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FREELAND, SEPTEMBER 26, 1900.

THE SPORTING WORLD.

What is possible in the way of long distance traveling on a bicycle for an athlete never has been so well demonstrated as by the performance of Teddy Hale of England, who recently completed his task of riding 100 miles every day except Sunday for one year. He covered 32,496 miles in 313 days, resting 52 Sundays. He is the first man to succeed in an undertaking of this kind. In 1894 Jack Knowles of Brooklyn did what was then considered phenomenal. He rode a century every day for 65 days. He used a 40



TEDDY HALE.

pound chainless wheel. Knowles some years later died in a hospital, and it was commonly thought that the over-exertion of his feet was partly responsible for his death.

Two years ago Teddy Edwards of Boston started out on New Year's night to do a century every day of the year. He rode until midsummer and then collapsed and went to a hospital in Buffalo. Hale's rest of one day in seven was probably the secret of his success. The fact that he traveled such a distance on a bicycle in one year, century fashion, is an interesting commentary on the development of the machine and man in his use of it.

In 1897 John H. George of Philadelphia rode 32,479 miles in one year. This was the best previous record. George did not make his mileage in century fashion, but worked in many multiple centuries and rode Sundays as well as other days.

To Revive the Springfield Meet.
There is to be a monster Springfield tournament this season, one of the old kind, such as used to be carried out on the famous Hampden park track. It will conform to modern style and the races will be run on the new six lap track completed here by Jack Prince.

There will be a week of racing, with good purses, amateur and professional sprint races and a six day race to be run with motor pace one hour daily. The latter contest will be on the lines of the Golden Wheel race, run so successfully at Charles River park early in July. Three men will compete, each paced by two fast motor teams. The competitors for this contest are now being selected. Overtures have been made to Johnnie Nelson, the winner of the Boston Golden Wheel race, and should Nelson sign his competitors may be Burns Pierce and Harry Caldwell, both of whom are very popular in this city.

In this tournament the races will be run at night. One hour of amateur and professional sprint racing will precede the paced event.

Of old the Springfield tournament extended over three days and the heats were run on the first day. Manager Prince believes that the entries for this week of racing will be numerous enough to cause the running of the heats of each night's racing during the afternoon of that day. The interest in the big tournament locally rivals anything ever known in Springfield in the great days when Hendee, Tyler, Sanger and Zimmerman were stars. Prince intends that this week of racing shall inaugurate a new order of cycle racing in Springfield.

Connor Was a Great Player.
Roger Connor, perhaps the oldest baseball player in active service in America, except, possibly, Jim O'Rourke, recently announced that he had permanently retired from the game. From 1873, when he became a member of the famous Monitor club in Waterbury, his home, he has been a prominent player. From 1876 till 1897 he was in the National league; from 1883 till 1894 playing with the New Yorks. From 1894 to 1897 he was with Philadelphia and St. Louis. In 1885 he was the champion batsman of the National league, and for ten years he was among the first half dozen leading batsmen of the United States. Connor left New York for Philadelphia and then for St. Louis, drifting from there three years ago into the New England league. He has been in minor leagues since that time. For three years he has managed the Waterbury team of the Connecticut state league. His eyes are troubling him badly at present, and he decided to retire.

World's Champion Cyclists.
First place in every event in the world's championship cycle races at Paris was won by a Frenchman. The only American in any event was Lake, who took second in the amateur championship two kilometers event. France took third in the same event, Norway took one second place. Holland took a second and Germany took a third. Cooper, McFarland and Elkes, who represented America in the contest, with Lake, were not heard from. The schedule of results is as follows: Amateur championship, two kilometers, won by Didier of Nantes (French); second, Lake (American); third, Yasserund (French); time, 56:25. Amateur championship of the world, 100 kilometers, won by Bastien (French); second, Henle (Norwegian); third, Vildebrand (French); time, 25m. 36s. Professional world's championship, two kilometers, won by Jacquelin (French); second, Meyers (Dutch); third, Arend (German).

STRIKE COMMENTS.

Editorial Expressions on President Mitchell's Latest Proposition.
SPIRIT OF FAIRNESS SHOWN.

By waiving the claim of the United Mine Workers' organization to official recognition by the mine operators, President Mitchell has shown a spirit of fairness which should be met in like spirit. Before the great coal strike was declared some of the operators expressed their willingness to treat with their own employees, while others protested that no differences existed between them and their men. But all who have been found refused absolutely to confer with the representatives of the miners' union. It was not until it appeared impossible to arrange any general plan of conference between employers and men that the miners quit work.

In order to hasten arbitration of the questions in dispute, President Mitchell has yielded a point which the miners considered essential to their cause. In surrendering that right the miners have made a very material concession in order to bring about a settlement. The mine owners can afford to meet them half way.

President Mitchell shows that nine railroad companies practically control the anthracite coal fields. These nine railroad companies produce nearly three-fourths of all the hard coal mined, and they are the sole carriers to tidewater of all the anthracite coal mined in Pennsylvania. They hold at their absolute mercy the independent operators, who for self-preservation must adjust their scale of wages and charges to the schedule fixed by the railroad companies. For that reason, President Mitchell declares, no arbitration can be conclusive in which the railroad companies do not join.

In order to reach a peaceful agreement he has presented to the presidents of these companies a direct proposal, which they cannot afford to ignore if they have any desire to find a permanent solution of their disagreement with the miners. He has addressed the presidents of these companies by name, so that there may be no misunderstanding about his honesty of purpose to bring his proposal to their personal notice. What good reason can the railroad companies have for rejecting the overtures for arbitration?—Phila. North American.

BEST OF THE ARGUMENT.

The men who have least cause for complaint are those of the Philadelphia and Reading Coal and Iron Company. The Reading officials were certain that not a single miner would go out, and yet in their collieries around Shenandoah the men have gone out. There was a riot there, and then the troops were mobilized. There was no reason why, under the protection of these troops, all of these Shenandoah collieries should not have opened up yesterday morning, if the men were inclined to work, but they did not do so. The failure of the men to report shows a disposition on their part to stand by the union and make the strike general throughout the anthracite regions.

It must be said that to a certain extent that President Mitchell, of the United Mine Workers of America, has the best of the argument. In a statement signed by him he advocates the principle of arbitration, but he declares that even arbitration would not be necessary if the anthracite mine owners would only do what the mine owners of the bituminous regions of Pennsylvania and of the West do. He tells how these operators and operatives get together once a year and fix the rate without friction, and he says that if the anthracite owners would but only take a lesson from the bituminous operators all would be well.—Phila. Inquirer.

STRIKE WRONGFULLY DIRECTED.

The curious manifesto of Mr. Mitchell, or against, the coal-carrying railroads is a very symptomatic incident. Having begun with a strike against the operators of coal mines, he now seems to abandon that ground, and to confess that it is not in the power of the operators, upon whom the original demands were made, to meet those demands—that they are "fellow-sufferers" with the men in their employ. This comes near to a confession that the strike was wrongly directed in the beginning, and also to a confession that, upon the present lines, is foredoomed to failure.—New York Times.

COMMENDABLY CONSERVATIVE.

The statement is commendably conservative throughout and contains certain propositions which should not only command the earnest attention of the operators but call forth from them an equally clear and emphatic statement of their position. We have no means at this time of knowing how this proposition will be received by the officers of the large companies who unquestionably control the anthracite mining industry, but we venture the assertion that nine-tenths of the people who have no direct interest in coal mining will regard the offer of President Mitchell as fair.

What have the coal operators to offer in the way of reasons for not accepting it, if they conclude to reject it? Every business interest throughout the anthracite regions desires to see the strike ended as speedily as possible. What is more, they desire to see operations at the mines resumed on a basis that will

give some assurance of permanent peace and good will between the operators and their employes.

One of the most exasperating features of this strike is the apparent indifference of the companies to its continuance. Public sympathy is largely with the men on strike, and will remain with them as long as they maintain law and order, as they have up to this time in the Wyoming and Lackawanna valleys.

President Mitchell has removed the principal cause heretofore advanced by the operators as an obstacle to negotiations. He does not ask the operators to recognize him or the organization he represents, but urges them to treat direct with committees of their own employes. His suggestion that the conferences between the several companies and committees of their respective employes be held simultaneously certainly is not unreasonable, and the reasons he gives for such a suggestion are sensible. The question is what will the coal companies do?—Wilkesbarre Record.

CLEAR WAY FOR SETTLEMENT.

In a conflict which is practically between the great combination controlling the output of anthracite coal and the miners the sympathy of the public is on the side of the miners. But there are those who assert in behalf of the coal corporations that the demands of the miners do not justify this extensive strike, and that the aim of the movement is to make to the world an exhibition of the strength and discipline of the United Mine Workers' Association. If this strike had its origin, as pretended, in nothing more than a pitiful ambition of the miners' leaders to make a display of their power the criminality of the movement could not be too severely denounced. But it is grossly absurd to assume that the miners are so stupid and so wanting in regard for the welfare of their families as to throw down their picks and shovels at the mere nod of their leaders, without having any substantial ground of complaint.

The offer of the president of the United Mine Workers to step aside whilst the nine railroad companies which control anthracite output and transportation shall settle the grievances complained of by the miners by arbitration with the direct representatives of the miners themselves is a very fair one. It recognizes the real principals in the dispute on one side and the other, and certainly clears the way for settlement.—Phila. Record.

Big Minstrel Show.

Barlow and Wilson's Minstrels made their annual appearance last evening at Powers' opera house, to an excellent house. It is a fact worthy of notice, that at each successive trip of this famous organization vacant down stairs seats have been few and far between. It follows that an attraction able to fill that portion of the theatre is one of intrinsic merit. The musical portion was practically strong. The monologue work of Barlow and Wilson was very funny, while the popular Conroy and Murry met with an ovation that must have been exceedingly pleasant to those favorite comedians. Taken altogether the Barlow and Wilson show far surpasses the usual minstrel attraction.—Grand Rapids Daily Democrat.

At the Grand opera house tomorrow evening.

\$5.00 to Niagara Falls and Return.

Via the Lehigh Valley Railroad, October 6, 1900. Tickets will be on sale October 6, limited for return passage to October 8 inclusive, and will be honored on any train except the Black Diamond express.

For further information consult Lehigh Valley ticket agent.

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RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.

May 27, 1900.

ARRANGEMENT OF PASSENGER TRAINS.

LEAVE FREELAND.

6 12 a m	for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
7 40 a m	for Scranton, White Haven, Wilkes-Barre, Pittston and Scranton.
8 18 a m	for Hazleton, Mahanoy City, Shenandoah, Ashland, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
9 30 a m	for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.
11 45 a m	for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points West.
1 30 p m	for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
4 42 p m	for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
6 34 p m	for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points West.
7 29 p m	for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel and Shamokin.

ARRIVE AT FREELAND.

7 40 a m	from Weatherly, Pottsville, Ashland, Shenandoah, Mahanoy City and Hazleton.
9 17 a m	from Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah, Mt. Carmel and Shamokin.
9 30 a m	from Scranton, Wilkes-Barre and White Haven.
11 45 a m	from Pottsville, Shamokin, Mt. Carmel, Shenandoah, Mahanoy City and Hazleton.
12 55 p m	from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and Weatherly.
4 42 p m	from Scranton, Wilkes-Barre and White Haven.
6 34 p m	from New York, Philadelphia, Pottsville, Shamokin, Mt. Carmel, Shenandoah, Mahanoy City and Hazleton.
7 29 p m	from Scranton, Wilkes-Barre and White Haven.

For further information inquire of Ticket Agents.
COLLIER WILBUR, General Superintendent, 39 Cortlandt Street, New York City.
CHAS. S. LEE, General Passenger Agent, 29 Cortlandt Street, New York City.
J. T. KEITH, Division Superintendent, Hazleton, Pa.

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Ross and Hazleton Junction at 5:30, 9:30 a. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., daily except Sunday; and 10:10 a. m., 5:40 p. m., daily except Sunday; and 1:05 a. m., 2:35 p. m., Sunday.
Trains leave Drifton for Onida Junction, Harwood Road, Humboldt Road, Onida and Shepton at 6:00 a. m., daily except Sunday; and 7:45 a. m., 2:25 p. m., Sunday.
Trains leave Hazleton Junction for Harwood, Cranberry, Tomhicken and Deringer at 6:35 a. m., daily except Sunday; and 8:55 a. m., 4:25 p. m., Sunday.
Trains leave Hazleton Junction for Onida Junction, Harwood Road, Humboldt Road, Onida and Shepton at 6:45 a. m., 9:25 p. m., daily except Sunday; and 7:37 a. m., 3:11 p. m., Sunday.
Trains leave Deringer for Tomhicken, Cranberry, Harwood, Hazleton Junction and Onida at 2:25, 5:40 p. m., daily except Sunday; and 2:37 a. m., 4:07 p. m., Sunday.
Trains leave Shepton for Onida, Humboldt Road, Harwood Road, Onida Junction, Hazleton Junction and Onida at 7:41 a. m., 4:15 p. m., daily except Sunday; and 10:10 a. m., 5:40 p. m., Sunday.
All trains connect at Hazleton Junction with electric cars for Hazleton, Jenneville, Audenried and other points on the Traction Company's line.
Trains leaving Drifton at 5:30, 6:00 a. m. make connection at Deringer with P. R. R. trains for Wilkes-Barre, Sunbury, Harrisburg and points west.
For the accommodation of passengers at way stations between Hazleton Junction and Deringer, a train will leave the former point at 3:00 p. m., daily, except Sunday, arriving at Deringer at 5:00 p. m.
LUTHER C. SMITH, Superintendent.