SPORTING EDITOR - Harry Beecher
RACING - - - Francis Trevelyan
YACHTING - - - Duncan Curry

SPORTING NEWS TOLD BY EXPERTS.

CYCLING - - A. G. Batchelder
PUGILISM - - - "Right Cross"
ATHLETICS - - - George Sands

BRITISH SNOBS IGNORE LIPTON.

And the Papers That Pander to Them Sneer at the Shamrock; but Designer Fife Does Not Care—His Plans Are Still Secret.

Special Cable to the Journal and Advertiser.

(Copyright, 1899, by the New York Journal and Advertiser.)

LONDON, April 16.—While not nearly so much interest is felt here as in America in the cup contest, there is enough to excite the papers to give some attention to it. yet one looks vainly through the leading sporting and yachting papers to find an allusion to Sir Thomas Lipton or the Shamrock.

The truth is that the papers are in touch with the Earl of Dunraven, the Prince of Wales and their cliques. Royal Yacht Squadron men ignore Lipton. These cliques continue to be incensed that a mere tradesman, however successful as a money getter, and not a member of the yacht club, should presume to take the front position in an international contest. Yet there is not one of these aristocratic sneerers who does not know that Lipton, if he cared to enter the aristocratic marriage market, could wed to-morrow the proudest beauty of them all. If any paper notices Lipton's venture it is to insinuate that the underking is part of his knowledge of the art of advertising.

"What is all this mystery about the Shamrock?" says Land and Water, and replies: "Why, a successful advertiser is born and not made; his art cannot be cultivated to any marked degree, though it may be stimulated through an advertising agent. Lipton is a born advertiser. We hear of a large staff of detectives night and day watching Thornycroft's, with varying stories about composition and so forth. Isn't this the puff rampant?"

The Journal has interviewed Mr. Fife, the designer of the Shamrock, on the progress of building the yacht. He referred to the English papers treating the cup match with either indifference or sneers. Mr. Fife said that Lipton and the others concerned in the contest do not want any press notices, nor attach importance to any clique feeling against Lipton, if it exists.

"I don't know it exists," said Mr. Fife; "we mean to win the race and are doing our best thereto, that's all."

Asked about the build of the yacht, he said: "I shall not say a single word about the yacht nor what precautions are being taken to prevent her build becoming known until the right time. I defy the keenest American reporter to learn anything surreptitiously. I have been told that an American sporting paper offered a thousand pounds sterling for the plans. These plans are mine, and known to me alone. If Lipton himself consented to divulge them, I wouldn't."

"Are you still afraid your American opponents would embody any of your points if they were divulged?" asked the Journal correspondent.

"That is not and never has been my reason for keeping the matter private," he replied. "Simply I don't wish them to be published. Americans will see her all in good time. In the meantime they may be indulged by some acute newspaper man with fancy statements of the Shamrock's build and proportions, and even with sketches in detail. I would merely say that the Shamrock will be 200 tons, cutter rigged."

"And what about the rare metal used in her construction?"

With a humorous twinkle in his eyes he replied: "So far as I am concerned it is gold! I will tell you after the launch in May from Miliwall what alloy is used. Her crew will join her at Glasgow or Belfast, and will not be allowed to leave her till the race is over. Present arrangements provide for the Shamrock's arrival in America at the end of August. She will be rigged as a yawl to cross the Atlantic, and will be escorted by two steamers.

CUP CHALLENGER SHAMROCK WILL COST $750,000 BEFORE SHE COMES HERE TO RACE.

So Says Major Jameson, M. P., Who Is in New York Representing Sir Thomas Lipton.

Lord Charles Beresford and Other Famous Men to Cross with the Yacht's Owner.

Major J. Eustace Jameson.

MAJOR J. EUSTACE JAMESON, member of Parliament for West Clare, and Ireland's foremost yachtsman, who will be Sir Thomas Lipton's official representative aboard the Shamrock during the races for the America's Cup next Fall, is in New York on a lengthy business trip during which he will attend to many details concerning the international contest.

"The last thing Sir Thomas said to me just before leaving London," said Major Jameson yesterday, at the Holland House, "was this: 'If the Americans win the cup it will be because they have the better boat. I know of no finer nor more honorable sportsmen in the world than the American yachtsmen.' And that is the spirit which will pervade this whole event. The best boat will win.

"The secrets of the Shamrock are being closely guarded. Very few men in England know the least thing about her. Not more than half-a-dozen of Sir Thomas's closest friends and confidants have any idea concerning her design and construction. The yard where she is being built is guarded by forty detectives during the day and by forty more at night. Not the slightest detail is divulged.

"We recognize in England that you have in Herreshoff a great yacht designer and builder; so great that we are putting forth the best efforts Europe can produce to beat him. No expense is being spared in the construction of the Shamrock. The day she has her first run she will have cost $750,000.

"It is more than probable that the Shamrock will have no trial races in English waters, but will enter the cup races as a dark horse. Sir Thomas will, of course, put her through a number of tuning-up sails, but she will not be matched against other craft so that any estimate of her work can be had through comparison.

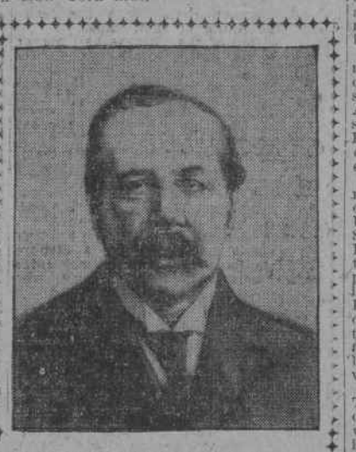
"There will be a large number of English and Scotch and Irish gentlemen come over to see the races. One of the reasons for putting off the date until October was to accommodate Sir Thomas's Parliamentary and official friends who might not be able to get away before that time if there should be a late session."

"Who will be in the owner's personal party?" was asked of Major Jameson.

"I think," he replied, "that Sir Thomas will have with him Lord Charles Beresford, the Marquis of Breadalbane, Major Sharman-Crawford, vice-commodore of the Royal Ulster Yacht Club, and myself. We shall cross in a steam yacht, and to a certain extent convoy the Shamrock on the way.

"You American yachtsmen need have no fear about the Shamrock not crossing under her own canvas. She will do that finely, no matter what the weather may be. She will start out several days before the steam yacht, and we expect to overtake her on the way. We will keep in the vicinity for a time, but will go on ahead during the latter part of the voyage and arrive in New York first.

Lord Charles Beresford.



Major J. Sharman Crawford.

"We Irishmen expect that the Shamrock's victory will do great things for Ireland. It certainly will help us. I am a Nationalist and have the strongest faith and hope for my country's future freedom and prosperity.

"Sir Thomas Lipton is already doing much to aid Ireland commercially. I know of one instance where he has proved the salvation of a stricken, congested district. An appeal was made to him to purchase some of the district's agricultural products. He responded by buying the entire output of butter and honey and ordering it for each year, no matter what the amount.

"One thing that augurs well for a Shamrock victory is the sudden and remarkable change in the whiskey taste in England. Up to a few months ago everybody drank Scotch. Now they all want old Irish. Doesn't that make a pretty good sign for the Shamrock? Sir Thomas is getting so patriotic that in his enormous business he is handling twice as much Irish as Scotch. I happen to know something about it, because of my own concern, the Dublin Distillers' Company. I notice that you have acquired a Scotch taste here in America, but after the Shamrock wins the cup there will be nothing but Irish.

"But all Great Britain is backing Sir Thomas in his endeavor to bring back the cup, and we know that the October races will be the fairest and most honorable of international sporting contests. We give you warning, however, that you will have to have the fastest boat ever built to save your trophy."

DEFENDER'S CREW ARRIVES TO-DAY.

The Deer Island Yankee Sailors Will Live Aboard the Old Yacht Until the New Cup Defender Columbia Is Ready for Them.

Bristol, R. I., April 16.—Thirty-two members of the Iselin-Morgan Cup Defender Columbia's crew will probably arrive to-morrow from Deer Island, Me., where they were selected by Captain Fred Weed. They will take up quarters on the old Defender, which is lying in the slip between the Herreshoff's north and south construction shops. Under their vigorous manipulations within a week or more she will again be rapidly put into racing trim, and by May 15 be prepared to do battle with the Columbia, though the new flyer will probably not be rigged and ready for tuning up trials until some weeks later.

James A. Stillman, who represents H. B. Duryea and his associates in the management of Defender, has arranged to have the old cup champion in commission in season to give Columbia's crew much of that practice together so essential to the complements of racing yachts. While all of the men have been specially selected for this service, less than half of them were in the international cup races four years ago, but they are able yachtsmen, young and vigorous, and are expected to show their English rivals many yachting tricks peculiar to the Deer Island Yankee.

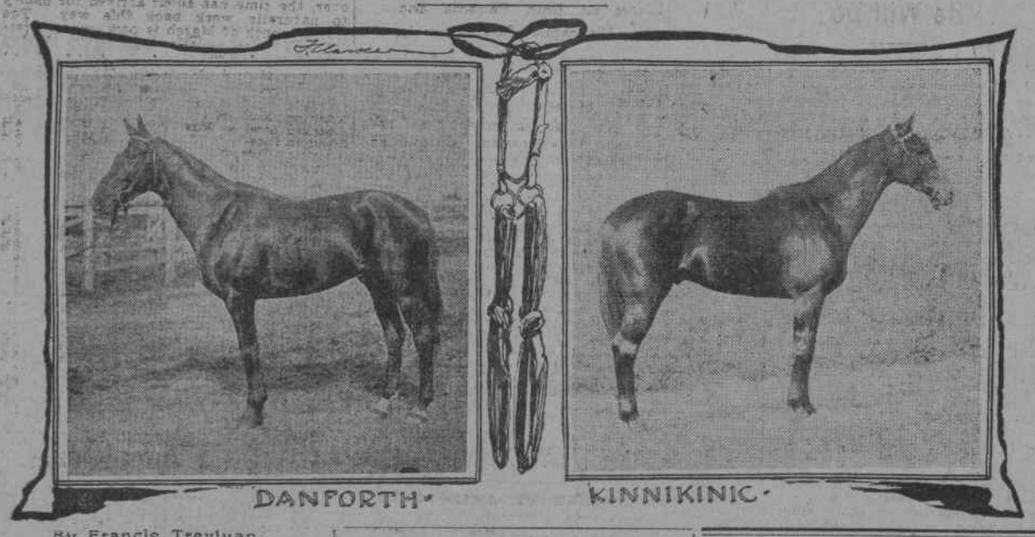
Columbia's mainsail has been cut and laid out in the new sail loft, and her other two lower working sails are said to be ready to bend on when the yacht is launched and the mast stepped. Boss Sailmaker Hathaway and his assistants should complete the first suit of canvas for Columbia by the end of the month. All the material for both suits is in hand.

The plating of hull and topsides is so far advanced that an extra force of cabinetmakers has started in to turn out companionslides, skylights and light deck furnishings.

Some of the lighter spars of pine and spruce have arrived from East Boston by steamer. Mast, gaff and boom are held back in order to keep their final dimensions away from inquisitive newspaper men as long as possible.

HANDICAP WINNER HARD TO PICK.

Trainers Are Divided in Their Opinions of the Big Race at the Aqueduct Track This Afternoon.



By Francis Trevlyan.

IT was a lucky thing that Superintendent "Bob" Tucker, of the Queens County Jockey Club, took time by the forelock and widened the chute at the start of the short seven furlong course of the Aqueduct race course. Even with the additional width, which is announced as forty feet, the starter, Mr. Pettingill, will have no easy time in effecting a good send-off in to-day's Carter Handicap if a large proportion of the twenty-one horses carded go to the post.

The opening card of the season in New York State is excellent, and if the weather be only halfway good the record for attendances at Aqueduct will surely be beaten. There is small chance that President Reilly will be well enough to be present, at any rate during the first half of the meeting, but he is doing capitally and is well on the road to complete recovery, and the reports that his associates will be able to carry to him should help him along the road of convalescence.

Saturday afternoon's fire was in one sense bad luck, but the damage done was comparatively nothing to what might have happened had the wind been in another direction, so that, while one cannot but regret that even one thoroughbred should suffer such a fearful death as that by burning, the destruction of one stable and the unfortunate Stray Step was really an insignificant item.

* * *

All to-day's field are big, though under the rules of racing none of the other events could come up to the handicap in this respect. Winners will take any amount of finding, for the horses include animals that have been campaigning all Winter, others that have been showing their paces at Bennings, and others again that are facing the flag for the first time this year. There is scarcely any possible line on which they can be brought together on paper, but this will not deter the enthusiastic punter, and the gentlemen who are obliging enough to lay the odds are tolerably sure to have their hands full all day.

In the handicap the top-weight, Kinnikinic, is one of the kind that are making their debut. The Milltown Stable's big horse is, however, in the hands of a very clever trainer, "Tom" Healy, a man who can bring a horse to the post the first time out of the box fit to run for a man's life, and this will probably not be needed as an excuse for either Kinnikinic or Healy's other candidate, Trillo.

Much depends on the condition of the going that yesterday's rain has left, for Kinnikinic has never been reputed partial to mud and this same rain may quite possibly be responsible for the scratching of him and sundry other horses. Kinnikinic has, however, always shown a special fancy for the Aqueduct track, and if he goes to the post is virtually sure to render a good account of himself.

Picking the winner is like attempting to find a needle in a bundle of hay. The mystery of the race is why M. F. Dwyer should have scratched Greatland, for, since the three-year-old is entered in another race to-day, one must suppose that his stable regards him as being fit and ready. The local trainers are widely in discordance in their opinions, and the selections run over many names, including Dan Rice, Trillo, Kinnikinic, Bannock, King Barleycorn, Lanky Bob and Danforth.

In Danforth, "Father Bill" Daly seems to have struck a real bargain once more, though such windfalls have been quite rare with him of late years. Few such plums as Bolero have been falling into his lap. Danforth, at 105 pounds, looks tempting, as the four-year-old showed enough at Washington to warrant one in supposing that at any rate he will not be beaten through lack of condition. The Bromley stable must have thought a great deal of the horse to have wanted him back from Daly at a considerable advance on what the latter paid for him at public auction.

The Gravesend division of trainers are greatly in love with the chances of Green Morris' representative, the four-year-old Lanky Bob, and his work seems at any rate to have been amply good enough to make this preference reasonable, especially as all the horses in this veteran trainer's stable are reported as being well advanced. The Carter is, however, inevitably an uncertain race. The field is nearly always large, the distance short, and despite the splendid length of the Aqueduct stretch, the fortunes of war encountered on the turn are apt to decide the fate of a number of the runners before ever they have their heads straightened out for home. This was the case with last year's favorite, Magazine, and history is liable to repeat itself to-day.

News of the Boxers.

To-night at the National Sporting Club, London Billy Rotchford, the Chicago boxer, and Pedlar Palmer, the English champion, are scheduled to box fifteen rounds for the championship and a purse of $1,500. Palmer and Rotchford were originally matched to fight last Fall, but the latter was taken ill and their first match was declared off. Since that time the American lad has gone through several serious surgical operations, and according to reports it is doubtful if he is physically capable of coping with such a clever man as Palmer.

To-day's Probable Winners.

At Aqueduct.

FIRST RACE—HARRY REED, TYRIAN.
SECOND RACE—ALEX, DECIMAL.
THIRD RACE—GREATLAND, ORDEAL.
FOURTH RACE—KING BARLEYCORN, TRILLO.
FIFTH RACE—JOHNNY J., FRELINGHUYSEN.
SIXTH RACE—DAN RICE, BYRON McCLELLAND.

Auction sales advertised this morning will be found on page 11.

COLCOLOUGH TO TWIRL TO-DAY.

Giants Hope to Turn the Tables on the Baltimore Orioles.

Results and Attendance.

Louis, 6; Cleveland, 5	18,000
Cincinnati, 4; Chicago, 8	13,400

Standing of the Clubs.

	Won.	Lost.	Per ct.
Chicago	3	0	1,000
Philadelphia	2	0	1,000
St. Louis	2	0	1,000
Boston	1	0	1,000
Baltimore	1	0	1,000
Pittsburg	1	0	1,000
Brooklyn	0	1	.000
Washington	0	2	.000
Louisville	0	2	.000
New York	0	1	.000
Cleveland	0	2	.000
Cincinnati	0	2	.000

Baltimore, Md., April 16.—An attendance of three thousand at the opening game does not afford any overbright prospects for a successful baseball season in Baltimore this year. There are very few in this city who expect it, and the National League moguls themselves are the least sanguine of all. In fact, it is common talk among the old enthusiasts here that the league officials do not expect the club to last the season out, nor do they care how soon the climax comes.

If McGraw and Robinson's team should bring a surprise by playing phenomenally brilliant ball and win unexpected victories from the start the city might possibly manage to pull through the season without drawing heavily on the Brooklyn end of the syndicate, but the chances of any such good fortune are remote. If it was the league officials' desire and intention to freeze out Baltimore and Cleveland, as has been insinuated, and as is thought to be the case by the Baltimore public, there is little doubt but that they will succeed.

The Giants will go into to-morrow's game with confidence, notwithstanding their defeat in the opening game. There is a general feeling among the players that they can defeat McGraw's outfit in the long run. There are no excuses made by Captain Doyle or his men for their defeat. They lost on the merits of the contest, and were fairly beaten, but that does not prevent them from drawing their own conclusions as to the respective merits of the two teams. "The New Yorks are the better team," Captain Doyle says, and "We will place stronger than many other teams in the League."

Colcolough will pitch for the Giants to-day, with Warner as the receiving end of the battery. The other positions will be filled as they were in Saturday's game. Gilmerty or Nops will do the twirling for the Orioles.

Captain Doyle will don a uniform and go on the coaching line, but he will not attempt to play until his injured leg is fully well. It is rapidly recovering, however, and he should be able to play by Wednesday at the latest. The Giants outfield has been strengthened by O'Brien, and Meyer will lay off until his "Charley Horse" stops kicking.

Mettig, who reported to Manager Day on Saturday, will sign before the team returns to New York. He lives a short distance out of Baltimore and attended a meeting of the players held on Saturday at which the signs and signals were rehearsed.

Baseball's Revival in St. Louis.

St. Louis, April 16.—Eighteen thousand fans to-day saw the new St. Louis club wallop the Cleveland's for the second time this season. The game was close throughout, and until the sixth inning, when the home team gained a lead of five runs, the game was a tie. Wallace's home run was a feature of the game. Score:

ST. LOUIS.	r	1b	po	a	e	CLEVELAND.	r	1b	po	a	e
Shriver, lf	0	1	1	0	0	Dowd, cf	1	1	1	0	0
Wallace, 2b	0	0	3	2	1	Harley, lf	1	0	1	0	1
Crawford, ss	1	2	2	3	0	Quinn, 2b	2	2	0	3	0
McGuire, 3b	1	1	1	1	0	Cross, 3b	0	2	1	1	1
Nadeau, rf	1	1	4	1	0	Sugden, c	0	1	3	1	1
Donovan, 1b	1	1	6	0	0	Tucker, 1b	0	0	10	0	0
Peitz, c	1	1	2	2	0	Sullivan, rf	0	2	0	1	0
McCormick, cf	1	0	2	0	0	Lockhead, ss	1	2	2	3	0
Taylor, p	0	0	0	1	1	Carsey, p	0	2	0	2	0
Totals	6	7	27	10	2	Totals	5	12	24	11	3

St. Louis	0	0	1	0	0	5	0	0	x	—	6
Cleveland	0	0	0	0	0	0	1	0	3	—	5

Two-base hits—McKean, Quinn, Sugden, Lockhead. Home run—Wallace. Double plays—Lockhead and Tucker; Heidrick and O'Connor. Wild pitches—Carsey, 1. Stolen bases—Harley, Lockhead. Cross. Hit by pitcher—By Powell, 1. Bases on balls—Off Powell, 2; off Carsey, 3. Time—One hour and fifty minutes. Umpires—O'Day and Brennan.

Two Jack Taylors Pitch.

Cincinnati, April 16.—Jack Taylor I. was very, very wild to-day, while Jack Taylor II. was steady and effective, and this, together with very stupid ball playing, explains the defeat of the Reds. Attendance, 13,400. Score:

CINCINNATI.	r	1b	po	a	e	CHICAGO.	r	1b	po	a	e
McBride, rf	2	1	3	0	0	Ryan, lf	0	1	3	0	0
Selbach, cf	0	2	2	1	0	Green, rf	0	1	2	0	0
Smith, lf	1	0	4	1	0	W'lv'rt'n, 3b	0	0	1	2	0
Corcoran, ss	0	1	2	1	2	Lange, cf	0	1	2	1	0
McPhee, 2b	0	1	2	5	1	Everitt, 1b	1	1	15	0	0
Beckley, 1b	0	0	9	1	0	Demont, ss	1	1	4	6	1
Steinfeldt, 3b	0	1	2	1	0	McC'm'k, 2b	2	1	1	2	0
Peitz, c	1	1	2	2	0	Donohue, c	2	1	0	2	0
Taylor, p	0	0	1	2	1	Taylor, p	2	2	0	2	0
*Vaughn	0	1	0	0	0						
Totals	4	8	27	14	4	Totals	8	9	27	14	1

*Batted for Taylor (Cincinnati) in the ninth.

Cincinnati	2	0	1	1	0	0	0	0	0	—	4
Chicago	0	3	0	0	2	3	0	0	0	—	8

Two-base hits—McCormick, Taylor (Chicago), Everitt, McPhee, Peitz. Stolen base—Demont. Double plays—Selbach and Beckley; Taylor, Steinfeldt and Beckley; Smith, Beckley and Taylor. First base on balls—By Taylor (Cincinnati), 3; Taylor (Chicago), 2. Hit by pitcher—Taylor (Cincinnati), 1. Struck out—By Taylor (Cincinnati), 3. Passed ball—Donohue. Time of game—Two hours. Umpires—Swartwood and Warner.

To-day's League Games.

Boston, at Brooklyn.
New York, at Baltimore.
Washington, at Philadelphia.
Pittsburg, at Cincinnati.
Chicago, at Louisville.
Cleveland, at St. Louis.

FOR COLLEGE CYCLERS.

The Championship Meet Will Be Held on June 3, Either Here or at Philadelphia.

The first bicycle championship under the auspices of the recently formed Intercollegiate Bicycle Association will take place on June 3 at either New York or Philadelphia. This was decided Saturday afternoon at a meeting of the Executive Committee of the I. B. A., which took place at the Fifth Avenue Hotel. The selection of a track in this city or Philadelphia was allotted to a sub-committee consisting of President H. N. Hall, of Columbia, and Secretary Dean Halford, of New York University.

At the tourney these championships will be contested: Quarter mile, half mile, one mile and five mile on singles and a mile tandem. In the five-mile race there will be two-mile heats. Only ten representatives of one college may compete at the meet, and no more than five members of a team in one event. The points will count five for first, three for second and one for third. This is a change from last year, when the points were reckoned on the three, two, one basis. Gold, silver and bronze die medals will be awarded the first, second and third men in each event.

Those at the meeting were: H. N. Hall, Columbia; Dean Halford, New York University; R. H. Hazeltine, Cornell; W. E. Miner, Yale; E. A. Macklin, Pennsylvania, and J. L. Davis, of Princeton. J. T. Williams and W. H. Fearing, Jr., the Columbia racing men, were present in an advisory capacity.

AQUEDUCT ENTRIES.

First Race—Selling; five furlongs.

Nautch Girl	111	Red Spider	104
Swamp Angel	108	Chenille	102
Geo. Labar	108	South Africa	102
Tyrian	106	Rey Salazar	102
Rare Perfume	104	Tut Tut	95
Harry Reed	104	Hop Scotch	91

Second Race—Two-year-olds; four furlongs and a half.

King Thistle	111	Alex	109
Neponset	109	Specifin	109
Advance Guard	109	Montanic	106
Shoreham	109	Decimal	106
Water King	109	Ortrud	106

Third Race—Three-year-olds; selling; five furlongs and a half.

Hilee	113	James M.	106
Sweet Caporal	111	Greatland	106
Spurs	110	Village Pride	101
Effervescent	109	Lady Exile	101
Ordeal	109	Al Reeves	99
Kirkwood	107	Lady Bratton	97

Fourth Race—Carter Handicap; about seven furlongs.

Kinnikinic	122	Danforth	105
Bannock	118	Sir Florian	100
Lambent	117	Gloudine	100
Lanky Bob	114	Diminutive	100
King Barleycorn	110	Dr. Parker	100
Nosey	108	Takanassee	100
Larva	106	Roysterer	98
Charentus	105	Boney Boy	98
Sensational	100	Lady Dora	93
Trillo	105	Forsooth	90
Dan Rice	103		

Fifth Race—Two-year-olds; selling; four furlongs and a half.

Peaceful	110	Lottie Sheville	99
Frelinghuysen	108	Beautiful	99
Johnny J.	106	Albonita	99
Saddluces	105	Shoreham	98
Roxburgh	102	Big Gun	90
Monometalist	100	Pauline B.	90

Sixth Race—Selling; about seven furlongs.

Dan Rice	117	Plaintain	108
Premier	115	Ortoland	106
Longacre	114	Arquebus	102
Byron McClelland	112	Village Pride	91
Mordecai	111	Kirsbena	89
Aquinas	110	Tyran	88
Maximo Gomez	110	Lady Bratton	84
Harry Reed	110		

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come to every man.
HERE'S YOURS!
A Neat, Stylish and Well Fitting
Sack or Cutaway SUIT to order, $20.00.
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Tailored and Trimmed Like the Best.
Nicoll.
771 Broadway, 145-147 Bowery.

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Used the world over. For all results of youthful errors, lame back, varicocele, etc. No drugs to wreck the stomach. Worn at night; currents instantly felt; 6,000 cured last year. Drop in and CONSULT ME FREE, or write for descriptive book, "Three Classes of Men," sent, sealed, free by mail.
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Office Hours, 9 A. M. to 9 P. M. Sundays, 9 to 12.

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PRIVATE BOOK FOR MEN FREE.
Lost Manhood, Weakness, Night Emissions, Premature Decay, and all those diseases arising from Youthful Indiscretions, quickly, privately and permanently cured by the use of the Old Dr. HALLOCK wonderful Electric Pills. The effects are magical to all ages, young, old or middle-aged. Pills in use for 50 years. PRICE $1.00 per BOX, or 6 boxes, full treatment, $5. Sent closely sealed on receipt of price. Special directions and advice sent with each order, all charges prepaid. Our Medical Book and a list of questions sent (sealed) for the asking. Book describes above-named Diseases, also Stricture and all Diseases peculiar to men.
HALLOCK MEDICAL INSTITUTE,
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Established 51 years.

For Fine Custom Tailoring
we ask prices ⅓ less than demanded at exclusive tailors.
Our great assortment of piece goods, our long experience, our skillful cutters and tailors are a combination that can't be improved upon.
Hackett, Carhart & Co.,
Broadway, | Cor. 13th St., Cor. Canal St., Near Chambers.

Sportsmen's Goods.
TIRES, $1.50 each; Goodyear A, XX and '99 Specials. STARR WHEEL CO., 132 East 23d st.

MEN'S DISEASES.
All secret and private ailments of men cured in a few days; skin troubles, blood poisoning, nervous debility and general weakness restored. Go to the Hallett New York Medical Institute and consult the great blood and nerve specialist, 216 East 16th st., near 3d ave.; no charge unless cured; hours, 9 to 9. Sundays included.

WEAK MANHOOD Early Decay and Abuse, Impotency. Lost Vigor and health fully restored. Varicocele cured. Parts enlarged, strengthened. 30 years' Practice. Book on Special Diseases sent free. DR. LOBB, 329 North Fifteenth Street, Philadelphia, Pa. Call or write.

Bicycles.

Difference in Saddles.
Leather saddles can be bought at from 50 cents to $1.00. That's why some makers equip their wheels with them. Christy Saddles cannot be bought at that price. The selling price is $2.00—no more and no less—and they are worth it. Insist that your wheel be fitted with the Christy Saddle. No dealer will lose a sale on account of your preference.
The Christy Saddle has received the endorsement of 5,000 physicians.
Uptown Store open Wednesday and Saturday evenings until 9 o'clock.
A. G. SPALDING & BROS., 126, 128, 130 Nassau St. | SPALDING-BIDWELL CO., 29, 31, 33 W. 42d Street.

GREATEST BICYCLE STORE IN NEW YORK.
MONARCH, CRAWFORD, FEATHERSTONE, $25
(ALL 1899 MODELS.)
Look at the following list of "Tip-top" makes from which you may select.

COLUMBIA,	STEARNS,	REMINGTON,
MONARCH,	DAYTON,	BELVIDERE,
DEFENDER,	IVER JOHNSON,	PIERCE,
CRAWFORD,	ELDREDGE,	ECLIPSE,
HARTFORD,	FEATHERSTONE,	TIGER, &c.

CASH OR INSTALMENTS.
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