CHADWICK WRITES OF BASEBALL.

By Henry Chadwick.

AS the twelve League clubs are just about closing the first month's work of the championship season of 1897, it will be time to look over the month's record and see what the club teams have thus far done in the sixth pennant race of the twelve-club League's history. Ordinarily professional club managers and team captains are supposed to gain instruction from carefully studying the records of the immediate past in League annals; but, judging from the tenacity with which this class of club officials still cling to old methods in the management and playing of their respective club teams, it would seem as if only a small minority of them profit by the lessons to be learned.

For three successive years the Baltimore club has carried off the pennant race honors each season, and why? Simply because the club has adopted exceptional methods in the government and playing of the team. In the first place, no "official interference" with the plans of the team manager has hampered his work in controlling his players. Secondly, better judgment than usual has been displayed in getting together a set of players who will work in harmony in "playing for the side," rather than for a mere individual record. And, thirdly, the manager of the successful team has paid special attention to having thorough team work done in each department of the game, particularly so to team work at the bat, in which the champions, each year, have excelled every other League club.

I had occasion, while witnessing three games in Brooklyn recently, to call Mr. Young's attention to the neglect of the rules by two of his umpires, and I am glad to note the fact that he has taken occasion to "call them down" for their failure to do their duty in a manner which has already had due effect. Every game I witness this season I shall watch the umpiring closely and report to Mr. Young every violation of the rules I am personally cognizant of.

There is one event of the opening of the League campaign which has pleased me greatly, and that is the very creditable success of the reconstructed team of Louisville in getting away from their old standpoint in the vicinity of "the last ditch." Unluckily Washington and St. Louis—the others of the tail end trio of the last five years—have not been so successful as the "Colonels."

Just take a glance at the League pennant race records from 1892 to 1896, inclusive, which show the difference each season between the percentage of victories figures of the leader and tail ender of each year's pennant race. Here is the record in question:

	1892.	1893.	1894.	1895.	1896.
Percentage of leader	.680	.662	.695	.669	.698
Percentage of tail-enders	.313	.310	.277	.269	.290
Difference in points	367	352	418	402	408

This year, on May 19, the record showed the percentage of the leader to be .864, while that of the tail ender was but .227, showing a difference in percentage points of no less than .637, a fact showing thus far one of the most unevenly contested pennant records known to league histories.

I am glad to see that scientific batting, viz "team work at the bat," is being paid more attention to this season than ever before. The fielding in the game has scarcely a loophole left for improvement, so constantly have the players been trained to excel in fielding year after year. But in what I term "team work at the bat," as shown in "place hitting," forcing for position, batting runners around the bases by sacrifice hits and skilful bunting, as well as by safe tapping at the ball to short outfield, the advance has been tediously slow.

Before closing this chapter of baseball chat let me give you a paragraph or two of statistics bearing upon the work done in the campaign out West now in progress. The record of the first East and West series of the season, up to May 19 inclusive, which ended the first half of the campaign out West, is as follows. The names of the clubs are given in the order of their percentage of victories:

Eastern Clubs' Record.	Cincinnati	Pittsburg	Cleveland	Chicago	Louisville	St. Louis	Victories	Per cent of victories
Baltimore	—	—	—	—	3	3	6	1.000
Boston	—	2	2	2	—	2	6	.667
Brooklyn	—	—	—	1	—	2	5	.625
Philadelphia	—	—	—	—	2	3	5	.625
Washington	—	1	0	—	0	—	1	.167
New York	0	1	—	1	—	—	1	.143
Games lost	0	4	4	3	5	8	24	

Western Clubs' Record.	Baltimore	Boston	Brooklyn	Philadelphia	Washington	New York	Victories	Per cent of victories
Cincinnati	—	—	—	3	—	3	6	1.000
Pittsburg	—	1	—	—	2	2	5	.556
Cleveland	—	1	1	—	3	—	5	.556
Chicago	—	1	1	—	—	2	4	.400
Louisville	0	—	—	0	—	1	1	.167
St. Louis	0	—	1	0	—	1	1	.111
Games lost	0	3	3	3	5	6	20	

Another interesting table is added, which gives some idea of the success and failure in the batting department during the first half of the western tour. Here is a table showing what the pitchers of each club have done in the Western series, up to May 19 inclusive, in the way of percentage of victories pitched in. The table includes only the names of pitchers who have at least pitched in a single victory.

Pitchers.	Clubs	Victories.	Defeats.	Per Cent of Victories.
Corbett	Baltimore	3	0	1.000
Knopps	Baltimore	3	0	1.000
Hoffer	Baltimore	1	0	1.000
Damman	Cincinnati	2	0	1.000
Breitenstein	Cincinnati	1	0	1.000
Rhines	Cincinnati	1	0	1.000
Dwyer	Cincinnati	1	0	1.000
Ehret	Cincinnati	1	0	1.000
Killen	Pittsburg	2	1	.667
Tannehill	Pittsburg	2	1	.667
Carsey	Philadelphia	1	0	1.000
Fifield	Philadelphia	1	0	1.000
Wheeler	Philadelphia	1	0	1.000
Orth	Philadelphia	1	1	.500
Cuppy	Cleveland	3	0	1.000
Wilson	Cleveland	1	1	.500
Young	Cleveland	1	3	.250
Klobedanz	Boston	3	0	1.000
Lewis	Boston	1	0	1.000
Nichols	Boston	2	0	1.000
Hemming	Louisville	1	1	.500
[illegible]	Brooklyn	2	1	.667
Kennedy	Brooklyn	2	1	.667
Payne	Brooklyn	1	1	.500
Doheny	New York	1	1	.500
Breese	Chicago	1	0	1.000
Griffith	Chicago	1	1	.500
McJames	Washington	1	1	.500

The pitchers who did not pitch in a single victory and in but one defeat were Ruste, Hutchinson, King, Sullivan, Stivetts, Denzer and Callahan. Those who pitched in two defeats without a victory were Meekin, Mercer, Esper, Hill, Frazer and Veymann, while Donahue pitched in three defeats without a victory.

ONE WOODLAND STROLL.

Recounting a True Tale with the Names of the Hero and Heroine Sufficiently Disguised.

"It will be perfectly lovely when we both learn to ride the bicycle," said little Mrs. De Forrest to her husband, "for we can make so many excursions into the country together, and can get such beautiful bunches of wild flowers and blossoms."

And he agreed, for he generally did agree in any arguments with that plump young woman. Not long after that he learned to ride. Last Sunday he took his first woodland stroll with his wife.

It had been a long time since De Forest had given himself over to violent exercise of any description, and he had not reckoned on the amount of endurance necessary to "plug" along a thirty-mile run, half the distance against a strong head wind. That is one of the reasons why the trip was not entirely a huge success, and there are others.

Some ten miles from home and three miles from any other place, Mrs. De Forrest discovered a road leading into a patch of woods. She was positive there were flowers concealed in those woods, and suggested that they ride on their bicycles underneath the spreading maple trees until they found them. This they did, and gathered a large bunch of violets, to her great enjoyment.

Presently they started home. They had not gone far when Mrs. De Forrest said: "Why, dear, how queer your rear tire looks. It is as flat as my hat rim."

And De Forrest replied: "It can't look any queerer than it feels. It's been going bump, bump, bump these ten minutes."

"I believe it is punctured," said Mrs. De Forrest. "How romantic!"

"How devilish idiotic," growled De Forrest. Dismounting he ascertained that it was punctured with a long, well-pointed thorn. Furthermore, he discovered that he had nothing with which to mend it, and that he didn't know how to mend it if he had had fifty repair kits.

"Now I walk," said he, "and all because of this woodland stroll," with a tremendous burst of sarcasm on the stroll.

"But it surely can't be far, dear," said Mrs. De Forrest. Three weary miles they paced along the road, De Forrest's temper rising with every step. At last they found civilization and a repair shop. Two hours later they were home.

The next day De Forrest sent a telegram to the office saying that he would not be down on account of sickness. When his wife sat down at the dinner table that night she found a faded bunch of violets at her plate. Pinned to them was a note addressed to her. It read:

Reginald De Forrest, in acct. with the Woodland Stroll Co., Cr.:

By—	
One doctor's visit	$3.00
One bottle witch hazel	.50
One plaster	.25
One punctured tire	1.00
One cracked rim	5.00
One job lot of experience	50.00
Total	$59.75
Same in acct. with same, Dr. to—	
One bunch violets	.50

"The mean thing," said Mrs. De Forrest, "that's why he wanted the maid to smuggle some paper and ink into his room without letting me know about it."

Then she wept.

DON'T LET THEM DO IT.

Small Boys May Become Seriously Ill by Riding on Bicycles That Are Too Large for Them.

Physicians have issued a warning to parents who allow their children to ride upon bicycles that are not fitted to them. Every small boy wants to ride a wheel. It is easy for him to learn, and he likes to be able to show his father a few tricks that the head of the family doesn't care to attempt.

Nevertheless, when he is permitted to take his father's bicycle, or that of an older brother, and start for a long ride, he is granted permission to do something that may result in permanent and serious injury.

How often a small youngster is seen on a wheel two or three sizes too large for him, trying manfully to push it over the ground as fast as his elders. The saddle is quite out of his reach for resting purposes, and, with all his weight on the pedals, in fact standing up in them, he exerts himself to the utmost, his hips working with painful effort and his body swaying, as first one foot and then the other goes down, while his back is left without support.

The exercise is so violent and the hip motion so pronounced that it is an easy matter for the little fellow to lay the foundation of a case of hip complaint, from which he may never recover. Any child who is permitted to ride a bicycle should have one that is fitted carefully to him. Better that the frame be small and the saddle raised until he is comfortable in it than to have the frame so large that he cannot rest on the saddle with any comfort when it is dropped lightly to the backbone of the wheel.

Some parents, in purchasing a bicycle for the youngster, go on the theory that the boy will grow into it, if the wheel is a little large. In making purchases of clothing that theory may work, but in cycling it is absolutely incorrect, and, if adopted, positively injurious.

PEOPLE WHO ARE MET ON BICYCLES.

LONG and lank, with a face as solemn as an undertaker's sign, there is a citizen of the West Side who rides almost daily on the Boulevard. He appears first at the Circle. He rides for three blocks and then dismounts. Drawing his watch from his pocket he waits until three minutes have elapsed and then mounts again and rides another three blocks.

Once more he dismounts and the timing performance is gone through with again. Another three blocks, and another wait. By such easy stages he makes his way to the head of the One Hundred and Sixth street incline, never turning west to the Drive, but wheeling slowly back to the Circle.

"I can't make him out," said one of the prominent bicycle agents, who has a business place on the Boulevard. "I have watched him time and again, and it is a problem with me whether he is an invalid taking exercise very mildly, or whether he goes through with that performance every day to attract attention."

There have been Jack the Huggers, Jack the Rippers, Jack the Pinchers, and several other types of murderous or eccentric cranks, but it remained for the bicycle to develop a Jack the Hisser.

He first attracted attention on a recent morning on Bedford avenue, in Brooklyn. Standing at the corner, he hissed violently every lady cyclist who passed. He did not pay the slightest attention to gentlemen riders, but as soon as he saw a woman on a bicycle he began to speak in the goose tongue.

He was asked why he hissed the lady riders. "I don't know as that is anybody's business but my own," was the reply. Nor could anything further be obtained from him. Tired, or out of breath from his exertion on Bedford avenue, he made his way toward Prospect Park, and was next heard from on the Park plaza, where he lingered but a short time.

He got down to Coney Island, but the cyclists threatened to make it warm for him if he didn't refrain from his demonstrations. Overawed by superior numbers he left for some other quarter. At 9 o'clock that night one of the cyclists who had watched the man's eccentric behavior on Bedford avenue in the morning, saw him on a Bridge car crossing from Brooklyn to New York. He stood outside on the platform, and as often as the Bridge train passed a lady bicycle rider crossing over the carriage way the air was filled with hisses.

Low browed, bowed down with a huge black mustache, with eyes set obliquely and close together, he carried himself away to the Bowery when he walked out of the Bridge entrance.

A former newspaper writer takes an outing every pleasant morning down the cycle paths. When he returns from the ocean he stops at the rendezvous at Prospect Park, unlonds a tiny pocket heater from a little travelling case, that is attached to his bicycle, fills a cup with water from the fountain, lights the alcohol flame and soon has a cup of boiling water. In that he drops one of the beef tea tablets now prepared for travellers' convenience, and after he has seasoned it with a pinch of salt, contentedly sips his cup of warm broth.

"Nothing like it," said he the other day. "You can talk about all kinds of drinks being refreshing for cyclists after they have finished a ride, or while they are riding, but beef tea is the one thing that will do them the most good. I have gained ten pounds since I began to ride the bicycle and my muscles are as hard as nails. Sleep like a log, have a splendid appetite and never felt better. I attribute it all to the bicycle-beef tea combination. I take this little case along with me because I prefer to drink one cup before I get home, then another immediately after I reach my residence. Try it. It'll do you good."

A young woman rides on upper Fifth avenue who holds all records for ribbon decoration on her bicycle. She seldom has less than three feet of the brightest crimson ribbon floating in the wind on either side of her wheel and she is never happier than when the flying ends get mixed up with some other cyclist. As she wears one of the present popular red waists, a red hat and a skirt that is trimmed with red braid, she has been christened "Mrs. Mephistopheles" by the regulars who ride on that thoroughfare.

Down the Boulevard the other afternoon there came one of the prettiest and most demure Quaker girls that the sun ever shone upon. She was costumed exactly like the young ladies of the Quaker sect. Not even the bonnet was lacking. The promenaders on the sidewalk gazed admiringly and the masculine cyclists narrowly escaped a beautiful round of tumbles and collisions by turning their heads to get a second glimpse. No one would have imagined by the conduct of the beautiful little rider, who was attracting so much attention, that she knew of another person in existence beside her sweet self. But she did. She was an actress and doing it on a wager.

How to Train.

Stop smoking.

Take plenty of sleep.

Stop drinking alcoholic and malt liquors.

Walk with the chest out, abdomen in, and swing the arms briskly.

Take a sponge bath and a rub down every time you finish exercising.

Avoid all pastries, sweets, food with rich sauces and fresh made bread, hard crusts and hot biscuits.

Devote fifteen minutes to arm exercises after rising, in order to clear out and help strengthen the lungs. The better the lungs, the better the endurance.

Don't begin with a thirty mile ride the first day, if you are training for bicycle work, or a ten-mile walk, if you are getting into condition to run. Just a little exercise for the first week will be enough. After that you can lengthen your "forced marches."

Roast beef, plenty of soft boiled eggs, plain soups, graham bread, fresh garden vegetables, oatmeal, fish of any kind, not fried; not too many potatoes, neither coffee nor tea, and a glass of ale now and then after dinner will be found beneficial. Chops in the morning and at luncheon are easily digested. Let veal alone.

Follow these simple suggestions whether or not you want to train, and you will feel better for doing so.

JOURNAL'S SCHEDULE RUN

Where All the Cycling Clubs of New York and Vicinity Will Go To-day.

From New York.

Mineola Wheelmen, from Tarrytown, 9:30 a. m.

Tuxedo Wheelmen, to Coney Island, at 9 a. m.

White Cycle Club, to Asbury Park, via steamer Mary Patten.

Lyceum Wheelmen, to Coney Island, at 10 a. m.

Mount Morris Cyclists, destination not stated, at 9 a. m.

Greenwich Wheelmen, to Paterson, N. J., at 8:30 a. m.

Gotham Cycle Club, to Paterson, first division at 9 a. m., and second at 10 a. m.

Riverside Wheelmen, to Paterson, at 9:30 a. m.

Knickerbocker Athletic Club Wheelmen, to Merrick, at 9:30 a. m.

Lincoln Wheelmen, to Freeport, at 8 a. m.

Xavier Wheelmen, to Plainfield, N. J., at 8:30 a. m.

Triumph Wheelmen, to New Brunswick, century run.

Ascension Wheelmen, to Coney Island, at 10 a. m.

Harlem Wheelmen, to City Island, at 9 a. m.

Morris Wheelmen, to Staten Island, via Fort Lee ferry and Railway, at 7:15 a. m.; second division, to Staten Island, via Hudson County Boulevard, at 8:15 a. m.; short morning run to Hudson County Boulevard at 8:15 a. m.; short afternoon run to New Rochelle at 2:30 p. m.

Bedford Club, to City Island, at 9:30 a. m.

St. eGorge's Bicycle Club, to Freeport, at 8 a. m.

Yorkville Wheelmen, to New Brunswick, at 5 a. m.

Linwood Wheelmen, to Coney Island, at 9 a. m.

Eureka Wheelmen, to Bergen Point, at 9 a. m.

Mount Morris Cyclists, to Pearsall's, at 9:30 a. m.

Empire Cycling Club, to Pompton, N. J., at 8 a. m.

Heather Bell Wheelmen, to Coney Island.

Century Wheelmen, to Tottenville, at 9 a. m.; ladies' run. Short run will also leave at 2 p. m. for St. eGorge.

Double X Coterie Wheelmen, to Yonkers, at 9 a. m.

Transit Wheelmen, to Tappan, at 8 a. m.

Fleetwood Wheelmen, to Bergen Point, at 9 a. m.

Pioneer Cycle Club, to Flushing, at 9 a. m.

Company E, Eighth Regiment, to Amityville, at 9:30 a. m.

Elmhurst Wheelmen, to Roslyn, at 8:30 a. m.

New York Athletic Club Wheelmen, to Travers Island, at 10 a. m.

From Brooklyn.

Foresters of America Wheelmen, to Amityville, at 8:30 a. m.

Long Island Wheelmen, to Roslyn, at 8:30 a. m.

Concord Cycle Club, to White Plains, at 9 a. m.

Nassau Wheelmen, random run, leaving clubhouse at 9 a. m.

Diana Wheelmen, to Lynbrook, at 9 a. m.

Greater New York Wheelmen, to Tottenville, at 9 a. m.

Fresh Air Wheelmen, to Far Rockaway, at 9 a. m.

Dean Cycle Club to Wantagh, at 9 a. m.

Brevoort Wheelmen to Hudson County Boulevard, at 9 a. m.

Logan Wheelmen to Tottenville, at 9 a. m.

South Brooklyn Wheelmen to Perth Amboy, at 8:30 a. m.

Parasite Wheelmen, "Around the Block," at 8:30 a. m.

Waverley Bicycle Club to Hempstead, at 8:30 a. m.

Terrace Wheelmen to Plainfield, at 9 a. m.

Williamsburg Wheelmen to Paterson, at 8 a.m.

Comet Wheelmen to College Point, at 9 a. m.

Alpine Cyclers to Bayonne, at 9 a. m.

Central Wheelmen to Yonkers, at 8:30 a. m.

Dacotah Wheelmen to Plainfield, at 9 a. m.

From New Jersey Cities.

East Orange Cyclers, to Rahway, at 9 a. m., from East Orange.

Orange Wheelmen, to Trenton, at 8 a. m., from Orange.

Clio Wheelmen, to Hastings, at 9 a. m., from Jersey City.

Jersey City Club Wheelmen, to New Brunswick, at 9 a. m., from N. Y. R. R. bridge over Boulevard.

Montclair Wheelmen, to Passaic, at 9 a. m., from Montclair.

Castle Point Cyclers, to New Brunswick, at 6:30 a. m., from No. 1036 Park avenue, Hoboken.

Vim Bicycle Club, to Morristown, at 9 a. m., from club house, Newark.

Hackensack Wheelmen, to Paterson and Little Falls, at 9 a. m., from club house, Hackensack.

Atalanta Wheelmen, to Rampo, at 9 a. m., from Halsey street, Newark.

To-day's Roads and Weather.

Cyclists will find the macadamized and dirt highways leading from all points of Greater New York in the very best condition to-day, except where repairs are being made.

The weather indications at an early hour were favorable for a clear day, with the wind hovering in the west.

NOT HARD TO KEEP CLEAN.

White Enamel Isn't So Much Trouble to Riders as Many of Them Think.

"Most bicycle riders have a constitutional grudge against white enamelled bicycles," said a color dealer the other day, "because they assert the white machines get dirty too easily and are hard to clean. If they only knew it that is far from the case. In the first place white enamel, when washed, will not show dirt stains as quickly as plain black. There is a higher polish on black enamel than on white, and it is more likely to be scratched. To make it look as well as on the day it left the factory the black wheel should be polished by hand after cleaning, as well as by soft flannel or a dry chamois skin. In riding over dusty roads the white enamelled machine will look refreshingly bright, where the duller colored wheels have become dingy. White enamel doesn't require as much trouble to clean, for a damp cloth and a dry rub will answer all purposes without any attempt at polishing. The fact is that white enamel is easier to keep clean than any other color, but I fancy it will never become extremely popular, for the very good reason that the color makes the rider feel himself to be as conspicuous as a marble shaft in a country graveyard."

Baltusrol's Improved Golf Course.

Players in last year's tournament at Baltusrol would not recognize the course in its present improved condition. The open tournament, for which entries close with the secretary, L. Keller, No. 59 Liberty street, on next Wednesday, will be played over the original nine holes, upon which most of the labor of the past Spring has been concentrated. All of the approaches have been rutted, and in addition to the natural hazards, five foot sodded bunkers have been added to the second, third, fourth, and the eighth and ninth holes, and a sunken bunker added to the eighth. During the tournaments the red course o fnine holes will be utilized by the members not in the competition.

IT IS PART OF THE GAME OF CYCLING.

SOONER or later every bicycle rider becomes a victim to saddlephobia. It is a necessary evil accompanying the pastime, and no person can be said to have become a past master in the noble art of propelling a wheel until he has passed through all the stages of the complaint.

It begins generally by the rider looking at other people riding their bicycles. He fancies that they seem vastly more comfortable than he feels, and he attributes it at once to the saddle. Exactly why he should fancy anything of the kind and why he should hold the saddle responsible go with the complaint without any reasonable explanation.

When he purchased his wheel the dealer gave him an option on two or three kinds of saddle, at the same time not forgetting to give a few words of advice relative to the good in each. The rider selected that which the dealer recommended the least, on the theory that whatever he advised most he had a personal interest in desiring to sell. There are some persons in the world who are very suspicious.

When saddlephobia takes hold of him, and he feels the fever of the poison coursing through his veins, he runs for his wrench and takes a twist or two out of the saddle post fastenings. Generally the saddle gets tilted further backward than it had been. The rider has come to the conclusion that he has been riding too far forward. After a mile or two the first day he has had the saddle in its new position the victim dismounts, and with his wrench proceeds to take another fall out of the saddle post, moving the seat any way to make a change. Pretty much all day he is miserable on the bicycle, although he may have ridden it six hundred miles and never noticed anything out of the way until he came down with the epidemic.

About this time he begins to think that he was an idiot for not taking the advice of the man who sold him the wheel in selecting the saddle that he recommended. Quietly he slips away to some dealer in cycle sundries and purchases a saddle of the make that he was advised to take in the first place.

For the first fifteen miles he is delighted with his new purchase. It isn't very comfortable, of course, for all new saddles are more or less uncomfortable, but he takes heart in the thought that it is going to be a glorious seat when it is thoroughly broken in. About two days after he has had the new saddle his friend Smith comes along and notices it. "Of all things," he exclaims, "you aren't fool enough to use one of those saddles. Didn't you hear about Brown? He used a saddle like that and he hasn't got over regretting it yet." Pleasure in that saddle is spoiled. No matter how much the saddlephobist may think it agrees with him, he can't take a ride without thinking of Brown. He takes the saddle back to the dealer and trades it in for another.

The new saddle is padded. After two days' riding, with the thermometer at 95, the saddle invalid discovers that his new purchase is uncomfortably warm, and makes up his mind to trade again for a saddle with a rattan centre. The saddle dealer is willing to trade as often as the victim desires, for he always works in an extra profit, and sells the second-hand saddle for an advance over what it cost him.

A week on the rattan centred saddle satisfies the miserable man that it isn't a soft saddle at all that he wants, but a hard saddle—a very hard saddle. Therefore he trades again.

Having made up his mind to ride a century, he puts the hard saddle on the post and starts out with joy in his heart, for the famous century rider who lives next door has told him that he never thinks of riding 100 miles without using a hard saddle.

The same night, late, a weary, sad and aching man drags himself into the front door and staggers rather than walks to the first place where he can lie down. Some member of the family asks him how he feels. It is like touching a match to a powder magazine. As tired as he is, he is not tired enough to refrain from abusing all the bicycle saddles that ever were made.

About ten days after this, when he has fully recovered, he decides to take a short ride. Unknown to him, some other member of the family has taken the saddle from his bicycle, and he is obliged to put back the old one on which he first rode. With many misgivings he ventures forth for a ride. Strange to say, the bicycle moves with a sensation of luxurious ease that he has not experienced for more than a month. At the end of a mile or two he is willing to make oath to the fact that there is no saddle like that which he originally selected. He rides it until there is nothing left but shreds of leather and wisps of steel. He advises all his friends to ride it. He wont listen to the claims of any other saddle, and while he is entirely cured of saddlephobia, he has become a victim of saddlemania.

Connelly and Daly Training.

Eddie Connelly and Jack Daly are training hard for their coming fight, which takes place at the Broadway Athletic Club, on June 4. Considerable interest is being taken in the outcome of this encounter, which is billed to "go" twenty rounds. Two good preliminaries will be given on the same evening.

Conservative Surgery of the Rectum

Fistula, Haemorrhoids (Piles), Abscess, Fissure, Etc., Cured

WITHOUT PAIN,
WITHOUT CONFINEMENT TO THE HOUSE
WITHOUT DETENTION FROM BUSINESS
WITHOUT CHARGE FOR CONSULTATION.

Dr. J. J. EDMONDSON,
57 West 37th St., New York.

Office Hours, 9 to 5. Sunday, 11 to 1.

FRED TITUS RIDING WELL

New York's Hustler May More Than Hold His Own This Year.

E. H. Tellam, who is looking after the team in which Fred Titus is the star, contributes the following interesting information regarding the training of the New York boy at Chester Park:

"Titus is suffering from one of Job's afflictions just at present, but is rapidly improving each day, and also reducing his weight. Starting in at a slow gait, he gradually increases the clip until the last mile is covered in about 2:25, concluding with a fast sprint. Titus is setting most of his own pace, and this kind of work suits him exactly. I am endeavoring to arrange a tandem race between Titus and Oldfield, his team mate, and Kiser and Mertens of Eck's string, the conditions to be best two out of three, mile heats. It seems to me that it will be an excellent plan for meet promoters to include double machine events in their programmes this season, as this style of racing is certain to be popular. Tom Butler is one of the camp at this track, and though he is improving gradually, he has not yet done any speaking. Clint Davis, of Buffalo, is a recent arrival, and he, too, is working hard."

OH, HOW THANKFUL TO BE RID OF THAT IRON BAND!

That Is the Expression of Thousands of Our Patients During the Last 15 Years That We Have Been in Business at 822 Broadway, New York City.

Below are samples of some of the letters we receive every day:

BAD RUPTURE CURED.

Suffered Untold Misery from Wearing Spring Trusses.

ALBANY, N. Y., May 20, 1897.
Improved Elastic Truss Co., 822 Broadway, New York.

Dear Sirs: I feel as though I ought to give you a small testimonial. I have had a rupture for the past five years and have tried all kinds of spring trusses, but could find none that gave satisfaction. About six months ago I was greatly troubled in holding the rupture in place, and tried three or four spring trusses, but could not hold it. Being disgusted, I at last went to New York and had one of the Improved Elastic Trusses fitted to me. I wore this truss day and night with perfect ease. I could lie down and sleep without the slightest inconvenience. To-day, if it were really necessary, I think I could discard the truss entirely, but I will continue to wear it for the present, as it causes me to inconvenience as the spring trusses did. I will be glad to give all information possible to any one writing to me or calling on me.

SAMUEL HART,
American Express Co., Albany, N. Y.

CURED IN THREE MONTHS.

BROOKLYN, N. Y., May 31, 1896.
Improved Elastic Truss Co.

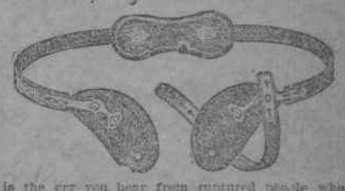
Dear Sirs: In February, 1893, I was ruptured very seriously, necessitating the use of a double truss. I at once consulted my physician, and he advised me to procure a double truss at once, notifying me at the same time not to look at the price, but to get a first-class truss, as a cheap truss would be as worthless to me as none. I bought a truss with a steel band, but I suffered untold misery. After consulting several people regarding trusses I was persuaded to buy one of your trusses. To say that I was pleased with same is putting it very mildly, because I was more than that. After wearing the same about three months I was entirely cured and have not worn a truss during the last two years. Yours very respectfully,

JOHN E. HUELLE,
4 Sumner ave.

Do You Fear Strangulation?

Strangulated rupture is caused by wearing a poor-fitting truss that does not properly stay in place, and what is the result in a good many cases—death. If you do not believe us ask your doctor. Do not wear the old style of truss with a heavy iron or steel band, something like the above, for you know what an instrument of torture they are and what you have suffered with them. We can relieve you with our Improved Elastic Truss.

Oh, My Poor Back!



is the cry you hear from ruptured people who wear a truss like this, with a hard steel or iron band, an instrument of torture. Why do they do it, when by sending for or calling at our office they can be cured without pain or neglect of business? The Improved Elastic Truss Co., of New York, furnishes the most effective truss for the relief and cure, producing none of the injurious results and torturing annoyances of other trusses and does not injure the spine.

Throw Away Your Truss

If you wear one like this, an instrument of torture that grips you like a vise. Why do you do it, when by sending for or calling at our office you can be cured without pain or neglect of business?

Almost Murdered Me!

That's what we so often hear in our office by ruptured people who have been in the habit of wearing a truss on the plan of the one above, with a heavy steel or iron band, an instrument of torture. Why will you continue to suffer when we can relieve and cure you?

It is stated that 50 per cent. of the inhabitants of this great country suffer from rupture. Many are the remedies and appliances for their relief and cure.

The Improved Elastic Truss Company of New York furnishes the most effective truss for the relief and cure, producing none of the injurious results and torturing annoyances of other trusses, and it can be WORN WITH EASE NIGHT AND DAY, thereby effecting a RADICAL AND PERMANENT CURE.

Those interested in the subject call on or write and get a catalogue free of charge to the

IMPROVED ELASTIC TRUSS CO.,
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Department Number 14.

We have no AGENTS. Do not be deceived by parties claiming they have our trusses in stock. We sell all our goods direct.

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HUDYAN IS THE GREATEST remedio-treatment that has been produced by any combination of physicians. The HUDYAN remedio-treatment cures the disabilities and diseases of men. It is a remedy for men. It cures seminal weakness, it cures night losses, it cures drains and it cures pimples. HUDYAN cures depression of spirits, bashfulness, inability to look frankly into the eyes of another. HUDYAN cures headache, hair falling out, dimness of sight, noises in the head and ears, weak memory, loss of voice, taste or smell. HUDYAN cures sunken eyes, stunted growth, palpitation, shortness of breath, dyspepsia, constipation and flatulency. HUDYAN cures weakness or pains in the small of the back, loss of muscular power, gloomy, melancholy forebodings, and disturbed sleep.

HUDYAN can be had from the doctors of the Hudson Medical Institute, and from no one else. You need HUDYAN when the facial nerves twitch, as there is certain to be an irritation at their centres in the brain. You need HUDYAN when there is a decline of the nerve force, because this decline shows a lack of nerve life, and may develop into nervous debility and then into nervous prostration. If you have harassed your nerves, if you have knotted or gnarled them, if you have abused your nerves to straighten yourself out you will use HUDYAN. No one else can give you HUDYAN except the Hudson Medical Institute. HUDYAN cures varicocele, hydrocele, impotency, dizziness, falling sensation, blurs, drains, despair, sorrow and misery. Write for CIRCULARS AND TESTIMONIALS of the great HUDYAN.

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