

A COMBINATION VICTOR \$32

A combination of circumstances, including the complete reorganization of the Overman Wheel Company, makes it advisable for the manufacturers of this famous wheel to unload at once. We are in it with a few other large cities, and give you the full benefit. A wheel better than the VICTOR is not made. It has been a standard for years, and will continue to be. Here is a chance of a lifetime.

UNTIL WE ARE ADVISED CASH \$32.00
by the Overman Wheel Company that they have accomplished their end and have sold enough wheels at this frightful cut, we will sell TIME \$35.00
1899 Victors and Victorias as follows..... CASH \$22.50
DURING THIS SALE we will sell the deservedly popular Hackett Roadster... TIME \$25.00

We Are Open Saturday, Monday and Wednesday Evenings



See Our Fishing Tackle Ad.

IMP WON SUBURBAN

IMP WAS FAVORITE, BUT ACTED BADLY AT THE POST AND IN THE START
IMP FAIRLY RAN AWAY
Black Mare Shot to the Front Like a Flash of Lightning, and It Was All Over Save the Shouting—Twenty-Five Thousand Spectators Cheered Winner and Hooted the Disgraced Favorite for Sulking.

NEW YORK, June 17.—This was a gala day at Sheepshead Bay, and it seemed as if all the town saw Imp win the sixteenth running of the great Suburban handicap.
Contrary to the usual custom of coming late to the races, the people today were on hand early, and even at noon the front row of seats in the grand stand were filled with people who were willing to wait several hours for the big race. As the hours wore on the crowd began to increase and by the time the first race was run there was not a vacant chair in the whole grand stand. When the time came for the big Suburban the crowd was the largest seen at Sheepshead Bay in years. Fully 25,000 were present. The roof of the grand stand was full of people, the lawns and the fields were packed and a fringe of people hugged the rail half a dozen deep on the infields.

In the parade of the horses past the grand stand, on their way to the post, Ben Holliday beat the front line. He received some applause, but the greater share was for Banaster, the favorite and the winner of the Brooklyn Handicap, on whom so many people had pinned their faith to break all records by winning the Brooklyn and Suburban in one year. He looked in the trim, and was greatly applauded, although Bannockburn had his full share of the applause.

AT THE POST.
They reached the post about twenty minutes past four. The lined up George Keene was fractious and refused to join his company, kicking at everything within reach. At half-past four the starter thought he had them in line and called them. Brian Sweet refused to break and they were called back. Ten minutes later they got another break. They were all in line, but Maher, on Banaster, did not like his position and pulled his mount up, for which he was lectured by the starter. Five minutes more elapsed and the horses were again called. Maher was the offender. Another break came, and this time only the inside wing moved. Brian Sweet spoiled the next break. In the eighth, ninth and tenth breaks Banaster was the chief offender, but in the eleventh they got away in perfect order, when, just after the flag fell, Banaster turned and turned the other way, amid the hoots of the crowd, and it was all over so far as the favorite was concerned.

IMP WAS CONCERNED.
They were the first to poke her nose in front of the squadron, and close behind her came George Keene, with the others a bunch, almost on her neck. Banaster trailed along lengths in the rear. As they passed the stand the first time, he was running in front, while only a head behind in the eighth, ninth and tenth breaks Banaster was the chief offender, but in the eleventh they got away in perfect order, when, just after the flag fell, Banaster turned and turned the other way, amid the hoots of the crowd, and it was all over so far as the favorite was concerned.

IMP IN FRONT.
Just as they were nearing the upper turn Turner crouched on the neck of the black mare Imp and like a flash of lightning she sprang forward. George Keene until she had a length the best of them, and all indications to make George Keene urged their mounts vigorously, but with little effect for the faster they urged their horses the more speed Imp put into her going. She seemed to gather strength with every bound, and flashed around the turn into the straight at record speed, with every horse behind her straining his utmost. It was a hopeless, stern chase. Brian Sweet and George Keene gradually tired and fell to the rear. Bannockburn and Warrenton were the only ones who seemed to have the slightest chance, but down through the stretch they thundered.

The great crowd in the infield surged to the rail to watch the finish, and just then Imp and Banaster had passed them down went the rail, and no one was hurt.
During the excitement it seemed for the instant that Bannockburn was gaining on Imp, but the former had got his bolt in trying to catch up with the leader from sixth place, and he could not get further up than two lengths behind Imp, who crossed the line first. Bannockburn rushed in second, out of the dust cloud caused by the falling rail, Warrenton emerged and managed to get third place.

HOOTS FOR BANASTER.
When Banaster, the favorite, went past the stand the crowd did not hesitate to show their plique at his actions, because the spectators seemed to fully appreciate that he was to blame for most of the delay at the post, and that he had bolted after the fall of the flag.
Imp ran a grand race, and had Banaster acted as he did in the Brooklyn Handicap the track record would surely have been broken. As it was 2:06.45 was hung out, the fastest time by two-fifths of a second in the run and four-fifths of a second of the track record, made by Salvador. The Suburban record up to today was held by Ramapo, who made it in 2:06.15 in 1894.

The other stake of the day was the Double Event, in which Prince of Melbourne was the favorite, and fully justified the choice, for, after indulging Col. Roosevelt with the lead to the head of the stretch, he came away and won as he pleased. Summaries:
First race, five furlongs—Stuart won, Fleuron second, Radford third. Time, 1:02.25.
Second race, five and one-half furlongs—Swilmas won, Cleophas second, Lambert third. Time, 1:07.40.
Third race, double event, \$10,000, one and one-half furlongs—Prince of Melbourne won, fully justified the choice, for, after indulging Col. Roosevelt with the lead to the head of the stretch, he came away and won as he pleased. Summaries:
Fourth race, five furlongs—Stuart won, Fleuron second, Radford third. Time, 1:02.25.
Fifth race, five and one-half furlongs—Swilmas won, Cleophas second, Lambert third. Time, 1:07.40.
Sixth race, one and one-half furlongs—Prince of Melbourne won, fully justified the choice, for, after indulging Col. Roosevelt with the lead to the head of the stretch, he came away and won as he pleased. Summaries:
Seventh race, five furlongs—Stuart won, Fleuron second, Radford third. Time, 1:02.25.
Eighth race, five and one-half furlongs—Swilmas won, Cleophas second, Lambert third. Time, 1:07.40.
Ninth race, double event, \$10,000, one and one-half furlongs—Prince of Melbourne won, fully justified the choice, for, after indulging Col. Roosevelt with the lead to the head of the stretch, he came away and won as he pleased. Summaries:
Tenth race, five furlongs—Stuart won, Fleuron second, Radford third. Time, 1:02.25.
Eleventh race, five and one-half furlongs—Swilmas won, Cleophas second, Lambert third. Time, 1:07.40.

FINED AND SUSPENDED.
Jockey Maher Punished for Mismanagement of Banaster.
NEW YORK, June 17.—The stewards of the Coney Island track club, at a meeting today, fined Jockey Maher \$300 for abusing the horse Banaster.
Maher was suspended from riding for ten days for wilfully breaking up starts in the Suburban race.

SOME PROMISING ATHLETES
THEY TOOK PART IN THE ATHLETIC CLUBS' FIELD DAY
SPORTS
Niederhofer, of Minneapolis, won the Mile Bicycle Race, but Sudheimer Outstayed Him in the Three-Mile—No Records Broken.
The first annual field day of the St. Paul Athletic club, held at Lexington park yesterday afternoon, proved interesting enough to the participants and small number of spectators present, but no records were broken. In general the trials showed the athletes of the club to be of promising material, and, while close as they might have been, the future will doubtless bring some of yesterday's participants to the front in local track athletics. Following is the result of the contests:
100 yard dash—Schumacher, 1:15.5; Swanson, second, 1:16.5.
Running high jump—Schumacher, 4 feet 3 inches; Swanson, 4 feet 7 inches; Carling, 4 feet 5 inches; Dougherty, 4 feet 1 inch.
Standing high jump—Swanson, 4 feet 3 inches; Carling, 4 feet 4 inches; Schumacher, 4 feet 2 inches; Dougherty, 4 feet 1 inch.
20 yard dash—Dougherty, 25 1-5; Hart, second; Schumacher, 26 1-5.
Pole Vault—Carling, 7 feet 10 inches; Swanson, 7 feet 3 inches.
Standing high jump—Egan, 28 feet 8 inches; Hart, 28 feet 1 inch; Swanson, 28 feet 3 inches.
Standing high jump—Egan, 28 feet 4 inches; Swanson, 28 feet 3 inches.
Running high jump—Egan, 28 feet 2 inches; Schumacher, 28 feet 2 inches.
Pole Vault—Niederhofer, 25 1-5; Swanson, second, 25 1-5.
Putting twelve-pound shot—Swanson, 37 feet 1 inch; Rogers, 37 feet; Marshall, 36 feet 9 inches.
Quarter-mile dash—Dougherty, 1:35.1; Niederhofer, second, 1:35.5; Sudheimer, second, 1:36.
120 yard hurdle race—Livingston, 1:22.5; Carling, second, 1:23.
200 yard hurdle race—Livingston, 2:35.5; Carling, second, 2:36.
Three mile bicycle race—Sudheimer, 9:10; Niederhofer, second, 9:12.
Running broad jump—Egan, 17 feet 4 inches; Dougherty, 16 feet 8 inches.
In the 200 yard dash Schumacher finishing a corner of the course.
The officials of the track were: Master of ceremony, Louis Nash; referee, Prof. A. T. Jennings; starter, Prof. A. Kasten; judges at finish, Prof. John A. Rogers, A. J. Murphy, J. W. Nelson, E. Nelson and R. E. Murphy; timekeepers, W. F. Farnham, time taker, J. W. Nelson; clerk of course, M. P. Delaney; scorer, G. H. Waters.

Australians Won Cricket Match.
LONDON, June 17.—The all-England eleven, in the cricket match with the Australians, was all out today in its second innings, for 240 runs.
The Australians won the match by ten wickets.
Paris Automobile Show Opened.
LONDON, June 17.—The Automobile club show was opened by Prince and Princess Edward of Saxe-Weimar, at Richmond this afternoon. The procession of motor-cars, including pleasure, Whitehall to Richmond, after luncheon, a series of trials occurred.
Hours Shorter.
"Soo Line's" new train service, beginning June 15th, "The Imperial Limited" will leave at 6 p. m., daily, materially shortening the time to the Pacific coast.

YACHT RACE SPILLED

ROUGH WEATHER DROVE THE MAINTOMED, SKIPPERS TO SEEK SHELTER YESTERDAY
TOO HEAVY SEA WAS ROLLING
Yachts Capized, and Humors Were Rife That Some of the Sailors Had Been Drowned, but None of Them Could Be Confirmed Last Night—Anxious Spectator Watched Boats Struggle to Shore.

There were several kinds of weather on tap at White Bear lake yesterday. The Maintomed yacht club started its two races, with a bright sun overhead and a wind blowing. Everything looked to a successful finish, but Jupiter Iyuvia had something up his sleeve that the officers of the Maintomed Yacht club didn't know anything about. So when old Jupiter played his hand and beckoned to that forty-mile wind to "heave-ho" it made the racers look like "heaven's spouts. The rain came down in torrents, rollers six and eight feet high swept the lake from the west shore. Lightning flashed and thunderclap followed thunderclap. All this time four sail boats were rocking on the breast of the turbulent deep. It was an unenviable place to be, and that no accident occurred reflects credit to the skippers of the five yachts that were in the race. The other five boats which started in the races found it convenient, from their positions at the time, to run quickly into shore. The four boats which were caught in the storm were a considerable distance in the lead, which put them near the middle. The boats were the cats Albatross, Queen and the Swift, the latter owned by Capt. Ethel Murray, who had charge of the Albatross, which contained several ladies, showed considerable presence of mind during the storm. The Queen, skippered by her self immediately after turning the south shore buoy. H. W. Drensen, who was sailing the Queen, also decided that things were getting interesting and dropped his sail. As he turned his boat into the wind he saw that the Swallow, which was but a few rods away, and some other boats were in a similar predicament. Drensen tried to come to the rescue with the Queen, but the sea was terrific, and the dense mist and heavy squalls rendered this task decidedly hazardous, so the skippers decided to take to the shore. After everything cleared, both raised their sails and started after the overturned crews. 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