morning the bicyclist can betake himself to the city limits by way of Martin, Dale and University, every path that is to some extent new, or he can get out to Indian Mounds park without bumping himself into a state of epilepsy.

Assistant Engineer Wilson said yesterday that the Martin street path from St. Peter to Dale would be in good shape by tomorrow night, the work of building being completed.

A half-mile of path has been completed on Hastings, from Plum to Earl street, and this completes the gap that was necessary to get to the Indian mounds.

The completion of the path on Maryland street from the city to Edgerton, one block west of Edgerton, makes a connection with the sidewalk path on Mississippi. The old White Bear path has been put in a state of pretty good repair, and it is now good riding all the way to the lake.

HINTS FOR BICYCLISTS

In removing valve stems, plugs or tire tape, use benzine.

To remove rust from the spokes dampen a cloth with vinegar, dip it in emery flour and rub briskly.

To straighten a bent crank take two wrenches, one in the crank and one in the band and bring together with a firm pressure.

Reversing the chain will cause it to run easier and wear more evenly, but it will not prolong its usefulness to any great extent.

The adjusting cone of the head should be tight at all times, otherwise there will be a rattling noise, and the rider will suffer because of the vibration caused by a loose head.

When the oil in a lamp gives out within a short distance in the direction of the light, it can be prolonged by reversing the wick, using the part which has become saturated in the oil.

The longest cycle ride without a diamond on the wheels was made by Crodang, when he rode six miles in twenty-four hours. He was on his wheel for over twelve hours, without a diamond.

If the oil hole becomes too tight the opening should be wound with a tire tape. Otherwise dust will collect in the bearings and as this is a simple and easy means of keeping it out should be remembered.

An occasional drop of oil should be put in the bearings. This is a piece of machinery, the same as any other part of the bicycle, and requires the same care as any other part.

After cleaning a wheel pour pure white lard oil into the hands and rub them thoroughly with it. Then wash the hands in soap and water, and the hands will be clean and will be perfectly clean and there will be no offensive odor.

When a handle bar or other tubing breaks and another cannot be immediately secured to it, the best way to hold it is to use a piece of wood is preferable, while it will hold until permanent repair or replacement can be made.

Among the other concessions which have been made by the Spanish government to raise war funds is one giving a monopoly of the bicycles in the island of Cuba.

The chain should never be tight, as it binds and causes a vibration. It is advisable to have a loose chain scratching the enamel on the rear fork or stays they should be covered with a soft material, such as putty, and in addition to saving the appearance of the machine, will forestall any rattles.

When coasting, the weight of the rider has been converted from a live to a dead one, and the rider should be in a position to be able to get up again without injury to the wheel more than would be the least loss of control when the rider is in this position will likely cause a bad breakage if any considerable obstruction is encountered.

When there is a squeak in the bearings, and it cannot be located, it is a good plan to try all of them, as the squeak may be found, however, that the trouble is in the pedals, as they are neglected in cycling more than any other part of the bicycle. Riders seem to have a dislike for oiling the pedals, perhaps because they are difficult to reach, but they should be given the same care as any other part or they will run out quickly and cause the wheel to run unevenly.

In crossing car tracks or other obstructions the wheelman should learn to lift weight from the saddle and place it on the pedals. He will then swing his weight over the wheels, and the danger of falling is much less. By doing this the center of gravity in the body is moved to the point of contact with the ground, and a break down is avoided. Practicing this a few times will result in the rider doing it unconsciously, and it saves a lot as well.

A common fault of riders is in not exercising precautions to see that the handle bars are properly tightened before starting on a ride. If the handle bars are not tight they will pull out if struck or quick pressure is given to them, and a nasty fall as a result.

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Tom Sharkey had gone on the stage in San Francisco. He appears as one of the actors who fight the enemy on the stage. Sharkey had been in the navy drama "The Ensign." Sharkey has been intrusted with the part of the hero, and will be round with William Barry on the stage.

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